

der Gasser

SEPTEMBER, 2001



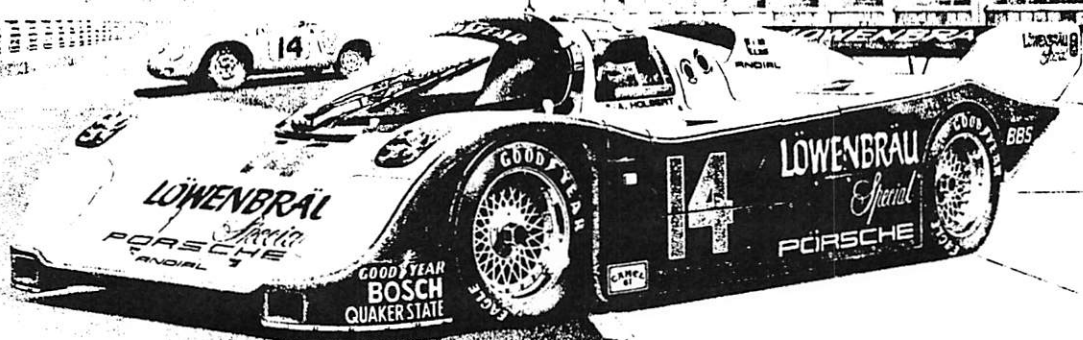
Winterizing Your Car
Elections Coming Soon
Rennsport Reunion Report

Riesentöter Region



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President's Message

The remainder of the year brings a ton of activities. Plenty of stuff to do before the snow flies.

As you will note from the slate of proposed officers printed elsewhere in this issue, I have chosen to retire to the exalted position of Past President. As before, it has been fun.

The first announcement for the Holiday Banquet will be printed in this issue as well. The idea is to make sure everyone can have plenty of time to block off the date on their calendar.

Some of those I forgot to mention that attended the Lime Rock Rennsport Reunion were J. Winsor, Jim Hartman, Skip Chalfont, Nate Fichthorn, and Jerry McDonnell – thank you Bruce. For those with Speedvision, there will be a show played a few times in September. They spent a lot of time filming so it should be pretty good.

The meeting at Rosen's was packed. Including a ton of new members. The Race Car meeting is becoming one of the most popular. Our thanks to everyone that goes to the effort of bringing their race cars to display, Rosen's for hosting it, and Channel 6 for coming by to put it on the news.

It poured for the picnic but a hardy bunch showed up anyhow, in fact, only 2 families that had signed up didn't make the trek. Actually the rain didn't last long and it turned into a warm day. Everyone in the park seemed in good spirits and the beer keg as well as the food stands seemed to get a pretty good workout. The people's choice did get rained out even though there was a pretty good selection of cars there.

September brings us our final Autocross of the year, a tech session at Precision, the Rally and Concours at Radnor (www.radnorconcours.org), the monthly meeting at Tillson's race shop (with lots of the car that will be at the Radnor Concours), and the Driver's Ed at Pocono! Lots to do now that summer is over. October will bring the fall rally, a one-day road trip, the Vision charity cigar dinner and car show, and the meeting, which due to Halloween will be held the following week in November. So there is plenty of stuff to do before the snow flies.

Check out the web page, www.rtr-pca.org for the latest updates.

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

Bill

wcc2@earthlink.net or bill@visionautogroup.com



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Cover Photo: 356 by Ken Souser

Calendar of Events

SEPTEMBER

- 7 - 9 Potomac Dr. Ed, VIR
- 13 Schattenbaum Dr Ed, Pocono N.
- 15 Radnor Concours Rally
- 15 Tech Session, Performance Automotive, Malvern (see pg. 6)
- 16 Buckingham Concours (see pg 5)
- 16 Radnor Concours
- 19 RTR Autocross
- 22 2nd Annual Vision Eclectic Charity Auto Show
- 26 RTR Membership Meeting, Mike Tillson Motor Car Service, Phila
- 28 RTR Advanced Dr Ed, Pocono S.(pg 13)
- 29 - 30 RTR Driver Ed, Pocono North (pg 13)
- 30 Autohaus Polo Match (see pg 5)

OCTOBER

- 8 Potomac Dr. Ed, Summit Pt.
- 8 - 9 Northern NJ Dr Ed, Watkins Glen
- 14 Fall Rally, rain date 10/21 (see pg 5)
- 19 Schattenbaum Dr Ed, Summit Pt
- 26 - 28 RTR Driver Ed, TBA
- 31 Membership Mtg rescheduled to 11/7

NOVEMBER

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

DECEMBER

- 15 Holiday Banquet, Radnor Hunt (see pg 4)

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

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



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RTR Autocross Schedule



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

www.rtr-pca.org



Many thanks to General Manager Keith Shaw and his team at Don Rosen Porsche for their hosting of our August membership meeting. The beautiful August night along with the excellent turnout of race cars and members made for a great event. Thanks also to the club members who brought their racecars for us to admire. Did anyone see us on TV? Channel 6 was there but coverage of the event didn't seem to make it to the 11:00 news.

September's Membership Meeting will be held at Mike Tillson Motor Car Service, 2097 North 63rd Street, Philadelphia (215.473.6400). For over 20 years, Mike Tillson has raced, restored, owned, coveted, bought, sold, and repaired Porsche automobiles. His shop is like an automobile museum with vintage and classic Porsches and other premium automobiles on display-- a meeting not to miss.

The meeting will be held on Wednesday, September 26 with social at 7:30, and Membership Meeting at 8:00.

Our all important ELECTION MEETING normally held the last Wednesday of October (Halloween this year) instead will be held on the FIRST Wednesday of November (November 7th). Look to our Web page and the October der Gasser for details.



Mike Tillson's shop is like a museum with vintage and classic Porsches & other premium automobiles on display. September's is a meeting not to miss.

Meetings

September's
Membership Meeting
Is an Always
Memorable Trip to
Mike Tillson's Motor Car
Service September 26

Social 7 : 30
Meeting 8:00

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HOLIDAY BANQUET

The Christmas Banquet will be Saturday, December 15th, at Radnor Hunt Club in Malvern, PA. Sin City has again agreed to provide the music. The menu and details will be provided in the October issue of Der Gasser, and on the internet via (www.rtr-pca.org). Phone reservations will be taken beginning October 20th. Mark your calendars now for both December 15th and October 20th. We should fill up early.

Thanks,
Craig



Bylaw Change

The proposed change to the Riesentöter Bylaws was carried at the August membership meeting.

The change is as follows:

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

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

As such, affiliate members may now be elected to the executive committee.



Another Change for der Gasser

This time it's the Classifieds. We are going to be printing pictures of items for sale in our Classified section. If you already have an item listed or if you intend to list something just send along a picture. There will be space considerations but with our larger format we should have room. Digital pictures are best but if all you have is a photo send it in and we'll do our best.



Jim McHenry, Editor



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Fall Rally

Don't forget the fall rally on October 14 (rain date 10/21). See the RTR web site for details.

www.rtr-pca.org



Buckingham Concours d'Elagance

by Ron Kellett

The second annual Eastern Event will be held on September 16 at the Buckingham Concours d'Elagance in Buckingham, Pa. This is the third year for this show which has attracted national attention and has been reviewed both years by the folks at Autoweek. The first year attracted 300 cars and last year, despite very poor weather, 200 cars made the show. Good local sponsorship helps attract cars for as far away as Florida. The show begins on Saturday night with an elaborate buffet dinner with excellent food, beer, fine wine, a live band and a silent action featuring both automotive and non-automotive items. I can personally recommend attending.

The show begins Sunday morning with a full buffet breakfast with 2 tickets for each registered car. It is quite a spread with several types of juices rools and pastry of all types, toast, bagels, eggs, bacon, sausage and ham. I'm sure I left several items out but you should not go away hungry.

Judging begins about 11 am and is usually completed by 1 pm so there is plenty of time to see the rest of the field before the award ceremony begins at about 3:15. If this year's show has as interesting a field as in the past, there will be plenty to interest the car lover. By the way, if your car is not ready, I'm sure the show would be of interest to you.

I hope to see as many of you as possible at Buckingham. If you have any questions or need directions please call me or E-mail me. I will be pleased to hear from you. I can be reached at kellett123@aol.com and 215-752-1582.



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Directions: PA TP to EXIT 21, Reading (One exit past Morgantown)
Route 222 SOUTH toward Lancaster
Turn RIGHT on Route 772, Rothsville Road
Go about 2 miles and turn LEFT onto Church Street
Forney Polo Field is on the Right

Winterizing Your Porsche

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

Many Porsche owners put their cars away for winter. At the first sign of rain they get tucked into the garage, where they stay snug as a bug. I never understood this mentality. These cars are designed for driving in all sorts of conditions. After learning skid control the hard way, I'd take my 944 Turbo out in the worst ice and snow conditions. Doing so, however, put my car's paint, tires, glass, plastic and other surfaces at the mercy of the elements, including wind, rain, sleet, snow, sand, gravel, cinders, salt and road oil.

Fall is your best opportunity to inspect and prepare your car with a protective layer, giving your Porsche a fighting chance against the elements. Your car's paint, tires, leather and rubber trim all need touching up in the fall, even if you have cared for them all Summer. Here in Southern California, our biggest problem is the first couple of rains in October and November. By this time, we have gone six to seven months without an appreciable amount of precipitation. As a result, our roads are covered with oil, carbon, brake and tire dust, and other pollutants. Add water, and you have a slippery acid bath.

If your car will be exposed to extreme winter conditions, the best protective coating is an acrylic sealant. Unlike waxes, an acrylic sealant can shield against water, oils and other road pollutants. The hard acrylic shell locks onto the paint with an elastic, non-chip, shrink-proof, scratch resistant finish. A high quality acrylic sealant will last five to six months, providing more than enough protection for the winter season. My favorites are Klasse and Meguiar's Polymer Sealant #20.

Your Porsche is more likely to be scratched during winter due to all of the potential debris on the road. Also, as prolonged moisture penetrates deep into scratches and chips in your car's paint, oxidation will set in. A quick and easy way to reduce winter oxidation is to wash your car as often as possible and inspect for paint chips and scratches. When found, seal new paint chips with wax or an acrylic sealant.

Winter is also hard on leather interiors. Cold, dry air pulls the moisture from the leather. So, it's important to treat leather prior to the onset of cold temperatures. Once the daytime temperature dips below 50 degrees (Fahrenheit), the leather will not accept conditioners. Although the surface will look good, you have not provided moisture to the hide. I like a number of products, but particularly like 303 Aerospace Protectant as a general purpose Winter protectant, as it has the best UV block I have found.

Your car's tires have a tough job in the winter too. Liberal use of a high quality tire dressing keeps them looking good during the harshest weather and provides a barrier to the elements and to ozone that can cause rubber to deteriorate. Here, again, I recommend 303 Protectant or Lexol Vinylex. Both offer excellent UV protection.

continued on page 15

*It May Already Be
Too Late but --
Tech Session for
Pocono at
Performance
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September 15

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Porsche Rennsport
Reunion
Lime Rock
July 27-29, 2001

text and photos by Barry Corke

Anyone who attended the recent Rennsport Reunion at Lime Rock Park would have been thrilled by the cavalcade of historic racecars on view.

Porsche Cars of North America, Inc and Brian Redman's Intercontinental Events Inc organized the event. It was appropriate that someone intimately involved in the history of Porsche racing should be the organizer of such an event. Brian Redman showed that he has retained his driving skills giving an exhibition of very fast driving on the Sunday afternoon, in front of a large crowd.

Brian Redman was not the only driver with an illustrious past in Porsche racing at the Rennsport Reunion. Also present and involved in the racing were Derek Bell, Rob Dyson, Alain de Cadenet, Vic Elford, George Fullmer, Hurley Haywood, Jackie Ickx, Paul Newman, Roger Penske as well as many others too numerous to be named.

For those who have not visited the track at Lime Rock, it is 1.54 miles in length. The track is situated in the corner of Connecticut adjoining New York State. It is set in a valley and affords views of a major portion of the track from high grassy banks. There was a very large crowd for this event and the glorious summer weather played its part in making this a memorable occasion. The garage areas were made accessible to spectators and allowed close-up viewing of the full complement of historic racecars. This was one of the outstanding features of the event allowing everyone to come into close contact with the cars and in many cases to have an opportunity to view the engine compartments and marvel at the feats of engineering that allowed the cars to produce the kind of performances that made them so successful.

The first day of the event offered competitors, a chance to drive practice laps on the Lime Rock circuit. Spectators were





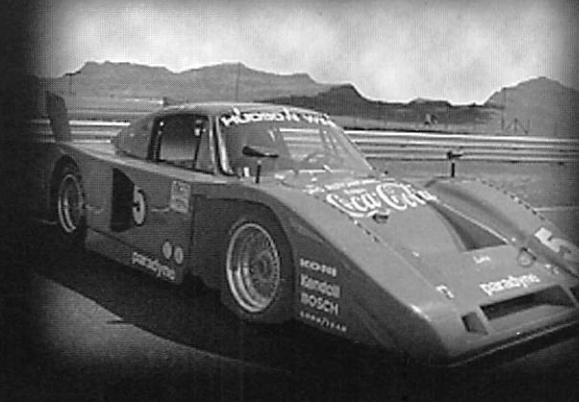
able to see historic cars driven at near maximum speed and to reminisce about past races that these cars had been involved in. There was also practice time for the drivers that were racing in the club events. Amongst the drivers in this category was RTR member Tim Holt driving a 911 in the GT3 class. His car was built locally in West Chester. Cyntex built the engine and the bodywork and cage were the work of Kalani Gohara of K-G Racecars.



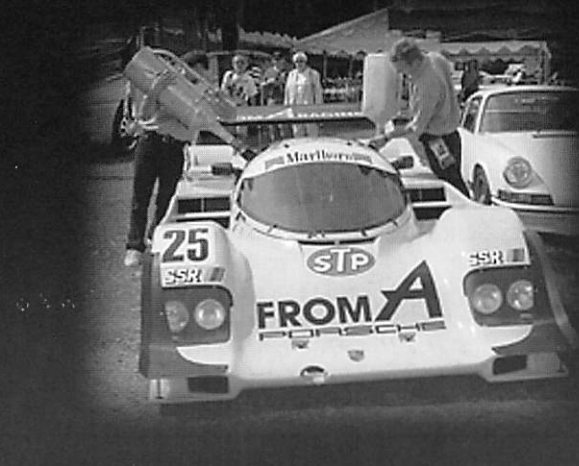
The morning of the second day saw the competitors driving very fast laps in an attempt to qualify in a favorable position for the afternoon's races. After the lunch interval the racing began in earnest. One of the most memorable moments occurred on the final lap of the race for historic cars under 2.4 liters. Two Porsche 914s from Brumos were battling for the lead. A back marker spun in front of the second 914 as it attempted to gain the lead. The 914 was unable to avoid the back marker and crashed, sustaining significant front-end damage. The large crowd burst into spontaneous applause when the driver emerged and was recognized as Paul Newman.



The remainder of the afternoon was a feast of Porsche memorabilia. With 906's, 908's, 917's, 956's, and 962's on the track, this was truly a sight not to be forgotten. The drivers of these Porsches were obviously enjoying the chance to put the cars through their paces.



The historic car races were followed by a series of races in the Porsche Club Classes. Tim Holt's car qualified 19th in the morning session and following a hectic scramble through the early laps of the race number 32 made its way up to 9th position. At this stage the race was cut short for safety reasons. A 911 had blown its engine and spilled oil on the track. A second car catching fire and blocking the track immediately followed this. It looked likely that Tim's car would have made further progress through the field if the race had continued without these mishaps.



The final day of the event was a Concourse. This enabled spectators to inspect at close range the historic cars, whilst they were being judged. It was a spectacular sight and offered spectators the opportunity to take some truly memorable photographs.

Overall the Rennsport Reunion was an enormously enjoyable experience and well worth the journey to Connecticut including the depressingly slow drive home.



RTR Autocross #5 A Sweeping Success

by *Brian Minkin, Autocross Chairperson*

On Sunday August 19, 29 Porsche drivers found their way to the Delaware County Campus of Penn State to challenge their driving skills. The weather forecast called for off and on showers, but Mother Nature was on our side and just dropped a few light sprinkles on us. Mike Andrews, track chair, sent an email out to all his "trackies" and suggested they come out for the Porsche Challenge. It was great to see some old Autocross veterans who had drifted into the track program back out on the Autocross course. A great deal of thanks goes to Mike Andrews and his track enthusiasts who made the day a truly challenging Porsche experience. They made for some hot competition and their fully prepared cars were

exiting to watch as they made their way around the course. Thanks also to Mike Andrews for his delicious hot dogs and hamburgers that he grilled up for all the participants at lunchtime. Special thanks also to Nick Betegh who, although still waiting for his car to come back to life, spent the day helping with the organization of the event and towing the trailer to and from.

This week's course was fairly fast and easy to follow. I wanted to make it as pleasant an experience as we could for the track group. Sure hope they all enjoyed themselves and will come out for our sixth and last event of the 2001 season. The course consisted of a couple of sweeping turns linked to a skid pad and a figure eight. It added the challenge of a couple of sharp right and left boxes requiring the drivers to brush off the speed and concentrate on slipping through without taking any cones with them.

The non-Porsche drivers also made a

sizable showing with 18 varying mar-quees pushing the times under the 60-second mark. In fact, Ian McFetridge in his 1997 Mitsubishi looked like he was going to take the fastest time of the day with a time of 55.47 seconds. But Larry Herman saved our Porsche honor and took the FTD award with 55.33 seconds. David Ehm, Geoffry Ehrman and Brian Smith all kept the competition stiff with times under 56 seconds. Every one drove with precision and skill and the run times were tightly grouped together with a total spread of only 12 seconds between the fastest and slowest Porsche driver.

RTR has one more Autocross event on September 9th at Penn State Delaware County. If you are curious about this form of motor sport please come out and join or watch. There is plenty of room for spectators in the areas surrounding the course.



Driver	Car	Class	Time
David Ehm	1987 Porsche 930 Turbo	B	55.65
Anthony Bonani	1987 Porsche 930 Turbo	B	56.58
Brian Smith	1986 Porsche 930 Turbo	C	55.72
Len Mancini	1989 Porsche 944 Turbo	C	57.08
Scott Miller	1990 Porsche 911 C-2	C	58.02
Jeff Yoroshko	1986 Porsche 930 Turbo	C	61.24
John Groves	2000 Porsche Boxster	E	57.29
Geza Korshmaros	2001 Porsche Boxster S	E	57.6
Dave Coughlin	2001 Porsche Boxster S	E	59.06
Trey Maust	1984 Porsche 911	E	58.95
Dan Olson	2000 Porsche Boxster S	E	60.32
Robert Olson	2000 Porsche Boxster S	E	60.99
Larry Herman	1984 Porsche 911	F	55.33
Geoffry Ehrman	1984 Porsche 911	F	55.96
Steve Minkin	1986 Porsche 911	F	58.79
Steven Kurtischko	2001 Porsche Boxster	F	60.21
Todd Kriner	1986 Porsche 944 Turbo	F	60.83
Mike Markushewski	1984 Porsche 911	F	60.66
Garry Riggs	1998 Porsche Boxster	F	60.64
Mike Gosch	1986 Porsche 911	F	61.05
Brian Minkin	1986 Porsche 911	F	61.5
Alan Latoff	1997 Porsche Boxster	F	61.5
Brent Alderfer	1988 Porsche 911	F	62.61
Robert Patton	1972 Porsche 911S	F	64.54
Charles Williston	1986 Porsche 944 Turbo	F	66.85
Barry Corke	1988 Porsche 911	F	67.19
Lee Volpe	1983 Porsche 911SC	G	61.5
Philip Nase	1982 Porsche 911	G	64.36
Jolene Schwartz	1983 Porsche 911 SC	G	67.42
John Cullen Jr.	1970 Porsche 914-6	I	60.07
John Cullen	1970 Porsche 914-6	I	68.36
David Weld	1964 Porsche 356 C	K	64.43



Barry Corke

Driver	Car	Class	PAX	Time
Chris Woolard	1998 Honda Prelude	STS	45.7	58.45
Vikas Sinha	1999 Audi A4	STS	46.19	59.07
Ian McFetridge	1997 Mitsubishi Eclipse	SM	46.7	55.47
Paul DeSanto	1988 Honda Civic	HS	47.79	61.2
Ken Rothermel	1999 Chevrolet Corvette	SS	47.91	57.73
Dan Herman	1995 VW Jetta	GS	48.91	62
Jeff Dallstream	1987 Honda Civic Wagon	ESM	49.08	58.29
Chris Bishop	1987 BMW 325 IS	DSP	50.47	61.63
Frank Keytabjian	1971 BMW 1602	HS	50.54	64.72
Paul Stephen	1997 Chevrolet Z28	FS	50.7	62.83
David Brown	1975 BMW 2002	ESP	50.76	61.76
David Jenny Jr.	1984 Pontiac Traans Am	FS	51.38	63.67
Nicholas Hance	1991 Toyota Tercel	HS	51.78	66.3
Don Eisentraut	1989 Saab 9000 Turbo	GS	52.45	66.48
Michael Herman	1997 Acura Integra	GS	52.47	66.51
Brant Eisentraut	1989 Saab 9000 Turbo	GS	55.37	70.18

Election Slate

The following is the Slate of Proposed Riesentöter Officers for 2002 presented by the Nominating Committee as outlined in the Bylaws. Voting members may make nominations for these positions up until the end of the September meeting. The nominations may be made either at the meeting or by sending it to a member of the Executive Committee such that it is received prior to the September meeting.

President	Craig Rosenfeld
Vice President	Tom Zaffarano
Secretary	Virginia Carfrey
Treasurer	Art Rothe
Drivers Education	Michael Andrews
Tech	Ed Kovalevich
Autocross	Brian Minken
Membership	Randy Jameson
Der Gasser	Jim McHenry
Goodie Store	Liz Zaffarano
Social	Sue Tatios



Nick Hatalaski

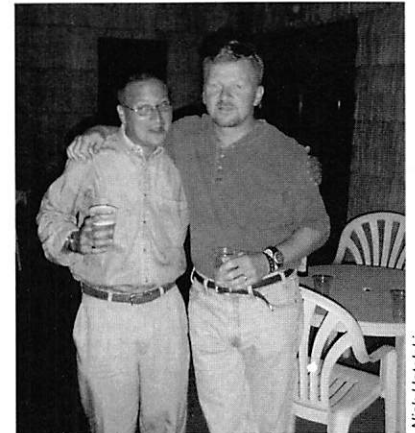
Dinner music provided by Patrice Mullin (PCA Metro NY Region) and ...

After Dinner
at the Glen Club -
August DE at
Watkins Glen



Nick Hatalaski

Dan Fluegel (PCA member) on guitar with RTR member & instructor Brian Smith.



Nick Hatalaski

RTR Camaraderie - Members Chris Mahalick & Steve Schueren.

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24 Hours of Le Mans, 2001

by Bob Chapman, Peachstate Region

Noted motorsport photographer, Hal Crocker, once said to me, "If the race is long enough, eventually a Porsche will win." At the time, it seemed to be a bit of a backhanded compliment. After all, since the debut of the 917 in 1969, Porsche had become quite accustomed to winning from the front. The days of Riestötter — the "Giant Killer" 550s, RSKs, RS-60s, and RS-61s — were long past. Or were they?

After standing on the top rung of the Le Mans podium for a record 16th time, Porsche abandoned its werks prototype racing effort in late 1998, promising to return with an all-new car in 2000. As 2000 approached, the effort was left on the drawing board once again. This put Porsche's 911 GT3-R in the role as Weissach's sole flag-bearer for the start of the new millennium. As the fastest car in Le Mans' slowest class, the thought of competing near the top of the overall standings seemed a fading memory. Or did it?

And that's how it was in June of this year as 48 of sports car racing's highest caliber teams assembled in the Sarthe region of France, on the outskirts of the city of Le Mans. Four questions were on the lips of most race fans: *Which of the four Audis would take the overall victory? After 70 years in hibernation, what would become of Bentley in their return to the 24 Hours?*

Could the Saleens persevere and run consistently for 24 straight hours, thus vanquishing the Vettes in the GTS class? Which Porsche would win the GT class?

There was one question, however, that was absent from the lips of most fans: Would a Porsche finish in the top 10 overall? With a long list of Prototypes and a solid contingent of fast GTS cars, nobody suspected a Porsche assault on the overall leaderboard. I certainly didn't.

And that's how it was during Wednesday/Thursday qualifying as the Audis asserted themselves by taking four of the top five spots on the grid, the Bentleys ran impressively fast for such new cars, the speedy Saleen dusted the steady Vettes, and the Callaway Corvette of Mike Colucci Racing set fastest time in GT.

Wait! What was that?! A Callaway Corvette set fastest time in the GT

class?! ...must be a typo, because everyone knew that Porsche was supposed to own the GT class from start to finish. To the credit of Colucci's squad and to the consternation of Porsche, the Callaway Corvette was fast on Le Mans' sprawling 8.5 miles. Very fast. As Saturday's 4:00pm race start approached, a fifth question was added to the lips of race fans. Would the weather hold? Rain had dotted the region during Thursday and Friday, and a glance at the sky on Saturday morning indicated a fading prospect for a dry race. But, seemingly on cue, the sun poked through the clouds as the green flag fell, and the field's 48 cars rocketed down the front straight and made the turn up the hill toward the Dunlop Bridge.

Of course, Audi quickly moved into first place. But an unexpected interloper snagged second place early. Jan Lammers in the new Dome S101-Judd got an exceptionally good start and ran in the top two during the race's early stages. After an early lap accident that involved several cars, the race settled and the cars sorted into their (more or less) expected order.

In the Prototype ranks, Audi built a lead, and Bentley, having briefly led the race, settled in as "best of the rest". In GTS, niggling problems with both Saleens put the Vettes on equal footing that gradually grew into a comfortable lead for the Detroit supercars. And in GT, the pesky Callaway Corvette diced early with the strongest of the Porsches, primarily the #77 Friesinger Motorsport 911 and #83 Seikel Motorsport 911.

Then, the rain came. And the drops weren't of the refreshingly light, misting variety. They were big, cold, skin-slapping wads of water, hurtling from the heavens and quickly flooding 8.5 miles of racetrack. With the "great equalizer" making its presence felt, the pace slowed considerably. The throng of 250,000 fans, however, largely persevered through the deluge(s), not wanting to miss a moment of the fascinating battles that were developing at the front of each of the three major classes.

And that's how it was through the late afternoon and into the evening with periods of drying conditions bookended

by bouts of intense rain. As darkness fell, not much changed at the top of the standings. Leading the overall charge were a couple Audis followed by a Bentley, in GTS it was Corvette's race to lose, and in GT the best of the Porsches traded time at the front of the class after the Callaway Corvette retired with mechanical problems.

There's always something a bit eerie about racecars screaming around the track at a time when most sane people are tucked comfortably in bed. However, with headlights dancing off the shimmering wet pavement at the 2001 24 Hours of Le Mans, the scene between midnight and 5:00am was almost surreal. Through the night, the action continued, and as the hours passed, there was really only one noticeable change in the race's running order.



As the Sunday morning skies began to lighten and sleeping fans began to stir in their cars (or under the bleachers), a glance at the leaderboard revealed something a bit unexpected. The leading Porsches were knocking at the door of the top ten overall. As the morning continued and the rain returned and abated and returned and abated, the little cars from Weissach continued their ascent. 11th place, 10th place, 9th... and the hours wound down.

As 4:00pm Sunday neared, exhaustion turned into anticipation turned into elation as the checkered flag flew and the 2001 24 Hours of Le Mans drew to a close. After two trips around the clock's dial, the five questions that had been on every fans' lips had finally been answered:

Which of the four Audis would take the overall victory? Answer: The #1 Audi Sport Team Joest R8 of Frank Biela, Emanuele Pirro and Tom Kristensen.

After 70 years in hibernation, what would become of Bentley in their return to the 24 Hours? Answer: A highly respectable third overall for the #8 Team Bentley EXP Speed 8 of Andy Wallace, Butch

continued on page 16

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

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

Riesent ter reserves the right to refuse any application

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

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

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 # _____

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

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

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

New! 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 and run with whatever you give us.

PORSCHEs FOR SALE

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

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

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

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

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

80 911 SC Weissach Coupe, 22 & 27 mm torsion bars, roll bar, harness, Recaros w/full RS interior, sport muffler, header; 16x8, 16x7 Fuchs w/new Dunlops, \$15,000 G. Gelcius 215-348-9774 (h)

83 911 SC Targa, Motor runs well, updated tensioners & pop off valve. Trans is weak- will need syncros. Interior fair to good - has black leather sport seats-worn but no cracks or tears.

Targa top poor. Needs tires for PA insp. Gold paint poor. Asking \$7800 Frank @ 610-666-6463 after 5PM

84 Carrera "DA 1" - Slate Blue with tan leather interior, perfect street/track car. Autothority chip, F& R Weltmeister adjustable sway bars, bilsteins, turbo tie rods, factory short shifter, SSI heater boxes with '74 style muffler, NO CAT, Fuchs 7's and 8's X 15's with Kumho 7000's, slotted rotors, H-4 lights, P/W, P/M, A/C, S/R, factory (Recaro) leather sport seats, numbered oil temp., new Blaupunkt with in-dash CD, 94K miles. Owned and enjoyed 14 yrs. All records available. New job with long commute forces reluctant sale. You know this car. It needs nothing. \$23,000 firm. Don Applestein. 610-565-5716 before 10 pm. dxapple@aol.com. License plate not included!

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

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

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

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

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

90 C2 Coupe, white, 56 K miles, full welded in rollcage, welded in strut brace, seat back brace, 3.8 RSRrear deck lid & tail, Sparco Evo

seats, Sparco steering whell, 2 set of wheels, RSR lightweight flywheel & clutch, headers, customchip, carrillo rods, elgin cams, new rocks & shafts, heads P-P., 241 hp at rear wheels, Bilstien RSR coil overs w/adj. sway bars, camber plate, Momo balls, Brembo big red brakes & rotors-fronts, C2 front brakes on rear, for more engine info please call. \$36,000 Scott Miller 267-880-0350

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

92 911 Turbo, 3.3L Black w/ Brown leather seats 17" wheels w/ SO2's 67K miles extremely well maintained full records available *very* fast car and fun to drive!! Asking \$43,000 Rahul Roy 610-992-0380 foxbat@att.net

95 911 Carrera 993 Coupe, Tiptronic, Polar Silver/Grey. 36,500 mi, garage kept, snrf, hi-fi sound w/6 disc CD changer, heated pwr seats, Euro tail, 18" Zima X Rims w/new Dunlop SP2000's on car. Included: 17" factory wheels w/BF Goodrich Comp T/A's. \$42,000 Larry 215-493-8203 or e-mail lardebty@aol.com

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

'00 Boxster S, Speed Yellow/blk int, red belts, 6 speed, sport design pkg, heated sport seats, 18" sport design wheels, letronics, hi-fi sound, CD, GT-3 nose, flared rocker panels, Fabspeed exhaust, 5500 miles, perfect! \$49,500. Michael Blank 215-572-6900 mblank@brokersinsure.com

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

PORSCHE THINGS

Exhaust, Mille Miglia stainless exhaust for 996. Used a few months: grat sound. \$500 Michael 215-572-6900

Webers, 40 IDF \$1000/pr, 46 IDF \$1500/pr, twin ignition distributor w/wire pkg \$500, SC/Carrera steel nose complete \$1200. G. Gelcius 215-348-9774 (h)

964/993/996 Parts, Fiske FM10: 9 x 18 & 11 x

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

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

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

BBS Racing Wheels, for 911 3.6 Turbo (5 ea), (3)1x17 and (2) 8.5x17. By BBS racing in Braselton GA & not the same as forged wheels from Tire Rack. \$1000 for all w/free used Comp T/A R1s mounted. Should also work on 91-92 Turbo or other flared fender 911. Sheepskin seat covers for standard 911 seat. Almost new condition. 2 for \$60 Stuart Boreen 610-758-8664 stuart@boreens.net 9

OTHER STUFF

'00 Haulmark enclosed car trailer, 20' excellent cond; dk blue \$4500 firm. 267-880-0350 9

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

WANTED

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

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



Tech Corner *continued from page 6*

If you plan to visit a region that gets snow and ice, another easy tip for winter car protection is to spray a silicone-based tire dressing in the wheel wells to prevent buildup of snow, ice and road salt. Although not recommended for your exterior painted surfaces (it makes body shop repairs difficult), silicone is an excellent protectant for your engine, wheel wells, and the under side of your car.

I highly recommend that all Porsche owners remove and detail their wheels at least once a year. Fall is a great time to do so. Delicate wheels should be cleaned, inspected, and sealed in order to keep them looking their best. Clean each wheel, front and back, with a gel wheel cleaner such as P21S Gel. Scrub the tires thoroughly, too. Dry the wheels with a clean terry cloth towel. Protect with a high quality acrylic sealant. Complete the job by treating the tires (front and back) with a liberal application of tire dressing. Allow the dressing to soak in for 5 to 10 minutes before wiping off the excess.

Other parts of your Porsche's exterior such as the bumpers, trim and rubber door seals need extra protection when the mercury drops, too. These materials are affected by extreme temperatures and the Sun's ultraviolet (UV) radiation. UV radiation causes fading, hardening and cracking, especially in the winter with a reduced ozone layer. 303 Protectant products have a proven formula that helps keep these surfaces supple and looking like new. For the ultimate protection of your door, hood and trunk seals, use Zymol Seal twice a year. Zymol Seal prolongs the useful life of rubber seals by helping them retain moisture. When properly maintained, door and trunk seals will maintain their shape and elasticity longer, providing a better seal.

If you drive your Cabrio in cold winter weather, now is the time to clean and protect your top. If water penetrates your top, then freezes, your top will be prone to severe damage. For more information, go to www.autopia-carcare.com/cabriotop-care.html.

Don't forget to inspect your windshield wipers, too. Replace them if

continued on page 16

Is This Some Kind of RTR Halloween Surprise?

October's Membership Meeting is Actually on November 7th. And It's the All Important Election Meeting. Details Next Month.

Next Month's Meeting



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

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

Classified ads are free to PCA members and are printed on a space available basis. Ads may be mailed, e-mailed, or faxed to the Editor, are limited to auto-related items, and are subject to editing. Pictures of items may also be printed. Please send with e-mail or via U.S. Postal Service. Faxed images will not be printed. Contact Editor for Commercial Advertising Rates. Editorial contributions and pictures are welcomed.

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

there's any sign of wear. Remember, you're going to be counting on them to deal with winter's worst. While you're at it, check your wash fluid and add a wash booster, such as P21S Windshield Wash Boost. A good wash booster will help cut through road grime so you can see.

If your Porsche's battery is more than 6 years old, think about replacing it. Even if your battery is relatively new, you should inspect it before winter arrives. Make certain the terminals and posts are free of corrosion (clean with baking soda and water) and the terminals are tight.

Have the cooling system checked for the correct concentration and level of anti-freeze. If your vehicle needs additional coolant, follow Porsche's recommendation for the ratio of water to coolant. Boxster and 996 owners do not use a regular anti-freeze. If it's an emergency, add water only.

Changing the oil and filter before winter is the single most important step

to prolong your Porsche's engine life. Older Porsches require a change every 3,000 to 4,500 miles. The new cars go up to 15,000 miles (average annual mileage) between oil changes, so have it changed before winter.

Finally, worn tires won't give you the traction you need on wet, icy roads. If your tires are worn, replace them. I don't know about you, but I hate the feeling of hydroplaning. Likewise, correct tire pressure ensures optimum handling, stopping and wear. Check tire pressure frequently because cold air causes tire pressure to drop (one pound for every 10 degrees Fahrenheit). If we have an extended cold winter, your tires may be under-inflated, causing irregular tire wear.

Ed: David Bynon operates the website Autopia-Carcare.com. Visit this site for more information about car care and as a source for most of the products and tools seen in this column.

Le Mans *continued from page 12*

Leitzinger and Eric van de Poele. *Could the Saleens persevere and run consistently for 24 straight hours, thus vanquishing the Vettes in the GTS class? Answer: No, they couldn't.* Corvette deservedly took the top two rungs on the GTS podium. *Which Porsche would win the GT class? Answer: The #83 Seikel Motorsport 911 GT3-RS of Gabrio Rosa, Fabio Babini and Luca Drudi.* Would the weather hold? Answer: Heck no! It was cold and wet and miserable and amazing all at the same time.

But what about the those Porsches? Well, they took four of the top ten spots overall, including a fantastic sixth place for the GT class winning Seikel Motorsport entry. Even more fantastic was the fact that nine of the ten Porsches that took the green flag on Saturday were still running when the checkered flag fell on Sunday. Was it the 21st century equivalent to Porsche's Riesentöter days of yore? Perhaps it was. And as I packed the rental car and pulled into traffic on the motorway to Paris, the words echoed in my mind, "If the race is long enough, eventually a Porsche will win." Yes, I suppose it's probably true.



DON ROSEN PORSCHE



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Another Great "We Have Too Many" Sale

(Back by popular demand)

PART#	DESCRIPTION	SALE
000-044-900-41	Litronic Headlights for Boxster or 996	1095.00
000-044-900-15	Litronic Headlights Kit for 993	1195.00
000-044-900-35	996 or 986 CD Changer Retro-Fit Kit	629.95
COL-946-size-98	Porsche Laguna Varsity Jacket	159.95
WAP-080-(083/84/85/86)-11	Porsche Basic Cap (white, black, red, grey)	9.95
WAP-020-SET-05	New Racing Legends Model Set 1:43	149.95
WAP-020-SET-03	Le Mans Model Set 1:43	219.95
WAP-020-SET-04	Turbo Model Set 1:43	138.95
930-107-764-01 x10	930-107-764-01 x10	52.95
944-107-201-08 x10	944, 944T, 924S Oil Filter, 10 Pack	41.95
986-504-994-01-G2X	Boxster Speedster Hump Kit	795.00
000-044-801-91	In Dash Cup Holder 996 or 986 w.o. PCM	66.95

Quantities may be limited, prices are subject to change.

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Don Rosen Imports

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(we can pronounce Conshohocken, don't try it at home)



