

der Gasser

JUNE, 2002



Tech Session & Dyno Day

Pocono Driver Ed Report

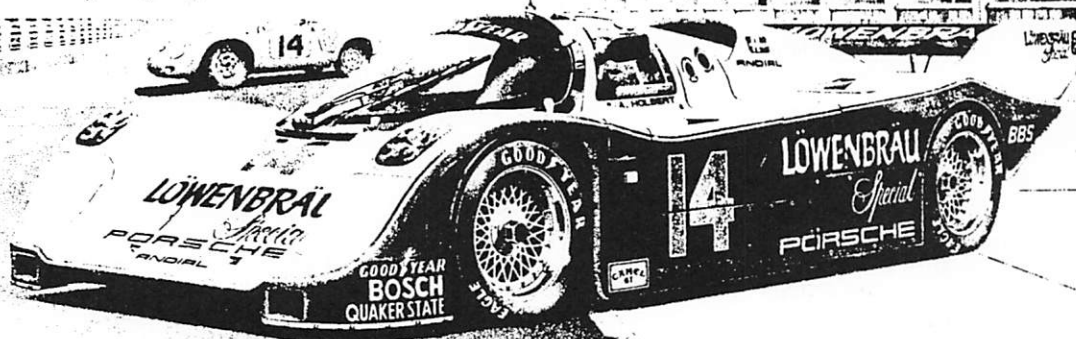
Deadline Approaches on Plates

Riesentöter Region



Porsche Club of America

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Whoever said you can't teach an old dog new tricks? I think they only have the story half right. I knew that any activity with a Porsche was fun but a large part of the equation was missing without Vintage Rally experience. I started at the top - Numero Uno Vintage Rally in the world - the Mille Miglia.

As a matter of extreme circumstance Mike Tillson had registered this year and Howard, his co-driver, had to cancel at the last minute.

Bill O'Connell and I were given the opportunity to crew as duties switched (Sue co-drove) - but that just meant follow the course, flat out, in our rental car. One thousand miles thru Italy in two and a half days. We had all the appreciation of 6:00 am to 3:00 am days at the wheel, as fast as we could go, police escorts thru the cities, waves from the crowds at every intersection - but we had heat (it was cold), a roof and wipers (it poured), and Italian disco radio. Bill is writing a more in-depth article which will appear next month. Needless to say that participating with 374 pre 1958 race cars, all looking and sounding as they should, all driven as they were meant to be, is an experience of a lifetime and you can drive the course anytime you visit Italy. (see: www.1000miglia.it)

Then I drove one myself, the New England 1000. Rich and Jean Taylor (you've read Rich's articles and automotive books for years) sponsor four vintage rallies each year for charity and this year the May event encompassed Nova Scotia and parts of Maine. David Fischer, a fellow RTR member, discovered this secret years ago and is a series regular this year in his beautiful 356 Convertible D. This rally only covers a normal ten hour day, no police help (the police chief in Halifax could retire after we left!), and an expected legal speed limit pace.

Derek, our 1964 356 SC coupe ran perfectly, 70 to 80 mph the whole time, steering wheel sawing back and forth thru the twisties, huge smiles plastered to our faces. Our total times compared very well with the 12 cylinder Ferraris and I think the Old Porsche was as comfortable and pleasant a ride as you could have pre-1973. The 356 is such a great package! Even 40 years later it stands up as a great way to spend a week.

(see: www.vintagerallies.com)

Der Gasser's progress is coming along well. We seem to be riding a wave of renewed interest and I think our problems will be solved very soon. Jim's article on Zufferhausen was right on what we need and I know more articles are on the way. What we really need is more member participation - not only on der Gasser articles but in everything we do. We are averaging over 110 members each meeting, an outstanding achievement, but programs like the Stonebridge excursion are barely selling out and we still don't have an autocross site. With 1200 members, someone should have access to a parking lot!

Driver's Ed is great and I look forward to participating again but our club is meant to provide several venues to enjoy your Porsche. Let's really get a good attendance at the Picnic this year and revitalize this historically fantastic event.

See you at Watkins!

Craig



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Cover Photo - Instructor Don Applestein and author John Floyd at recent Pocono event. (www.pwphotos.com)

Calendar of Events

JUNE

- 22 - 23 *Stone Bridge Weekend (see this page)*
- 26 *Membership Meeting - Karosserie - King of Prussia*

JULY

- 19 - 21 *Pittsburgh Vintage Gran Prix, see page*
- 21 *Summer Swap Meet, see this page*
- 31 *Membership Meeting - Mike Tillson Motorcar Service - Philadelphia*

AUGUST

- 2 - 4 *RTR Driver Ed, Watkins Glen*
- 28 *Membership Meeting - Don Rosen Porsche - Race Cars at Rosen's - Conshohocken*

SEPTEMBER

- 25 *Membership Meeting - Vision Porsche - Reading*
- 27 *RTR Driver Ed, Pocono East*
- 28 - 29 *RTR Driver Ed, Pocono North*

OCTOBER

- 30 *Membership Meeting - Elections - TBA*

See RTR Driver Ed Application on page 11.

Stone Bridge Weekend II

June 22-23 2002

Due to the overwhelming success of last Year's Stone Bridge Weekend in the Poconos, another has been planned. The trip will be limited to thirteen participants (the number of rooms in the inn). The cost including dinner and lodging has not as yet been finalized but will be in the \$180 range per couple.

For further information please contact:

Ken Souser, Trip Meister
5696 Merion Lane
Macungie, Pennsylvania 18062

Home: 610-966-4391

Cell: 610-533-6123

Email: KenSouser@aol.com



Summer Swap Meet

Schattenbaum Region PCA will host a Summer Swap Meet & Car Show on July 21, 2002 at Princeton Forestall Shopping Center. Swap Meet starts at 9:30 am with judge of cars at 11:30 am. Directions: Forestall Shopping Center is located 1 mile North of Princeton on Rt 1 which is 5 miles North of Trenton or 12 miles South of New Brunswick at College Road West. No charge for buyer with special Porsche parking provided. Vendor charged \$10 per space. Dan 609 298 2277 dan@carsinc-nj.com



June's Membership Meeting

Will Be

Held At

Karosserie

378 Crooked Ln,

King

of

Prussia, PA

610-279-8925

June 26

7:30 - Social

8:00 - Meeting



A big thanks Kurt Piser and Brandywine Porsche for hosting our membership meeting! We appreciate your continued support. A special thanks to David Donohue, one of our favorite guest speakers and friend to the club. Dave, good luck at LeMans

June's meeting will be hosted by Dick von Medicus and his team at Karosserie the Region's, possibly the country's, finest repair and restoration facility--described by Automobile magazine as "expert," even "miraculous" in their "metal fabrication." Dick will speak to us on two of his favorite topics: Insurance and auto restoration. Check them out at <http://www.karosserie.com>.

PCA PA LICENSE PLATE APPLICATIONS WILL BE AVAILABLE AT THE MEETING--to fill out an application at the meeting, bring your owner's card(s) and a check.

The meeting will be held Wednesday, June 26, with Social at 7:30 PM, Membership Meeting at 8:00 PM. Address:

378 Crooked Lane, King of Prussia, Pennsylvania 19406 (610) 279-8925 .

The July meeting will be held on Wednesday the 31st at Mike Tillson Motor Car Service.

License Plate Update:

As of this writing we have distributed a more than 400 license plate applications but Less than 100 completed applications have been returned. We need 300 returned applications for the state to begin processing our plates. Please complete and return your applications ASAP

Time is running out....Questions?

PCAPA1@comcast.net 610-644-7588

Thanks for your continued support



Woody Allen: "It's impossible to get through a day without a few good rationalizations." here ~ here

I admit it: I miss a few club meetings. Ok, a lot of club meetings. Membership meetings, Exec meetings. I don't discriminate. But I have my reasons (rationalizations?). It's too far. I'm traveling. I'm traveling too far. Whatever. But I made a special effort in May. Part of it is that from time to time I feel the tug of obligation -- being an Exec member and all. Another reason was to get my son's name and mine in for the Glen's Driver Ed event. I was only half successful on that account in that while I'm in, he only made the waiting list. I also wanted to get my applications in for my PCA license plates (I could use a good rationalization here for waiting so long). What surprised me was the meeting itself.

I had never been to Brandywine Porsche before. (Remember the part about missing a lot of meetings?) Well, this dealership knocked me out. It reminds of the one I mentioned last month adjacent to the Porsche factory. Beautiful! Kurt Piser, Vice President and General Manager, gave a talk in part saying his goal was to make the dealership the 'Porsche of Porsche dealership'. It would seem that he has. His along with only five others have been acknowledged as such **by the factory**. They should be proud!

Another payoff of the meeting was listening to Dave Donohue. Self effacing, interesting, humorous, insightful. He puts a very human face on the sport of car racing.

Even if you're not a race nut, which I am not, his talk was both interesting and funny. You never know what you're missing sometimes.

Okay, on to this issue -- A great Coming-to-Porsche article by Chris Mahalick is on page 6; one of the best I've read in awhile, maybe ever. Page 5 has the details on a ramble to Pittsburgh set for July 19 - 21 to attend their Vintage Gran Prix. Brian Minkin is organizing it. Don't forget Ed Kovalevich's Charity Dyno Day and the separate Tech Session mentioned on page 4. **Track** on page 8 and 9 has John Floyd's report on Pocono and Fred Bonsall's article on the Snidely Trek. I don't know if you noticed CJ's Tire new ad last month adjacent to the driver ed application but it's there again and lookin' good. (What can I say? I like the ad.)

Details on page 12 talks about getting rid of stains and odors. (A little pedestrian but, hey, it's useful info.) The **Technical** article on page 13 is a good one if you like getting your hands a little dirty once in a while. One final thing: the PCA license plate our club is sponsoring and mentioned above. Time is running out. If you want one send your application to Tom (see page 7). It's a very cool plate; there's no rationalization for not having one.

That's it. Another month almost gone. Keep on truckin'.



Tech Session at Mike Tillson Motor Car Service

Date: July 20, 2002

Place Mike Tillson Motor Car Service
2097 N 63rd St
Philadelphia, PA 19151
(215) 473-6400

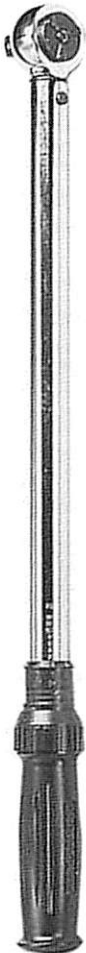
Time: 9am - 2pm

Directions: Tillson's is located on N 63rd Street, near St Joseph's University. It is about a block south of Rt 1, on your left as you drive from Rt 1.

Tech sessions at Tillson's are a little different than most. He always has a number of interesting and exotic cars around, either restored or waiting their turn for Mike's expert touch. Many of them you will never see outside of a museum or car show. You never know what you will see when you wander through the back rooms.

Two to three 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, doughnuts and bagels will be available in the morning and we will order pizza for lunch. Bring the tools and parts you need for your work. Tillson's technicians (usually Mike himself) will be on hand in if you need some advice and a few club members with lots of experience will be around. See you there!

Ed Kovalevich
Tech/Safety Chairman



Announcing the third annual RTR Dyno Day!!

When: June 22, 2002

Mail to: Ed Kovalevich (Dyno Day)
13 Chatham Lane
Mullica Hill, NJ 08062

Where: Cyntex
220 East Union St
West Chester, PA

Cost: \$80 per car

Details: We anticipate that 12-15 cars will have the opportunity to be tested. Each car will get three runs on the dyno. **All proceeds will be donated to charity.** Unfortunately the dyno cannot accommodate four wheel drive vehicles. Directions will be posted on our web site.

If you are interested in participating please **completely** fill out the following information and send a check to RTR PCA for \$80 to reserve your space. To save time we must group the cars together, so please fill out type of car and modifications section. The applications will be accepted on a first come first served basis.

Name : _____

Phone Number : _____

Car : _____

Modifications : _____





Riesentöter Caravan To Pittsburgh Vintage Grand Prix

July 19 – 21 2002

RTR is organizing a caravan for a fun and interesting weekend at the Pittsburgh Vintage Grand Prix. Porsche is the featured marque this year. We will leave from King of Prussia July 19 at 12:00 PM and arrive in Pittsburgh Friday Evening. Saturday July 21 we will join other Porsche enthusiasts from around the nation at the golf course of Schenly Park for a car show on the golf course with a catered tailgate party and door prizes immediately after the tailgate party. There is a Concours on the green that afternoon for anyone who wants to enter his or her car. Sunday we will again return to Schenly Park for a Porsche Car Show, Porsche Parade Lap around the vintage race course, premium viewing of the Vintage Grand Prix and a catered picnic starting at noon. Again door prizes will be given after the picnic. The cost for this fun event is \$125 per car and allows 2 participants per car. Additional Meal tickets can be purchased for \$15 each if you are bringing the kids. This is a charitable event and part of the entry fee is tax deductible. The web site for the PVGP is www.pvgpa.org/index.html. Each participant will be responsible for his or her own advance registration for this event.

If we reserve rooms early enough we will stay at Wyndham Garden Hotel - Pittsburgh University Place. This is the official hotel of the Pittsburgh Vintage Grand Prix and a special rate of \$109 per night has been arranged for PCA members. Once the Wyndham is filled additional rooms are available at the Holiday Inn University Center for the same rate. Again each participant will be responsible for making his or her own hotel reservations. Reserve early as this is a popular event.

Please contact Brian Minkin with any questions you need answered. (610) 626-6178 or bminkin@comcast.net. I am organizing this caravan and need everyone who is attending to let me know once you are registered so we don't leave King of Prussia without you. Join me for an adventure packed weekend.



www.pvphotos.com

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Cheap Speed... You Know You Want It!

by Christopher Mahalick, RTR

I had to face it. At 38 years old, with the attention span of a 12 year old, I was not going to become the next Donald Trump. Or for that matter, not even Donald Trump's neighbor. While most of my college friends were developing careers and marriages, I was seeking out ways to avoid hard work, while also seeking to procure fast cars and motorcycles. My view at the time (and even now!) was quite simple, a job that requires "occasional weekend work" was and is nothing more than a cruel plot to rob me of time which could be put to much better use...time with fast cars and faster motorcycles! "A veritable conundrum", you may think. But not necessarily so. Let me tell you how the man that puts the "slack" in "slacker" ended up with two vehicles which will legitimately top 130 miles per hour.

It was easy. Let's start with the motorcycle. The fact of the matter is that 15 year old Japanese motorcycles hold about as much value as a leisure suit on a Brooks Brother's clearance rack. Styles change and thank the lord for that! I was living in a small apartment at the time and had always noticed that there was a motorcycle out back stored under an old tarp. Turned out that it belonged to my neighbor, a young computer guy riding the wave of success brought on by the Y2K fiasco. His wife was a Ph.D. who had just been hired to go do some research at Harvard. We began talking one afternoon and he informed me that they would be relocating to the Boston area within the month. "So will you be taking the motorcycle with you?", I asked. "Well, I went down on it a year ago and really don't want the hassle of moving it. Why, are you interested". Now I had to ask, "How much are you asking for it?". Then came the sweetest words I have ever heard. "How about \$500?". Trying my best to look nonchalant I told him I would think about it. And I did. For about a minute.

He had recently brought the bike inside our communal garage, and with the tarp removed, I realized that it was a 1985 Honda Nighthawk S.

700 cc, quarter fairing, good looking bike. A little tattered from his fall, but nothing that duct tape and epoxy couldn't fix (we bottom feeders generally eschew the Benson and Hedges Concours D'elegance look!). The bike was dirty, but it had a Corbin saddle, progressive shocks, fork kit, K&N jet kit, some minor engine mods, and a tank bag including a ten year old Motorcyclist magazine article which detailed the performance tuning he had done.

It was not running when I took possession, but he had assured me that it ran fine as of last year. So we did the paperwork, I paid him, and had me a new toy!

Long story short, I went to the hardware store and bought some supplies and proceeded to get the beast running. Thirty minutes later I was cruising around the block with a big grin on my face. Now that it was running, it was time to clean it up. Using degreaser, a Mother's three step car wax, and a Dremel tool made it look like new! I got a little cocky with this thrasher and bought a set of F1 slip-on's to give it that World Superbike sound.

So for well under a thousand dollars I now have a fast, reliable bike on which to re-enact the exploits of Joey Dunlop on my own version of the Isle of Man (which I will share with you if the price is right).

Ok, this is a car magazine, so let's move on to the Porsche. Since the time I could walk, I have always wanted a 911. To me, this was (and still is) the epitome of the Bauhaus mantra which dictates that form follows function. No sissy chrome or tacked on glitz. A man's car. The best!

It all started with a 1980 MGB Limited Edition. The year was 1988, and I fancied myself the next auto tycoon, as it was at the height of the collector car feeding frenzy. Maybe it was too many Greatful Dead shows. Or maybe it was just plain stupidity. But in the end I had put over ten thousand dollars into a car which was finally worth the princely sum of \$2,500. With that level of business acumen, I could have sat

on the board of Enron!

It is now 1995. My father had just totaled my other car, a VW Fox, leaving me with only the aforementioned \$2,500 in my pocket, and no car. Enter a 1984 Volkswagen Rabbit Cabriolet (quit your snickering right now). I bought it for \$3000 and after getting a set of GTI alloys, I had the makings of a fine little street racer. For all of you laughing at a

The previous owner informed me that the car was never smoked in to which I replied. "That'll change in two minutes."

guy driving a VW cab, I feel I must tell you that the alloys were removed from a junkyard car while it was precariously supported on the tines of a forklift operated by a guy who most likely was named Cletus!

Fast forward to 1997 and my sister calls with the tale of a BMW 325 Cabriolet on the side of the road for under \$6,000. My initial thoughts were that this would most likely be an automatic. Most of them are. So we decided to go take a look. Glad I did. Cracked windshield, dirty interior, snow tires on the back, and 150K on the clock. Oh well, may as well take it for a test ride while we're here. Glad I did. When that BMW straight six hit 4000 on the tach the thing just lunged forward like a cat on steroids. Sold!!!!

Now that I had some speed under my belt, life was good. I got pretty friendly with the parts guy at our local dealership and soon had the interior looking good as new. Modifications to this car included a K&N filter and Jim C chip. This combo was good for an indicated 135 MPH (I had been told, nudge, nudge, wink, wink). This was a comfortable fast ride, so I should have been quite happy, right? Wrong. I still needed the automotive equivalent of the Holy Grail. So I sold the Bimmer for \$6,000 with 196K on the clock.

Armed with some cash, and having secured a loan, I was now ready

to enter the sacred zone. I knew right from the start that my budget would be between 15 and 20 thousand dollars, so the only choice in this range was a Carrera 3.2. I foolishly thought this would be a no brainer. I looked for about a year, but there was nothing out there in silver with a burgundy interior. So one Sunday afternoon I was sitting with a buddy taking in the sights at our local branch of Hooters while reading an Auto Locator. In a moment that defined serendipity, there was a Guards Red Targa on the front cover for only \$18,000. "I'll take any other color than Red" was immediately replaced with "Color Schmolor, I need Das Targa!". I went to see the car the following Monday evening. It was in Bethlehem, just off of route 22. I brought along an auto broker friend in order to inject some objectivity into the dealings. After much back and forth, I handed the seller a deposit and the deal was done.

I went to collect the car the following Saturday, and life got good fast. The previous owner informed me that the car was never smoked in, to which I replied "That'll change in two minutes".

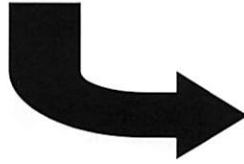
It's been a blur since that Saturday. I joined the Porsche club in order to do what the car was meant to do. Get thrashed on the track. At this point the only modifications are: a harness bar, five point harnesses, K&N cone, "test" pipe (still testing! It'll probably take a few more years to draw any meaningful conclusions), dead pedal, and Hawk Blue brake pads.

So for well under \$20,000, I now have a car that can be driven to the track for two or three days of hammering, and still provide adequate day to day transportation (topless, I should add). In the end, was the Porsche everything I expected? No. It is waaayyyy more than what I expected. So much so that I think I'll keep it for another few years before.....buying another one. I have found automotive Nirvana, and have no plans to leave.

So there you have it. Two very fast vehicles for less than the price of a new Ford Escort. God bless America!!!



If this looks familiar to you ...



and this is what you want ...



PORSCHE CLUB OF AMERICA
MV-904SO (03-01)
 APPLICATION FOR
SPECIAL ORGANIZATION
REGISTRATION PLATE

Commonwealth of Pennsylvania
 Department of Transportation
 Bureau of Motor Vehicles
 P.O. Box 68298
 Harrisburg, PA 17109-0298

Fee: \$20.00

A. FOR DEPARTMENT USE ONLY

1. VEHICLE DESCRIPTION AND APPLICANT INFORMATION (complete this section exactly as information appears on current registration card)

TITLE NUMBER	CURRENT REG. PLATE #	CURRENT EXPIRATION	MAKE OF VEHICLE	YEAR
--------------	----------------------	--------------------	-----------------	------

In conjunction with replacement of your plate, you will receive one registration card. How many more registration cards do you want?
 If additional registration cards are desired, the fee is \$1.50 for each card.

LAST NAME	FIRST NAME	VEHICLE REG. #	TELEPHONE NUMBER
() HOME	() WORK		

STREET ADDRESS (Must list a street address, PO Box # alone is not acceptable) CITY STATE ZIP CODE

2. TO BE COMPLETED BY ORGANIZATION

NAME OF ORGANIZATION:
 SIZE OF ORGANIZATION (NUMBER OF MEMBERS) EMPLOYER OR TELEPHONE NUMBER
 PORSCHE CLUB OF AMERICA (Membership Region) (610)644-7588

STREET ADDRESS CITY MALVERN STATE ZIP CODE
 848 KING ROAD MALVERN, PA 19355

3. TO BE COMPLETED BY ORGANIZATION OFFICIAL (See special instructions below)

Identify the individual named in Section A as a member by your standing in the organization listed in Section B.

NAME OF ORGANIZATION OFFICIAL	TITLE	SIGNATURE
THOMAS F. ZAFFARANO	VICE PRESIDENT	

4. I CERTIFY THAT ALL INFORMATION GIVEN ON THIS APPLICATION IS TRUE AND CORRECT AND THAT WHEN I CEASE TO BE A MEMBER OF THE ABOVE NAMED ORGANIZATION, I WILL IMMEDIATELY RETURN THE REGISTRATION PLATE TO THE DEPARTMENT OF TRANSPORTATION.

APPLICANT'S SIGNATURE IN INK DATE

GENERAL INFORMATION REGARDING A SPECIAL ORGANIZATION REGISTRATION PLATE

- Fee required with this application is \$20.00. Payment is to be made by check or money order payable to KITS-PCA. Do NOT SEND CASH.
- No special organization registration plate will be duplicated. If your plate is lost, stolen or damaged, we will remove you the next available plate in our series for \$7.50. To apply for replacement, complete Form MV-44 and submit the required fee.
- Requests for special organization registration plates are restricted to passenger vehicles, trucks and motorcycles with a registered gross weight of not more than 8,000 lbs. Motorcycles and trailers do not qualify for special organization registration plates.
- NO REFUND OF FEE will be issued when applicant cancels request after order is placed.
- This application, completed in full, along with a check or money order should be mailed to: PORSCHE CLUB OF AMERICA, C/O T.F. ZAFFARANO, 848 KING ROAD, MALVERN, PA 19355.
- When the applicant ceases to be a member in the organization or ceases to be a rotary public as listed in Section B, the registration plate must be returned to the Department. Complete Form MV-44 and submit a fee of \$7.50 for release of a regular series registration plate.
- All telephone numbers will be held in confidence and used only in the event of a problem with your application.
- Special organization plates are in number sequence only and may not be personalized.
- To avoid possible problems with citations with your old registration plate, return it to: Department of Transportation, Bureau of Motor Vehicles, Return Tag Unit, P.O. Box 68057, Harrisburg, PA 17109-0557 after you have received your special organization plate.

SPECIAL INSTRUCTIONS - SECTION C

* APPLICANT'S PCA MEMBERSHIP NUMBER (required)

* APPLICANT'S PCA MEMBERSHIP REGION (required)

DEADLINE JULY 31

Then send it now to ...
 Time is running out.

If the form doesn't look familiar
 and you want a ...



Then contact:

Tom Zaffarano
 848 King Road
 Malvern, PA 19355
 610-644-7588
 tzaffarano@aol.com

or check out

www.rtr-pca.org/plate.htm

In The Marbles...at the May Pocono Drivers Ed

by John D. Floyd, RTR
Photos by www.pwphotos.com

First of all, an explanation of this column's title – I first heard the term "marbles" used at Watkins Glen to describe the little chunks of tire debris one sees at the edges of the track. Your instructor may tell you to "stay out of the marbles" (one of the *many* things I've heard from my instructors). This column is an assortment of "track debris" – my impressions of the most recent DE at Pocono May 25 & 26. As an aside, I missed the Jefferson Circuit DE – my favorite track. For those of us with "mechanically challenged" Porsches compared to the "big dawgs" (I know – it's not the car that needs improving – it's the nut behind the wheel that needs polished), JC, with its many turns in a shorter distance, gives us a chance to stay with the pack. That weekend we visited an excellent Jesuit college in Worcester, MA where I encountered a very Porsche-like experience – sticker shock. I couldn't figure out why the tuition was listed in lira (with



all those zeroes), only to find out that it was in dollars. After doing the currency exchange, and assuming the tuition remains constant for 4 years (hah!), I was looking at the equivalent purchase of one twin turbo and one "regular" boxer. Now I better understand the meaning of "higher" education.

Always a popular event, 105 drivers were registered for Pocono evenly distributed among the run groups (Red- 22, Black- 22, White- 20, Blue- 21, and Green, 20). Fortunately the weather gods smiled on us (unlike the monsoon last year) and other than a fog delay Sunday morning, which cancelled the first runs of the Red, Blue and White groups, everything ran with Teutonic efficiency that would have made Dr. Porsche proud. I never cease to be amazed at how smoothly our people conduct these events. Bruce Reim 's registration crew – Dawn Reim, Carol Reynolds and Doug Fero -handled the 105 drivers effortlessly and at grid tech Ed Kovalevich's "Merry Torquesters" – Myles Diamond, Chris

Mahalick, Ken Nielsen, Dave Ehm, Rick Owens, Fred Brubaker, and Maureen McVail performed the mandatory 13 point safety check on each car Saturday and Sunday. That's a lotta lugnuts! Mike Andrews proceeded to give the track instructions, flag signals,



and his predecessor's definition of when you are out of control – "when you're looking in your rearview mirror to see where you're going." Kurt Faller clearly explained track procedures and how to drive the course at the classroom sessions on Saturday and Sunday. I had the pleasure of having Don Applestein as my instructor, who patiently helped me work on my backward braking and made it clear to me that even if someone has waved off your passing signal the previous X times, you *still* have to give it to them the next time they are behind you – you cannot assume that they will not take it. Fred Bonsall had his annual "Snidely's Trek to the Track" to introduce the DE experience to Riesenrotter members and as I watched Ed Kovalevich explain the tech process to them, I saw their looks of trepidation, awe, and cocki-

No umbrellas, Just Blue Skies for Snidley & Nell

Who Give "Thumbs Up" To The Third Annual Trek To The Track

Everyone loves a winner and without a single sign of bad weather, ten "trekkers" took the checkered flag at the conclusion of a full day of track and classroom instruction. Top kudos go to Frank Bilotta, Barbara Del Nero, Andrei Grecu, Michael Irwin and his wife Karen Selzer.

and friends.

After breakfast comradery and a caravan to Pocono International Raceway, the group parked der Porsches (and 2 BMW's) and met for registration, then proceeded quickly to pit-out where

flagging for five run-groups and noting the differences in drivers' experience, they joined the green & blue



David Redmond and his wife Joyce Redmond, Jennaro Riccardo, Jay Several and Barbara Stevens, who not only took our challenge, but had a great day along with some family

they were given an explanation of flagging techniques and assignments by Mike Andrews, our weekend events chairman. After



ness that I had observed and experienced last year as a participant. After the last group's run on Saturday, and the Snidely group had their turn on the track, the annual pizza feeding frenzy took place. Graciously, Liz Turner took responsibility for feeding the horde of hungry drivers having picked up and delivered 30 pizzas with a variety of toppings to satisfy all tastes. The pies were devoured in what seemed like record time.



Some "marbles"...see Doug Mahoney's incredible collection of photos from this weekend at the RTR website...Kurt Faller pulling his engine and transmission on Friday after diagnosing a bad throw-out bearing, and replacing the bearing and clutch disk *at the track* and then resuming driving...and no – there is no truth to the rumor that Kurt and Sutton Faller's daughter Baily has a Porsche turbo valve as a pacifier...Mike Andrews, after asking the first-timers to raise their hands, saying "Welcome to your new addiction!"...John "The General" Raidy (as in "the general consensus of opinion") diligently practicing "when in a spin – both feet in" in his newly tricked out Hoooooosier-shod

993...Mark Reynolds "mentoring program" to help initiate 1st time DE'ers to the track...Ken Nielsen's "Dubious Performance Upgrade Award" – putting Jeff Yoroshko's race gas into his motor-powered scooter (just what Chip Grimes wants to hear). The machine liked it so much, Ken couldn't get the motor to shut off – reminiscent of Stephen King's "Christine"...changing the sequence of the run groups thus eliminating the "ethnic fire drill" of instructors jumping out of one car and running to the waiting car of their next student...Earl Macomber's

"Christopher Columbus Award" for his exploratory efforts in seeking a new track south of where the rest of us were driving...Maureen McVail's emphasis on "function before form" for her unorthodox pit stop *before* her run group...admiring Kalani Goahara's artistry in the rollcage he fabricated for Myles Diamond's C2 and the rollbar in Bill Moyer's 73 RS replica...watching Mark Reynold's quasi-Autobahn testing of his 745 I, especially as it came through "the Bowl" – all these sleek Porsche silhouettes suddenly darkened as if the sun was blotted out as the BMW lumbered by...Brian Smith's negoti-



ating skills with the photographer selling prints of the cars on the track...my green group nightmare, consisting of the mechanical equivalent of "Fluffy", the 3 headed dog in Harry Potter (or his counterpart from mythology - Cerebus- the 3 headed dog who guarded the entrance to Hades). Every time I looked in my rearview mirror, I saw either the dancing stallion of Tony Pizi's blue Ferrari, Carol Reynolds' blue Twin Turbo, or the yellow eyes from hell (his parking lights were on) of Steven Paul's black Corvette. I think I developed bursitis in my left shoulder from waving these 3 cars past me all weekend. Not only did I wake up about 4AM Sunday reflexively

throwing out my left arm, but when I went to shave Sunday AM, and looked in the mirror, at first

glance I thought I saw all 3 of them coming at me again!...and Carol Reynolds gets my nomination for the "Snidely Whiplash" poster woman of the year. Carol made her driving debut at Snidely a year ago, and through a lot of hard work not only was "signed off" at Pocono (meaning she could drive without an instructor in the car) she advanced up to the Blue Group.



run groups in an hour-long classroom session on driving technologies hosted by Kurt Faller, our Chief Instructor for the weekend. It was immediately apparent to the group that "going fast" wasn't the order of the day, but "precision" and "car control" was! This is the key to safer and faster driving. Kurt proceeded to illustrate the quickest way around the course by explaining proper breaking and corner attack and exit. Finally a lunch break paid for with "Snidely Dollars" and off this time to the tech bay where attendees were greeted by Ed Kovalevich and Myles Diamond who gave a thorough explanation and demonstration of tech procedures. Thanks to Andrei Grecu who graciously donated his silver 993 as a "demo" for the class

(and passed with "flying colors" I might add!)

After divesting their vehicles of unnecessary ballast, sixteen anxious first-timers lined up at pit-out in their



Doug Mahoney

vehicles as Riesentoter instructors graciously gave their time and experience one more time during their busy day. As "icing on the cake," our students then borrowed helmets and jumped into their instructors' cars and were shown the mighty potential of Porsches and the result

of much practice. Special thanks to Kurt and Mike and their group of pros..

We then joined the Riesentoter Pocono Pizza Party already in

progress, where experiences of the day were shared by all. Thanks to all the special people who helped me make this a truly memorable day for ten very happy campers who left with giant smiles on their faces! I can't wait to tell Dudley!!



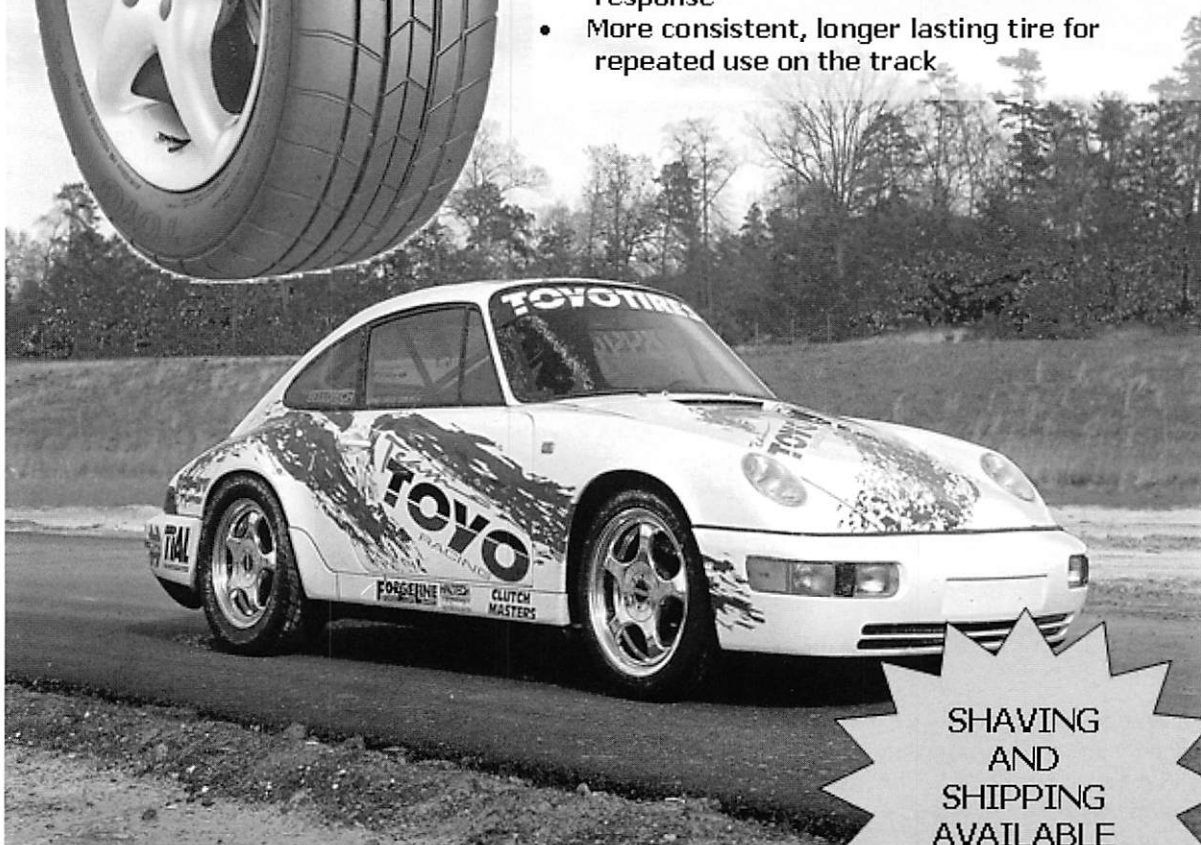


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Riesentöter PCA Driver Education 2002 Application

2002 Driver Education Application

<u>EVENT</u>	<u>DATE</u>	<u>Student</u>	<u>Inst</u>	<u>PCA Open Date</u>	<u>General Registration</u>
** Watkins Glen	August 2, 3, 4	\$280	\$140	May 29	June 27
* Pocono South Course	Sept 27	\$90	\$90	July 31	August 29
Pocono North Course	Sept 28, 29	\$180	\$90	July 31	August 29

Please circle the event you wish to enter. **A SEPARATE FORM IS REQUIRED FOR EACH EVENT.**

- * The Pocono East and South course events are for white run group and above.
- ** 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 have a valid driver's license,
 Be at least 18 years of age,
 Have a Snell 95 or Snell 2000 helmet.

ENTRY DATE: If you register within 14 days of an event, please add \$20 for late processing.

SEND TO: Michael Andrews (Michael.r.andrews@unisys.com)
 215 Jonathan Drive, North Wales, PA. 19454 215-368-9362

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
 Please print.

Name _____

Street _____

City _____ State _____ Zip _____

Home Phone (____) _____ Work Phone (____) _____

PCA Member # _____

Porsche Model and year _____ Color _____

E-Mail Address _____

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

Pocono _____ Watkins Glen _____

Jefferson Circuit _____ Summit Point _____

What was the last run group you ran in at a Riesentöter event? _____

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 # _____ - _____ - _____

Photo by Doug Mahoney

Just the Details: Interior Stains & Odors

by David Bynon, San Diego Region
(from *The Windblown Witness*)

With our active lifestyles and the amount of time we spend in our cars, the car interior is easy prey for a myriad of stains and odors (yes, even our Porsches!). Stain and odor removal is almost a science into itself. Upholstery fabrics and carpets widely vary, as do the composition of stains. However, in my experience, there is a correct method and a suitable cleaner for most car interior problems.

Protection is Worth a Pound of Cure

Porsche upholstery fabrics and carpet are more likely to stain than vinyl or leather. To best prevent stains altogether, it is necessary to properly treat upholstery, carpet, vinyl and leather. The best treatment

for carpet and fabric is a spray on fabric guard product. The Scotch Guard[®], [®] brand products are the best known, and most widely available. Other products, like 303 Hi Tech Fabric Guard, offer newer fabric protection formulas. To protect vinyl and leather, simply use your favorite cleaner and protectant on a regular basis. Some leather protectant products, like Eagle One Leather Conditioner, contain mink oil, which is excellent for protecting against stains.

When the inevitable happens, and your three-year-old drops (or barfs!) his mustard-loaded hotdog on your 928's Porsche Scriptvelour upholstery, stay calm, and remove as much of the spill as possible (by blotting, not wiping, with paper napkins, paper tow-

els, etc). Then, don't let the stain sit too long before you get to work on it. Within a day or two, most spills will set and permanently stain your upholstery or become very difficult to remove. It will only take one such incident for you to realize that a \$15 investment in fabric and carpet protection is worth every penny.

We're not going Martha Stewart on you. it's just that this article is so practical.

Stain Removal Basics

Even without protection, you would be amazed at how easy it is to clean up most stains with nothing more than a neutral detergent and water. A neutral detergent has a pH of 7 (on a scale of 0 to 14). A detergent with a pH less than 7 means it is acidic, whereas a pH higher than 7 is alkaline. Neutral detergents will not bleach fabric or remove fabric protection.

When cleaning a stain, try detergent and water first. If this does not remove the stain, then go for a cleaner with a little more oomph! Common cleaning agents for interior stains include:

1. Neutral detergent (Ivory Liquid) and water (1:20)
2. Mild ammonia and water solution (1:5)
3. Distilled white vinegar and water (1:1)
4. Dry-cleaning fluid (Carbona, Renuzit, Perk)

Tools you'll need to remove interior stains include:

1. Spatula or putty knife
2. Clean, white terry cloth towels
3. Soft bristle scrub brush
4. Wet-dry vacuum



Some stains, no matter what you try, will be permanent. If an indelible stain has penetrated the fibers of a material, they will not come out. You might be able to make the stain less noticeable, but no cleaner or method will remove all of the stain. You will have to live with it or have the section of carpet or upholstery replaced. In some cases, leather and vinyl stains can

continued on page 15

WIN! WIN! WIN!

A BEAUTIFUL, BRAND NEW 2002 PORSCHE BOXSTER S!

This is an exclusive offer for Porsche Club of America Members!

All Proceeds Benefit the American Cancer Society!

**Only \$100
per ticket!**

The drawing will be held on
Friday, August 2, 2002
at 10:00pm (EST) / 8:00pm (MST)

at the American Cancer Society, 538 Preston Avenue, Meriden, CT.

During the drawing, American Cancer Society staff will be on the phone with Porsche Club of America staff. The moment the winning ticket is drawn in Meriden, CT, the winner will be announced at the Porsche Parade in Boise, ID!

For ticket(s) or information, please call toll-free 1-800-572-0757 or complete the ticket order form (below) and mail \$100 for each ticket desired to:

American Cancer Society
Accounting Center for Raffles, 538 Preston Avenue, Meriden, CT 06450-1004


**Only 1,000 tickets
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Please send me _____ raffle ticket(s) at \$100 each. Enclosed please find my check for \$ _____
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If you have any questions about this raffle, please call us toll-free at 1-800-572-0757 (M-F, 9am-4:30pm) or fax us toll-free at 1-800-572-0797.

Name: _____
Address: _____
City/Town: _____ State: _____ Zip: _____
Home phone: _____ Business phone: _____

Drawing: August 2, 2002
Make check payable to:


911 Camshaft Oiling Update

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

One of the benefits of writing a monthly article like this is the great input I get from readers. From time

With an extremely low cost and huge lubrication benefit, these fittings are a great addition to any early (1966-89) 911 engine.

to time, they will send me interesting technical bulletins or articles to evaluate. One such article was written by Lee Rice, appearing in last September's Pandemonium, the Orange Coast Region newsletter.

The article discussed the exist-

tence of an updated cam oil line fitting for the cam housing on pre-3.6L 911 engines. It restricts oil flow to the camshafts by nearly 50%. I thought the article was quite interesting, but I still had some questions that Lee's article did not answer. I decided to go straight to the source, and exchanged several e-mails with Lee

to get all the facts. After several conversations and some additional investigations by both of us, here is what we came up with.

911 engines from late 1966 all the way to the last 1989 3.2L Carreras and 1990 3.3L Turbos use the same adapter piece connecting the cam oil line to the camshaft housing (part #901.105.361.00).

Starting with the 1991 911 Turbo, this adapter was replaced with a new updated part with a reduced center orifice. Porsche has not given much information as to the reason for the update, other than it reduces oil foaming. The new adapter (part

#901.105.361.01) is differentiated from the older adapter by a groove around the center when installed on an engine.

Oil foaming is caused when there is too much oil in the crankcase and it gets "whipped up" by the rapidly rotating internal parts. You might be wondering (much like I did) if such a large reduction in orifice size would still deliver enough oil to the cam housings. To find out, I installed these adapters on several cars with greatly varied oiling needs and scenarios.

One of weakest oiling systems I installed the adapters on was a 1975 911S. This was a high mileage car that had no front oil cooler, a small early style oil pump, and was still running the original 5-blade cooling fan. The thermal reactors were still in place. As you can imagine, it did not take long to see 220-230 degrees of oil temperature and no idle oil pressure. I figured that if the updated fitting worked in this car, it would work in anything.

After installing the adapters, I pulled the top valve covers and had someone start the engine. Oil vigorously sprayed from all of the holes in

continued on page 16

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CLASSIFIEDS

Pictures!

Have a picture of your item published. If you already have an item listed or if you intend to list something just send along a picture. E-mailed ones are best but we'll try to run whatever you give us.

PORSCHEs FOR SALE

76 911S, 123K miles, white/black interior, very clean car, 2.7 L with SSI and Bursch exhaust, fender mounted oil cooler, and short shift. Koni shocks, 16-inch



wheels, and fog lights. Sunroof, A/C, and front lip spoiler. Asking \$9,800 call Joe 610-584-0308 or jlosca2432@aol.com

77 911S, Copper metallic brown w/camel leather. California car w/all options: snrf, electric mirror, A/C, CD, extra chrome, cruise control, maint. records, etc. One of a kind automobile!! \$8500 OBO. Moving and my wife says I can't take the car! Call Larry Howard daytime (484) 343-8793 or evenings (610) 789-5124

82 911 SC Coupe, Guards red/black leather. 83,500 miles, sunroof, front spoiler, A/C, P/W, P/M, fog lights, cruise, and pioneer AM/FM/CD w/amp. factory alarm, polished fuchs, Dunlop 7's & 8's, H-4's, slotted rotors, new clutch and alternator, new cyl. studs, no leaks, updated carrera tensioners, pop-off valve, B&B stainless steel free flow conversion exhaust, SSI's, updated oil cooler, momo wheel, interior restored to new, original paint excellent cond., no winters, garaged, Certificate of Authenticity. Clean excellent example SC. \$21,500. Todd 610-495-1698. E-mail trt0817@aol.com

85 928S 66K miles, good condition, 60K service completed, new inspection, 2 new tires. Gunmetal Metallic, Maroon full leather interior. Asking \$11,000. RayRaskin@aol.com or 610-527-5181.

85 911 Carrera Coupe, One owner, 12,300 original miles, WPOAB0917FS120563. Black w/black leather, pwr windows, mirrors & sunrf. A/C, new tires, factory tail & front spoiler, new Blaupunkt radio w/cassette. Never raced, in rain or in snow; no smoking and always garaged & covered. Immac cond. \$34,900 firm. 215-364-9525 RDWeissberg@aol.com

85 911 Carrera, Black, with tan leather interior. Rocaro seats, factory whaletail, sunroof, Momo wheel, A/C, CD, P/W, P/M, PSeats, 87k miles; \$19,000. 610-647-0812.

87 911 Carrera Targa, Silver Grey with a grey leather interior with white piping trim. #WPOE-BO91XHS161595. 84,800 mi., 20K mi. on rebuilt upper, AC, fact. alarm, pwr windows, door locks, side mirrors, and drivers seat. Excel. cond, no accidents, garaged, new rear tires, recent maintenance and PA state inspection, \$19,500. George Brodhead, 1368 Cobbler Road, Quakertown, PA 18951. (215) 538-4493. g.brodhead@worldnet.att.net.

86 928S Coupe, WPOJB0928GS862707 Red/black leather, Auto, ABS, A/C, 43K miles. New Tires, battery, timing belt, water pump, A/C, cover. No snow or smoke. Garage kept. All service records. Runs & looks like new. \$20,000 Mr. Vassil, 93 Dispatch Dr., Washington Crossing, PA 215-321-1324

'88 Porsche 928 S4, WPOJB0928JS860835. Black with gray leather seats. Auto, 96K babied miles. Timing belt/water pump replaced @ 89K miles. New fuel pump. Beautiful car. Have ordered new car which arrives 10-16 months, must make room in garage. Asking \$18,000. Jay Lermite. Huntingdon Valley, PA 215-947-8234.

89 944 Turbo, white/blk, 52,000 miles, concours condition, AM/FM/CD, Cup suspension, Chip, Recaro SRDs, removable rollbar/harnesses, 3 sets wheels/tires. Street & 3 DEs only, never raced. New clutch, mounts, battery, pads & front rotors. More. Meticulously maintained, fabulous road car reluctantly for sale at \$23,500. John D. Heckman, 6 Sweetwater Circle, Lower Gwynedd, PA 19002. 215-542-5771 (h). jheckman@plib.com

92 C2 Cab, T/black In excellent condition 34,000 miles. Never in the snow and gar-aged. 30,000 mil. service and new tires. \$35,900 Please E-mail Steven Bouchard for more info and pictures at StevatPBR@aol.com

95 Carrera Coupe, 33k miles, Polar Silver w/ black interior, WPOAA2998SS320821, garaged, very good condition, two owners, current owner since 7/95, sports suspension, sports seats, am/fm cassette, short travel shifter, 17" wheels, LSD, ABD, cruise, sunroof. \$43,950. Steve Midgett, skmidgett@aol.com, 610-296-7479.

97 Boxster, Arctic Silver Metallic / Boxster Red Full Leather. Hard Top. 8100 miles. Sport Package (17" wheels, Windstop, CD, Cruise,

Alarm). Traction Control. Wheel Crests. Large Exhaust Option. CD Shelf. Mats. Perfect. No smoke, snow, racin' or foolin'. Fully serviced/ Mobil One each year. All records. My Zymol will cry when she's gone. Always kept indoors. Paid over 50k. \$37,500. Scott 215-790-4190

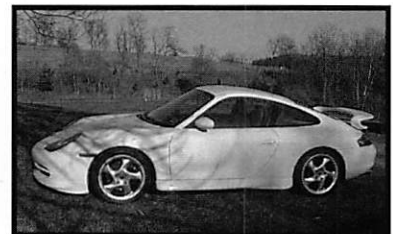
97 C4S, Ocean Blue Metallic, Grey interior. 10K mi, no damage or foul weather. Turbo tail, sport seats, cd changer, K&N filter, Hi Fi sound, Motor Sound, rim caps are painted, bra and car cover. A beautiful car that must be seen. More pictures available by e-mail. \$66,000 OBO C. Benjamin 215-641-1322 cdb@adelphia.net

99 Carrera 911 Coupe, Arctic Silver Metallic/Graphit Grey w/partial lthr, hifi sound pkg/with speakers, heated front seats package, sunroof, wheel caps with colored crest, 5900 miles, new car warranty until 4/29/03, \$58,900. Bruce Polekoff, 215-659-0775.

99 911 Carrera C4 Coupe, Stunning white/blk, 6 spd, only 4K miles, orig owner. Almost new mint cond, kept in heated garage, full warrantry until 2/03, 15K mi service completed! Remote radar, 6 CD changer, 3 spoke steering wheel, 18" classic wheels. Y buy new? \$58,000 Ralph 610-649-9899 zagrabbe@aol.com

01 996 Twin Turbo, Special Order Midnight Blue Metallic/Graphite Gray full supple leather, 6 speed, 4,300 miles, heated seats, CD player, Hi Fi Sound, 2nd in class at 2001 Porsche Parade National Concours, showroom condition. \$115,000. Will consider interesting trade, Porsche or otherwise. Bill Cooper 1148 Saint Finegan Drive, West Chester, PA 610-793-9345, barrett356@msn.com

996 C2, One meticulous owner, garage-kept, under 9000 miles, Arctic



White/Gray Leather, Aluminum Trim Kit, Factory Aero Kit, 18" Turbo-look wheels w/colored crests, 3 Spoke Sport steering wheel, Chrome exhaust tips, Armourfend Paint Protectant, Lowered by Factory European springs, HI-FI Sound Package w/ CD player, On Board Computer. Asking \$62,000. Jeff Meyer Kutztown, Pa (610) 683-5920 Day (610) 683-6386 Eve, watches@1usa.com.

PORSCHE THINGS

944 Parts, Koni yellow adjustable front struts with Weltmister 250# springs, 4-8 X 15 Fuchs reproductions with 225/50r 15 R1's \$275.00, 2-205/55/ZR16 Dunlop sport 9000,& 2-245/45ZR16 Dunlop sport 9000 with 5000 miles \$375.00, 1 Corbeau race seat \$100.00. Dennis 610-562-8956, dennwasser@aol.com 6

Tonneau cover, 1997-2002 Boxster, factory part, \$495.00 installed. call Jim 215-659-3276. 5

Headlight Units, stock 993, like new. I installed litronics! \$450/pr. 610-791-0598 4

OTHER STUFF

Haulmark 20' enclosed car trailer, Dark blue, wood panel interior, right side door, beaver tail, two years old and in excellent condition. \$4500.00 267-880-0350. Scott 5

Trailer, Haulmark 7' x 16' w/1' extra height, dual Torflex axles, ramp rear door, awning; winch, cabinets, workbench built in. Black-n-white floor with diamond plate runners. Tire storage against walls, inside spare w/cover, fold-out bench seat. Dark blue. Holds 356, 924, early 911/12. Need bigger trailer - building street rod. \$3500. David Reiter 610.667.4190 or dreiter@telocity.com. 6

Tires, New Hoosier tires-purchased April 2002. 225x50x15 DOT R3S03. I have 6. \$155.00 each. 267-880-0350 Scott. 5

WANTED

Wanted - SSI heat exchangers, dual inlet/dual outlet sport muffler and mass airflow sensor for a 1988 Carrera. Respond to terry@lefco.net 6

Wanted - Used Brey Krause harness bar or truss bar for a Carrera Targa. Also looking for 6 point harnesses. John Floyd at 610-399-3265. 6

Wanted - I am trying to find a Riesentöter region grill badge. Please send me info to: John Meek, 120 Dallavia Court, Morrisville, NC 27560. Jmeek911@aol.com 4

This is not simply a rationalization or at least not a simple rationalization. My computer has a worm in it and I am missing some classifieds. If you had sent me one recently and it does not appear here please resend it. ed



Details *continued from page 12*

be fixed by color matching the area with a leather or vinyl repair system. In the past, this was a job best left to a professional, but there are pretty good do-it-yourself kits available.

Removing Odors

I get a lot of questions about removing smells. The most common questions are: How do I remove the smell of cigarette smoke? and My child vomited, how do I get rid of the smell? Most bad smells in cars are organic (i.e., food, urine, vomit, tobacco, grass, mold, mildew, etc.). I recently had a professional detailer tell me a client had spilled fish in his car, which I know from experience is not pleasant. As a teen I hid an open can of sardines under the seat of a neighbor's car. They had to sell the car to get rid of the smell! Smell problems are pretty easy to take care of with some of the new cleaners on the market. My favorite is called Kids and Pets Brand Stain and Odor Remover, by Paramount Chemical Specialties (www.kid-snpetsbrand.com). This cleaner, and others like it, use enzymes, a surfactant, and denatured alcohol to remove stains and kill odors. The enzymes kill odors in their tracks by stopping the organic material from decomposing. So, spray this stuff where your girlfriend just heaved her guts all over the wool carpet in your new 911, and the mess and stain are gone. Don't use it, and you'll be smelling that night for a long time. Other products that also work okay for dealing with organic smells and stains include Febreze (Procter and Gamble) and FreshCare (Clorox).

Tobacco smoke is one of the most difficult smells to remove from a Porsche. The smoke permeates everything, including the foam rubber used in the seat cushions. You can successfully remove most of the tobacco smell by shampooing the carpets and wiping down all interior surfaces with a sponge and Kids and Pets Brand Stain and Odor Remover. After the carpet has dried for 24 hours, sprinkle baking soda on the carpet, rub it in with your hands, and leave it for a week. After a week, vacuum your carpets. The baking soda will absorb the remaining odor in the carpet. Don't forget to scrub the headliner, as this is the source of a lot of the smell.



Julys
Membership
Meeting -
Will Be Held
At
Mike
Tillson
Motor
Car
Service

2097 N. 63rd St
Philadelphia, PA

215 473 6400

July 31

7:30 - Social

8:00 - Meeting



Doug Mahoney

Next Month's Meeting

Voting Members

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 Reading, PA 19607
 610-970-9907 (h)
 610-777-6500 (w)
 rcr@visionautogroup.com

VICE PRESIDENT
 Tom Zaffarano
 610-644-7588
 tzaffarano@aol.com

TREASURER
 Art Rothe
 460 Shelmire Road
 Downingtown, PA 19335
 (610) 873-2373 (H)
 (610) 565-2700 (W)
 awrothe@aol.com

SECRETARY
 Virginia Carfrey

SOCIAL
 Sue Tatios
 Box 41
 Westtown, PA 19395
 215-473-6400
 215-473-0977(fax)
 MGTIII@aol.com

MEMBERSHIP
 Randy L. Jameson
 91 Sycamore Lane
 Glenmoore, PA 19343
 (610) 913-0717
 (610) 913-0718 (fax)
 jameson993@aol.com

EDITOR
 Jim McHenry
 Box 210
 8 Deer Woods Lane
 Pt. Pleasant, PA 18950

(215) 297-0784 (h)
 (215) 297-0749 (fax)
 jimmymac@bellatlantic.net

AUTOCROSS
 Brian S. Minkin
 120 S. Bishop Ave.
 Springfield, Pa. 19064
 610-626-7178
 bminkin1@comcast.net

TRACKEVENTS
 Mike Andrews
 215 Jonathan Drive
 North Wales, PA 19454
 215 368-9362 (h)

Jim Zelinskie,
 Chief Instructor
 644 Store Rd.
 Harleysville, PA
 (215) 256-9357
 jimz@snip.net

TECH & SAFETY
 Ed Kovalevich
 13 Chatham Lane
 Mullica Hill, NJ 08062
 856 223-1303 (H)
 856 778-6986 (W)
 ed.kavo@verizon.net

PAST PRESIDENT
 Bill O'Connell
 2801 Stoneham Drive
 West Chester, PA 19382
 (610) 640-1675
 woc2@earthlink.net

GOODIE STORE
 Liz Zaffarano
 303 Birmingham Way
 Exton, PA 19341
 lyz2814@msn.com

Appointed Members
RALLY
 Steven W. Choi
 511 Stony Way
 Norristown, PA 19403
 (610) 292-0654 (H)
 (610) 517-0748 (M)
 steven.choi@protarga.com

COORDINATOR
 John Chatley
 1479 Glenbrook Lane
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 Doug Mahoney
 926 Jackaway Road
 Jamison, PA 18929
 (215) 343-5249
 dsmahoney@aol.com

AWARDS
 Fred Bonsall
 437 High Street
 Bethlehem, PA 18018
 (610) 868-8827 (H)
 (610) 866-0505 (W)
 bsia@fast.net

HISTORIAN
 Bill & Debbie Cooper
 1148 St. Finnegan Dr.,
 W. Chester, PA 19382
 (610) 793-9345 bar-
 rett356@msn.com

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the camshaft spray bar, which told me there was no need to worry about low oil volume to the cam housing. The surprise bonus was that the car now showed about 10 psi on the oil pressure gauge instead of a bright red warning light. All this for two \$5.10 fittings!

The next test was on my 914-6 racecar, which has an interesting camshaft/cam housing setup. The cam housings are later '74s with a central oil spray bar. The camshafts, however, are '66 911 cams with internal oiling (oil pressure from the cam journal exits holes at the heel of the cam). Porsche used one or the other, but never both types of oiling in the same engine due to the inevitable loss of oil pressure at idle. I installed the updated fittings and ran the same valve cover test.

This time I was amazed to witness what could only be described as a very messy geyser of oil coming from the right side cam housing. With 210 degree oil temperature, the oil pressure was almost 30psi due to the engine's turbo oil pump. Pressure

with the old fittings was closer to 10 psi.

After all our tests, we came up with the following conclusions:
 - The fittings decrease oil to the cam housings and decrease oil foaming.
 - The decreased foaming allows the scavenge oil pump to transfer oil out of the case and into the storage tank much faster. This in turn keeps the oil tank level more consistent and causes the oil level gauge to react quicker.

- Less oil foaming will lead to less consumption of oil through the engine breather system.
 - The smaller orifice creates higher oil pressure at the main and rod bearings as well as at the piston squirter. We noticed a 10-20 psi increase in oil pressure. Nothing to sneeze at.

All in all, these fittings seem to be a great addition to any early 911 engine. With an extremely low cost and huge lubrication benefit, I am sure that even the most frugal 911 owner will be eager to spend a little and gain a lot in performing this update.

Special thanks goes out to Lee Rice for his help and initiative regarding this article.

Good Luck.



They were driving Chief Instructor, Jim Zelinskie, up the wall during classroom time at Pocono.

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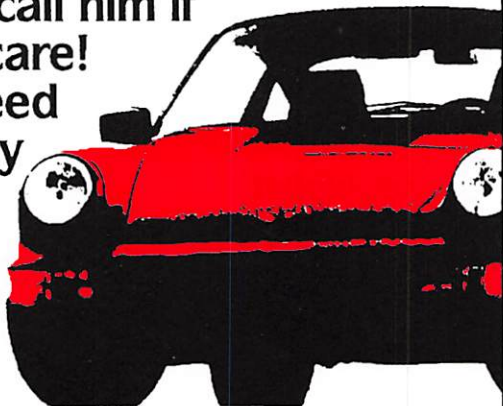


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