

der Gasser

FEBRUARY 2000

PORSCHE

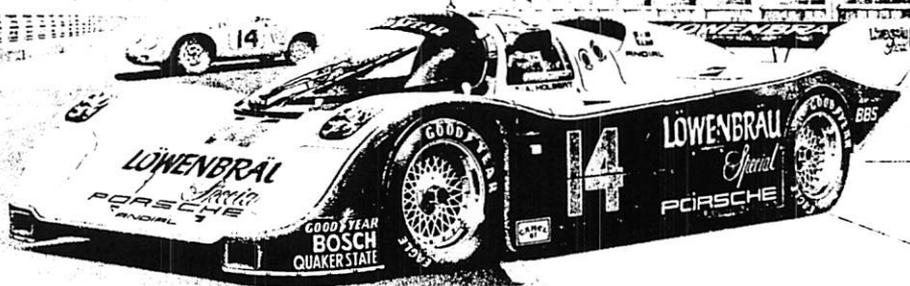


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President's Message



It is with great sadness that I inform you that one of our founding members, Charlie Biedler, passed away. Charlie was very active after helping to found the region serving as president a few times among other things. Dr. Debbie and Bill Cooper, our historians, will have an article so I won't go into detail here

but suffice to say, he will be missed.

Since my last report, we have not had any club activities. Did you miss them? If so, we are always open to suggestions for activities.

By the time you read this, you will have found out just how much fun your daily driver is in the snow. It has been a while since we were blessed with the white stuff. Ms. Vicki found that her giant tires worked about as well as snowshoes, all wheel drive aside. The car is properly shod with snows and she is happy again. The new (to us at Vision) 935 is not real great in the snow either. The decision to let it hibernate in the showroom was a sound idea after a brief trip which included some snow.

So how was the car show? It was great! It always is. Hard to get much more car oriented than this event. We were hoping the new Turbo would be here but for whatever reason Porsche decided not to bring one. The race car is nifty though. This has become one of our most requested events and we owe a great deal of thanks to our fellow member, Saul Kun, and his main man Kevin who is the director of the Automobile Dealers Association of Greater Philadelphia. ADA produces the show and through their kindness they allow us to have our meeting there. It's a wonderful way to spend a very cold winter day.

Plans for extra meetings and events are moving smartly along. We have received some good suggestions from some members. Plans range from an overnight trip, to a trip to the New York auto show, to tech type gatherings, to a cigar dinner with a world class racer as the speaker. Sound good? Be sure to follow Craig's column as well as articles from the tech duo, Chip and Myles. Speaking of staying on top of things, did you call Randy to get in on the Penske trip? If you didn't you missed out, the reservations are full. You might want to get on his standby list if

there are any cancellations.

One extra event that should bring a bunch out is the Central Penn region's giant Porsche-only swap meet in Hershey. This year the folks from the Rennlist (www.rennlist.com a giant world wide group of on-line Porsche owners) are trying to get various and sundry caravans going to the meet. I will be the Riesentöter point person. Two main choices come to mind, one is to meet on the turnpike in Valley Forge, pick up members along the way, possibly other caravans and descend on the event with a hoard of Porsches. Another is to gather somewhere and take

the back roads up, sort of like a back woods rally without the jumps and tree bashing. Opinions?

I'm sure many of you thought someone would come up with the autocross site. Well, to date, no one has. Sigh, we don't want the program to end, do we? With all our members, someone must have a suitable location available where they work, that they own, whatever. Come on folks, think.

Be sure to check out our web site on a regular basis. Doug updates it quite frequently with pictures and event news. www.rtr-pca.org will get you there.

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



THE CAR SHOW,
PENSKE TRIP,
SWAP MEET CARAVAN,
TECH SESSIONS,
AND OF COURSE
MEETINGS
ARE MAKING
FOR A BUSY
START OF THE YEAR.

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Photo Cover -Ahh, remember the warm weather? Last year's 'Racers-at-Rosens'. (Jim McHenry)

Riesentöter Calendar of Events

FEBRUARY

- 23 February's Membership Meeting at Dougherty's Automotive, West Chester 610-692-6039

MARCH

- 18 SuperTech at Dougherty's Automotive, West Chester 610-692-6039
- 29 March Membership Meeting
New Members Meeting at Holberts, Warrington, PA

APRIL

- 26 April Membership Meeting
Vision Porsche, Reading, PA

MAY

- 5 Central PA Driver Ed at Summit Point. Contact: Michael Wanner, 717-561-2870 ahhbg@aol.com www.CentralPaPorsche.org
- 26 RTR Driver Ed, Pocono East course (instructor day)
- 27-28 RTR Driver Ed, Pocono North course
- 31 May Membership Meeting
Tilson Motor Car Services
2087 N. 63rd, St. Phila, PA

JUNE

- 24-25 RTR Driver Ed, Jefferson Circuit
- 26 RTR Driver Ed. Summit Point

AUGUST

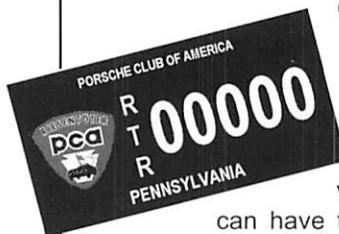
- 4-6 RTR Driver Ed, Watkins Glen
- 20 RTR Picnic, details to follow

SEPTEMBER

- 29 RTR Driver Ed, Pocono South, (instructor day)
- 30 - Oct 1 RTR Driver Ed, Pocono North course

The RTR License Plate

Check out the license on the cover of January's der Gasser. One like it can be yours because it's the one Tom Zaffarano is taking reservations for. We need to guarantee the state of Pennsylvania an order of 300 plates before they will start the process. You can even put them on your non-P car. They cost \$20 each (what a bargain!) and the state assigns the number. Isn't it a very cool design? We can have them as early as the spring but Tom needs a show of interest. Mail him your name, address, phone number and the number of plates you want to order. If he gets a good response he'll proceed, so do it today. Also, more information is available on our web site www.rtr-pca.org



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tzaffarano@aol.com



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R. CRAIG ROSENFELD
Dealer Principal

Club Meeting Info



Welcome again to another year with your mental health outlet, Riesentöter. We have many activities coming to life that should satisfy even the biggest grouch. January started out quiet with our first official meeting February 6 at

the Philadelphia Auto Show. This was held at the Convention Center in the heart of the City of Brotherly Love. Admission was free for members along with a guest or family member. Like before, everyone stopped at the special booth where entry was gained along with the number of the conference room, which was 307 in case anyone missed it, which held our first official club meeting of the year for 2000. Many attended as well as the Exec committee which was on hand to lay out some details for upcoming events. Another reason members showed up was because of the spectacular display by the automakers. I was disappointed not see the new Porsche Turbo, but many other cars on display quickly caught my eye which helped in the "no show" healing process, along with some hot dogs and soft pretzels as well!

February Membership Meeting

This month, on February 23rd, our meeting will be held at Dougherty Automotive, which is located at 720 E. Nields St., West Chester, PA. The number is 610-692-6039. This will be the second annual Dougherty meeting which last year had the highest member turnout. For directions take Rt 202 South to the Westtown Rd exit, turn right to the first light, which is Nields Street. Turn left and Dougherty's is on the left, halfway down the block. I cannot say enough about Dougherty's and the way they run their business. With top mechanics on hand, their expertise runs from import repair to their specialty of Porsche tuning, rebuilding components or building race cars from the ground up. If anyone is looking for a first class repair service stop out and sample the knowledge Bill, his son Colin and the staff of factory-trained mechanics have to offer. Also, take a look at all the new high tech car products they offer for dress and safety. Looking for a P-car? They can help with online services in retrieving that special one you cannot find. Also come out and sample some good home cooking by Bill's better half, Marge.

With future meetings planned or in the works, I know every event will be a great one. Thanks for your time and see you at Dougherty's.

Randy Jameson,
Vice President of Riesentöter



Don't Miss
The Second
Annual
Meeting at
Dougherty
Automotive

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Informative
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Feb 23 7:30pm
720 E. Nields St
West Chester
610-692-6039

Directions - From the King of Prussia area go south on Rt. 202 to the Westtown Rd exit. Turn right onto Westtown Rd and continue to the first traffic signal. Turn left onto East Nields Street and go to the first entrance on your left (at the Dougherty sign).



Membership News

by Tracy Chatley, Membership Chairperson

The following individuals became new members of Riesentöter for January, 2000:

James and Ruth Aquilani	Lansdale, PA	'97 Boxster
Carlos and Kristin Cruz	East Lansdowne, PA	'87 911
Doug Fero	Radnor, PA	'88 911
Stephen Ficchi	Merion, PA	'99 911
Ronald Kirby	Easton, PA	'85 944
Charles and Lisa Klein	Huntingdon Valley, PA	'90 944
Nicholas and Robyn Landekic	Wayne, PA	'93 911
Elaine Lewis	Mohnton, PA	'00 Boxster
Christopher and Chester Mahalick	Ardmore, PA	'84 911
Jason and Dianna Maurer	Southampton, PA	'87 944
James Pesci	Doylestown, PA	'99 911
Tom and Pam Powell	West Chester, PA	'88 911
Frank and Leslie Staves	Radnor, PA	'99 Boxster
Richard and Susan Tofani	Ambler, PA	'97 Boxster
John Wilson	Lower Gwynedd, PA	'87 928

Please also welcome the following members transferring in from other PCA regions:

Tim Cindric and Colin Trueman	Reading, PA	'98 911
Robert and Jane Reed	Drexel Hill, PA	'86 928S
Patrick and Shannon Walsh	Arlington, VA	'98 Boxster
Robert and Jane Willenbucher	Washington Crossing, PA	'88 911

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

Membership Milestones

Here are the Riesentöter members reaching membership milestones in February:

20 Years

Mark Miller

15 Years

John Dietterle

5 Years

Thomas Bottomley

Gino and Carmen Campagnolo

Frank and Mary Dattilo

Antonio Donato

Tony and Debra El-Chaar

Michele Fuller

Harvey and Dale Hoover

5 Years (con't.)

Drew Kenney

David Marshall

Nimrod Natan

William and Ruth Pfeiffer

Ivan Pokorny

Scott Rosenfeld

Lynn Sengstack

Peter Stillwell

Amor Tiongco

Francis Volz

Harold Walz

Jim and Robin Zelinskie

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



SOCIAL GATHERINGS

by Craig Rosenfeld, Social Chairperson

I have received only 2 responses for the New York Auto Show Jaunt – but there still is time. Call and we'll set something up. (From *January's der Gasser: The New York Auto Show is in April. If enough people call me we'll arrange a group trip. Porsche will have displayed their new booth in Philadelphia to showcase the Turbo but New York is always a great spectacle.*)

The Christmas Banquet has turned into a chore. I wanted a central location near King Of Prussia, but everyone I have talked to is already booked for Saturdays in December. I'm now working with a caterer – we'll find the spot.

I am inviting all RTR members to a special social function at Vision Porsche March 11. Vision is turning their showroom into a gourmet restaurant for four hours. The event is a cigar dinner catered by the Inn at Yellow Springs, featuring a martini bar, fantastic ice sculptures, wine tasting area, and 2 specially chosen cigars. All complimenting a great sit down dinner as only Mr. Orlando can prepare. All this fanfare will welcome the presence of two guests, Matt Sielsky (a former Team Green Atlantic driver) and his mentor – the one and only Paul Tracy, CART driver of extreme skill and bravery. The date is based on Paul's test and race schedule, but he says March 11 is his best date as of now. The cost is \$150.00 per person, and should be a most memorable event. Call Vision (610-777-6500) for reservations.

The Penske Tour is sold out – call Randy, our VP, for vacancies if there are cancellations. Craig.



The Snidely Whiplash

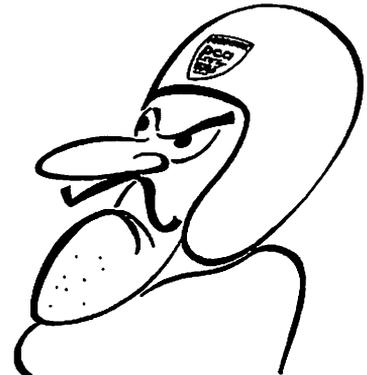
Inaugural

Trek To The Track For The Faint of Heart (con't from January)

Well, our day will start promptly at 7:00 a.m. in three locations. If you live in the Philadelphia area Melissa Plenzik will greet you at Otto's Restaurant in Horsham, 1 mile from the Willow Grove Exit of the PA Turnpike. Craig Rosenfeld will do the honors at Arner's Restaurant in Reading, Rt. 61 and 'The Road to Nowhere'. I will personally greet you at the Charcoal Drive-in in Allentown, just off the turnpike on Rt. 222.

So Dudley, Do-right by yourself and join the gang for an excursion to Pocono Raceway on Saturday, May 27th and find out what your car can really do.

Even more info next month. *Snidely.*



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Bottom Feeders' Corner

Confessions of a Tool Junkie

by Randy Cohen

I guess it all goes back to my grandfather. He helped me build a soapbox go cart one summer using my father's toolbox. That meant a hammer, screwdriver, saw, and pliers. I remember he was mumbling in German a lot while drilling holes in wood using a screwdriver and hammer. Shortly after that I got a toolbox from him and a new tool every time he visited. The tools opened up a whole New World for me and I immediately began taking that world apart and then trying to put it back together.

Working on cars as a hobby has given me the perfect excuse to accumulate all sorts of tools. Any new sort of repair is a reason to review catalogs for what new things I can buy. Some times the price of the tool can be rival the cost of paying someone else to do it, but I must have the tool, so it gets done at home.

My family has accepted the addiction and understands the need for a "house toolbox", "trunk toolbox", and NEVER to use the tools in the garage. My in-laws ask what tool to get me for my birthday, and even have catalogs at their house. My son seems to have the same addiction and I encourage it, even though his repairs to date have been putting screwdrivers in exhaust pipes and seat cushions.

I started a list of tools I bought and never used, mostly bodywork stuff. If you ever saw my cars this would come as no surprise. I have dent pullers, profile copiers, windshield scratch removal kits, sandblasting toys, undercoating guns to name a few that have never been out of

their boxes. Some day I will try a bodywork job, but there are a couple more tools that would come in handy...

Most of the time I feed my addiction at Sears. I have been known to chase down a Snap-On truck though. Craftsman stuff is usually good enough, but their screwdrivers seem to be made from the softest metals known to man. Luckily they can be replaced for free. About every two months I go in with a box of them. The 17mm and 19mm sockets seem to be made of a new metal I call disappearium. No matter how many I buy they are never around when I need them.

I really hate borrowing tools and really really hate lending them. Anyone is welcome to use my tools, as long as they do it in my driveway and I can inspect their car and pockets at the end of the day. Borrowing the tool is no fun because if I break it I have to buy it anyway and then can't keep it.

If you or someone you love is afflicted with the same addiction, take my advice. You can never be too rich or have too many tools. Now excuse me while I go buy some Sears stock. And maybe a couple of shares of Snap-On too.

On a different note, I still plan to organize some Sunday morning drives or other get together for all you Bottomfeeders and Bottomfeeder wannabees. I have been trying to get some sort of forum on the Riesentöter web site so we can start planning. This would be the easiest way to schedule and communicate, assuming you have a computer. Right now I'm pretty busy evenings with my son's fourth grade math homework and oil leaks. Be patient and keep the faith. With or without the internet, I will set up something.



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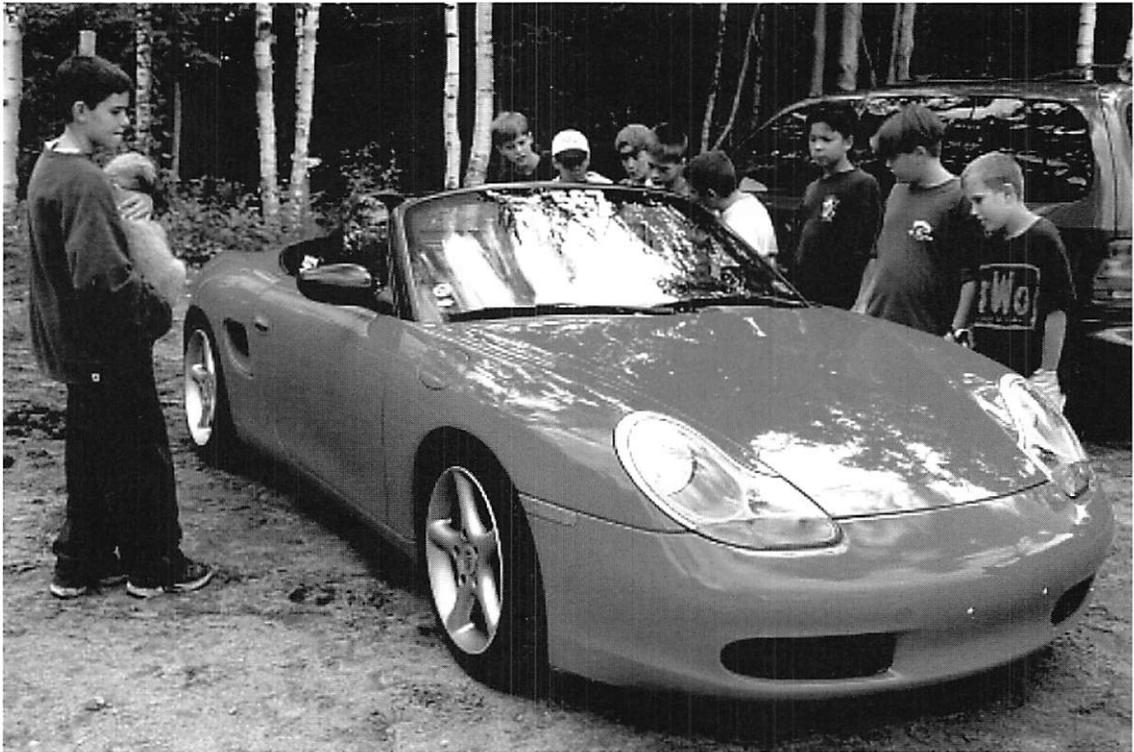
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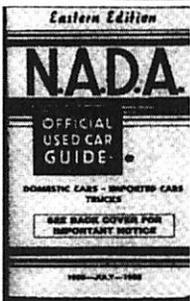


Ken Souser

Future Concours Judges



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Riesentöter PCA Driver Education

Application Form for 2000

<i>Event</i>		<i>Student</i>	<i>Instructor</i>
Pocono East Course	May 26		\$85
Pocono North Course	May 27, 28	\$170	\$85
* Jefferson Circuit	June 24,25	\$180	\$90
Summit Point	June 26	\$90	\$50
** Watkins Glen	August 4, 5, 6	\$260	\$130
Pocono South Course	September 29		\$85
Pocono North Course	September 30, Oct 1	\$170	\$85

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

- * Special for Jefferson Circuit. With your registration at normal price, register your spouse or significant other at half price. As we did last year, there will be a ladies only run group.
- ** Registration to the Glen event includes dinner on Saturday night, however seating is limited to 160. Extra dinner tickets are available at \$40 each. The first 160 requests will get seating.

- REQUIREMENTS:** You must be at least 18 years of age, have a valid driver's license, use a Snell 90 or 95 rated helmet, and have car tech inspected (see below).
- ENTRY DATE:** All events are open now. If you register within 14 days of an event, please add \$20 for late processing.
- SEND TO:** Don Baumann 2340 Valley Hill Rd Malvern PA, 19355 (610-647-3339)
dobquaker@aol.com.
- 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.

Riesentöter reserves the right to refuse any application

Name _____
 Street _____
 City _____ State _____ Zip _____
 Home Phone (____) _____ Work Phone (____) _____
 PCA Member # _____ E-Mail address _____
 Porsche Model and year _____ Color _____

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

Pocono _____ Watkins Glen _____ Jefferson Circuit _____ Summit Point _____

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 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

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Tech Corner

Take Care Of Your Tires If You Expect Them To Take Care Of You

by John Ruther,
Chief Driving Instructor, Chicago Region
(from Chicago Scene)

In today's world of high-tech motorsports I'm afraid we have become complacent about the tires we use. You see, the tires have gotten so good and reliable that often times we don't do the little things that we should do to insure that they will take care of us and not let us down. This whole area of concern was frighteningly reinforced when I recently had a catastrophic tire failure at the Start/Finish line at Road America. This is one of the fastest parts of the track with concrete barriers lining both sides and only 3 or 4 feet of grass before the wall. In my Porsche I was going approximately 150 mph when all of a sudden the car felt as if it were on LOTS OF OIL. It first went left, then right, then left, then right, then sideways, then backwards, then sideways, then finally I got it turned around going forwards again. Each time I made a steering correction it seemed to be too much correction, but I did everything within my power to keep the car off the wall, which at that speed would certainly have done big damage, if not destroying the car. When I finally got the car going forward again it had slowed to about 30 - 40 mph at which time I just dropped the left side tires into the grass and just grazed the wall with the left rear.

As it turned out, it was the left tire that had suddenly lost all the air. The damage to the car was

only minor paint and graphics damage to the bolt-on fiberglass fender extension, a scraped-up outer rim half, and the left rear needed a toe adjustment. The tire just appeared flat from the outside, but once removed there were five huge splits in the tire where the sidewall meets the tread. It's hard to say how much of this was caused by running such a long way on a tire with no air and how much was the initial cause of the incident. The tire has since been sent to the manufacturer for their analysis and assessment.

The point of the story is this: Don't take your tires for granted!! Check the pressure right before each session and again right after each session.

Keep a log of how many heat cycles are on the tires and what the pressures are both hot and cold. Regularly pull the tires off the car to inspect them. Look for anything like a crack in the sidewall or on the tread. Be alert for bits of debris like anything metal or carbon fiber stuck in the rubber. If you see anything that looks suspicious, take the tire to a tire engineer servicing your event for an expert opinion. If you're not sure what to do, Don't drive on the tire! At the speeds most of reach, a sudden tire failure can spell disaster, both to you and to your car.

One other tid-bit: make sure that the people doing the mounting of your track tires use only the short-style valve cores. Apparently the long style can let air escape from the tire due to the centrifugal force exerted on it. This loss of pressure can cause the tire to overheat and come apart in a big way. If you feel anything out of the ordinary when you are on the track, come in and have a look at the tires. If you can catch a slow puncture or leak before the tire comes apart you can save yourself a lot of grief and, potentially, money.

THE POINT OF
THE STORY IS
THIS:
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RIESENTÖTER REGION

Concours Corner

Attention To Detail - Removing Unsightly Blemishes

by Matt Zakarian, Metro New York Region
(from PORSCHE POST)

This month I'd like to cover a topic that I haven't discussed here before, but about which I have often been asked. It is the process called "Paintless Ding Removal." This procedure is designed to remove small indentations (i.e., door dings or hailstone dents) in the sheet metal of your Porsche, without using any body filler or paint. As far as I know, the process was invented on the production line of a German manufacturer to repair cars that were damaged on their way through the factory. You may know the procedure by the names of companies that practice it: Dent-X or Ding King and others. It is used extensively by used car dealers to refurbish cars to be resold.

When you see the process performed by a skilled technician, it's almost like magic. One second you see the ding, and the next second it's gone. But I must state the one Law of Ding Magic: The Procedure Is Only as Good as the Technician. I've heard many stories of how a particular company was recommended between friends, but the second friend was terribly dissatisfied, even though he went to the same shop. Why? Because a different technician worked on the second car. One important thing to remember is that if a ding is pushed out too far, thus stretching the metal, in most cases the damage will not be able to be repaired. This is one case in which not to be penny wise and dollar foolish.

There are limitations as to the damage that can be repaired using this method. These include the size of the ding, whether it's sharp or not, whether the metal has been stretched and whether a previous attempt has been made to repair the area. Any qualified technician should be able to tell you the chances of removing blemish without cracking the paint.

Here are several questions you should ask of the technician:

- Will holes be drilled in order to reach the damaged area? (Not necessary in most cases.)
- Will they charge you even if you are not

satisfied with the repair?

- Do they have shop insurance?
- Will they let you examine the repaired area under the same light with which they worked? (You can see a lot more under these. That's why they use them.)
- Will they furnish you with references? (I recommend personal references over dealer ones, because most dealers are more interested in low prices than meticulous quality.)

Paintless ding removal is usually priced by the panel. The cost ranges from \$100 to \$175 per panel for up to three dings. (Additional dings cost extra.) In closing, my opinion is that this procedure is more than worth the money, and in most cases can save an expensive trip to the body shop. But it's Caveat Emptor! (In case your Latin is only pig, that's Beware, Buyer!)

Tip of the Month

Cover stone chips in windshields with clear tape as soon as possible to keep the glass clean, dry and repairable.



24th Annual Porsche "Only" Swap Meet

Hershey Park, Hershey, PA
Saturday, April 22, 2000

Sell, Swap parts and Accessories. Porsche only parking available, Porsche Car Corral, On-Site Bank (Bank on Wheels), Rest Rooms & Food Vendors on premise. Rain or Shine. Vendor Pre-Registration is strongly recommended. Choose from over 500 paved spaces. Sponsored by the Central Pennsylvania Region. Contact Steven Baun, 717-932-4473.

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66 911 Coupe, Red/black, all original, 42K miles, no rust, immaculate cond. \$18,000. Call 717-637-1395 11

74 914-6, 916 body work. trunk spoiler, welded full cage & stiffened body, race seats with harnesses, three sets of wheels, adjustable sway bar, brake bias, and short shift kit. Strong rebuilt 2.7 motor with Webers, MSD ignition, headers, supertrapp, front cooler and custom oil tank. Very fast street legal race car. PA classic registration. Best offer. Nick Plenzick 215-343-0263 11

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80 911SC Coupe, #91A0133497, Euro., Iris Blue/black, 103K, real nice SCdriver. Black Fuchs w/crests, Alpine disc player. Fitted cover, four extra cookie cutters. Buying 356, 911 must go. \$12,000/no reasonable offer refused. Jeff Miller, 101 Race St., Apartment 211, Catasauqua, PA 18032, 610-266-9455, jeff_miller@compaid.com. 11

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85/1/2 944, wine/cream, 160K mi., new cam belt, newer Dunlops on Fuchs. Own 3 porsches, one must go. \$3,000.00 (not as firm as last month) bob 215-493-6506 or bob@rhombicsystems.com

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88 911 Carrera Coupe, #WPOAB0919JS121688. 25K orig. mi, GP white w/blk. lea. int., AC, cruise, 16" Fuchs, pwr. windows, seats, S/R, alarm, new tires, battery and air conditioner rebuild, many accessories, all books and records, including window sticker, pristine, garaged & covered, no smoke, rain, snow. \$33,900, Steve Midgett, 15 Ile d'Huyere, Devon, PA 19333 (610) 296-7479, smidgett@dtus.com. 1

89 911 Carrera Targa, #WPOEB0916KS160077, White/blk Targa top, 59K miles, all leather dark blue interior, high performance chip, high performance exhaust, new clutch, air., cruise control, new detachable Alpine AM/FM/CD, super mint cond. \$29,500 (856) 478-6477(h) or (215) 569-8900 (w). 1

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95 911 Carrera 2 Cab, WPOCA2991SS342460, Adv. Green/blk top, 50K mi, 6 spd, AM/FM/CD, 205/245 Z Pirellis (5 months old), all work records, excl cond, \$47,500. Ivan Doner 215-752-3810 2

95 911 Carrera, 993 Coupe, WPOAA2991SS321616. Polar Silver/black supple leather, 11K miles, 6 speed, ltd. slip w/ABD, 17" wheels w/crests, pwr seats, Porsche fir mats & cover., Holbert maintained, superb cond, \$54,000. Horace Miller, 523 Manor House La, Willow Grove, PA 19090 215-654-5400 (day) horacemjr@aol.com 11

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97 Boxster, Mint cond. \$40,000 firm! 12,740 miles. \$52,000 new in August '97. Arctic Silver/Boxster Red Special leather including roll bars. Sport package w/17" rims, Traction Control w/ABD, wind stop, hi-fi sound w/CD, cruise, remote entry w/alarm. New Porsche floor mats (never used), heated seats, CD shelf in center console. Wheel caps with colored Porsche crest, stainless steel doorsills, aluminum gauge cluster, gear shift knob & handbrake handle. Boxster optics large oval tail pipe. Full front bra. New Pirelli rear P-Zeros at 9K miles (had a flat on left rear so I bought 2 new tires at \$325 each and kept the other 9K mile tire as a spare). Truly an excellently maintained and cared for automobile kept in a carpeted garage. References upon request. Zymol leather conditioner and fine Carnuba treated. Always cleaned with spray wax after every use and covered. Contact Jim Tricarico 215-598-9695 or e-mail at boxster986@prodigy.net. Serious inquiries only. 1

97 Carrera Coupe, 993 narrow body, 1 owner, factory ordered, 12K miles, serviced by Holberts. Set up & maintained for driver ed events by Dougherty Automotive. Custom roll bar, lowering springs, frt. strut brace by Brey-Krause, Hi flow & frt. scrape bar. Glacier White w/blk int. 18" factory turbo wheels w/S'02. Litronic headlights, Motor-Sound pkg. Also included: 17" Factory Cup wheels w/R1'a, Pagid Orange pads, original mufflers, 2 covers, bra & other items. Very little track time. Make realistic offer. No free test drives or tire kickers. Randy Jameson, 91 Sycamore Ln, Glenmoore, PA 610-913-0717 after 7pm jameson993@aol.com 1

98 Boxster, Full leather, 17" wheels with Crest, Sport Pack, 5-sp, CD, cover, bra, Brae-Krause fire ext & mount, garaged, waxed, gorgeous. 6 mos remain on warranty. Metallic silver, black top and interior. 13,500 miles \$41,900 obo. RTR member, Lafayette Hill. 610-825-3515 11

911 SC Race Car, yellow/black interior, based on a '75 sunroof chassis, current G class club racer w/all the latest upgrades, full cage, all new suspension, fuel cell, fiberglass bumpers, weighs in at 2575 lbs. Dougherty Automotive built car w/new ltd slip trans and engine rebuilt last year including latest upgrades, i.e. hydraulic tensioners, etc. New headers 1 month ago with muffler and megaphones. Placed 1st in 3 races this year and 2nd in 4 races; many pole positions. Call for specs. \$34,000 w/ trailer and all spares incl. 3 sets of wheels and many tires. Mike Ellis 610-935-8144 (h) 610-293-9909 (w) Mellis112@aol.com 11

PORSCHE PARTS

964 Parts, car cover (Performance Parts) \$50, O.E. mats (black) \$25, UVS 100 windshield shade \$25, jack pad \$15, Terry 610-793-1849 2

996 Exhaust, Mille Miglia Stainless Steel Exhaust with Factory TurboTips. On car for 6 Months. Amazing Sound. \$800. Michael 215-572-6900 2

Car Cover, 911, gray flannel, from California Car Cover, not for whale tails or wide bodies. \$75 Mark Terlecky 610-975-0876 (w), 610-225-0529 (h) 11

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

CLASSIFIEDS (con't from page 15)

Bridgestone RE-71s, 205-55ZR-16. Two virtually new. One about 300 miles. \$100 for all three. Scott Smith (610) 896-9627 or srs930@aol.com

OTHER STUFF

96 Topkart Go Kart, new Engine - 1 Race, needs a set of tires (\$160). A thrill to drive at 50+ mph 1" off the ground. Will help get started in racing, \$1500 or best offer. Contact Art Rothe at awrothe@aol.com or call evenings 610-873-2373

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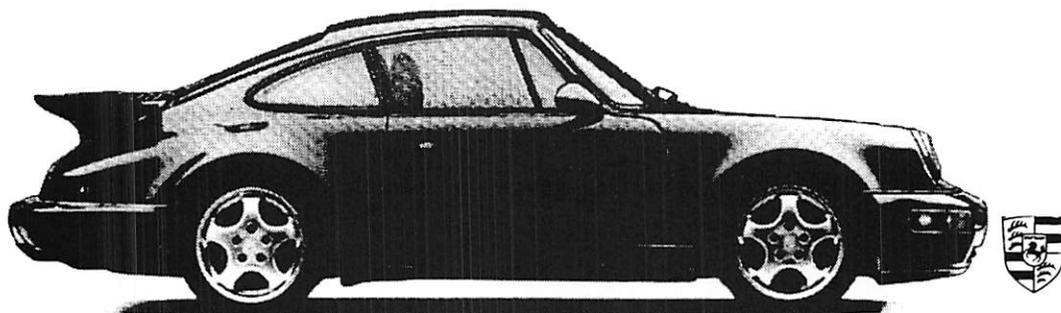
97 or 98 C4S John 610-341-1610(day) 610-649-5867 (eve.)

Right-hand Side Mirror for 1978 911 SC. Manual or electric. Suggestions or leads appreciated. Contact Ben LaGarde 610-458-7125 (evenings), or email at yurroot@aol.com.d



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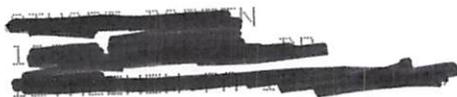
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