

der **Gasser**

JANUARY, 2002

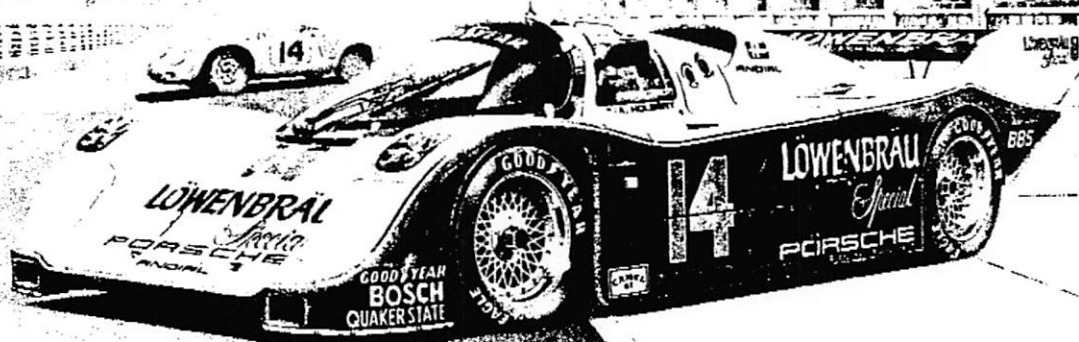
Supertech at Dougherty's
The 'Trekker' Rides Again
Buckingham Concours

Riesentöter Region



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Welcome to a New Year in the Riesentöter Region of the Porsche Club of America. I have been reading these presidents' messages for twenty years and now it will be my privilege/task to write twelve or so. I will do my best to keep you informed, updated, and mildly entertained.

My first words should be those of thanks to those who had the faith to vote for me in the election. Many people sent in their ballot that I did not even know kept up with RTR events and people I hadn't seen in over ten years showed up just to vote. It was a terrific vote of confidence that I have been doing things properly and honestly all these years. And I certainly will not let anybody down. I feel very good about not campaigning, yet still winning. Hopefully it comes from years of dedication to the club and just doing what is right.

I was very taken aback by many of the false statements and misrepresentations I heard during the campaign until I got up to speak at the election meeting and it hit me all at once - actually rendered me speechless - there are so many of you I don't even know! I can't expect support from people who have no idea what I am or where I come from, or the rich history RTR has experienced.

It is my duty and obligation, as well as desire to meet everyone this year - and I ask all our membership to do the same. For 20 years I have heard complaints about clicks and factions. They never go away - but we are one club, united by one great love and appreciation and we should respect that through all our actions. We will offer nametags at meetings. Please use them. Please introduce yourselves to new members and make them feel welcome. Please introduce yourselves to me. Tell me what you do and don't like about your club and offer to be a part of the solution.

Porsche ownership is a complete experience whether driving, cleaning, looking, or turning nuts and bolts. I love it all. Let's team together to strengthen our club in all possible ways and make the experience the best we can.

Tom has put together a great schedule of meetings for 2002. Our drivers' education program is second to none. Ken Souser already has dates for overnight weekend cruises. Bill and I are working with Dodge Whipple on a One Lap of Pennsylvania Rally event. It will all be great! Please take advantage of everything RTR has to offer. We're a well-rounded club and should have something for everyone - but it means nothing without full participation.

By the time you read this I should have had a preview of the Cayenne. Fellow member Dave Donahue was recently in Weissach and relayed some very positive test drive result with the Twin Turbo model on Porsche's test track. Dave's comments directly from the engineers and test driver indicated that the Cayenne was right on the mark and the premier SUB. The story unfolds...

Craig rcr@visionautogroup.com



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Cover Photo: A 356 from the internet

Calendar of Events

FEBRUARY

- 23 Super Tech at Dougherty's (see pg.4)
- 27 Membership Meeting, (pg 3) Vendor Show
Dougherty's , 720 E. Nields, West Chester

MAY

- 24 RTR Driver Ed, Pocono South
- 25 - 26 RTR Driver Ed, Pocono North



AUGUST

- 2 -4 RTR Driver Ed, Watkins Glen

SEPTEMBER

- 27 RTR Driver Ed, Pocono East
- 28 - 29 RTR Driver Ed, Pocono North

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



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of
Marge Dougherty
on
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I hope all of you enjoyed the Philadelphia Auto Show as much as I did. The free admission is a great club perk. Many thanks to the Automotive Dealers Association of Greater Philadelphia for their generous support of the club.



February's Membership Meeting will also be a VENDOR SHOW with Local and National Automotive equipment and Service Suppliers to Show, Sell, and Talk Shop with our members. It will be held at Dougherty's Automotive Services in West Chester, (www.das-sport.com). This SHOW / MEETING will provide an opportunity for some of our loyal advertisers and club supporters without space or parking facilities to directly meet and greet our membership. I have invited all der Gasser advertisers and selected National suppliers to participate. This is a meeting not to miss.

The meeting will be held Wednesday, February 27, with Show and Social at 7:00, Membership Meeting at 8:00. then more Show. Address: 720 East Niolds St. West Chester. Phone: 610-692-6039.



Dougherty Automotive is a long time supporter of the Porsche Club and Riesentöter Region.

Charity Committee

by Bill O'Connell

A charity committee was formed last year to assist the region in focusing efforts toward community involvement and good citizenship. PCA National strongly supports this as does the Commonwealth, as Tom Z. found out in his quest for the PCA license plate. It is considered good form for not-for-profit groups to provide assistance to those less fortunate.

In the past we have done events ranging from car washes to autocrosses to car raffles and donated the proceeds to a specific charity. Current thinking is to revive this practice and designate an event or two toward that end. If you have a favorite charity, contact one of the committee members and let them know which one it is, along with the reason you favor it.

The committee is composed of John Chatley, johnchatley@reilly.com Tom Zaffarano, tzaffarano@aol.com and Craig Rosenfeld, rcr@vision.com.



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Schedule -

9am - Noon

Bays open for car work

Noon

Pizza

Noon - 4pm

Track Clinic

Introduction

Objectives of Drivers
Education Program

Organization

Track Schedule

Tech Requirements and

Safety Equipment

Principles of High

Speed Driving

Suspension Mods

Date - February 23, 2002

Place - Dougherty Automotive
Services
720 E. Nields St
West Chester, PA

Directions: Take Rt 202 South to
West Town Rd Exit. Bear right off
the exit onto West Town Rd. Make a
left turn at the first light onto Nields
St. Dougherty Automotive is on the
left about a 100 yards from the turn.

Have you ever thought about doing a Drivers Education track event but don't quite know where to start? If you own a Porsche you almost certainly have that desire to get it up to speed without attracting the attention of the local constable. You might be surprised how easy it is. And the cost is a fraction of a commercial driving school. Many people worry about having to modify their car to qualify for these events. Not so! You can get started with a stock Porsche in good condition. We will cover these topics and many more at the 16th annual SUPERTECH session on February 23 sponsored by Dougherty Automotive.

This format is similar to last years SUPERTECH. It will start out the same, with the Dougherty shop bays open for RTR members to do maintenance and light repairs on their Porsche. You are also welcome to come in to see what others are doing to their cars and meet some of the other club members. The Dougherty experts will be around to answer questions and the parts counter will be open just in case you forgot something. Lifts will be assigned on a first come-first serve basis (\$5 fee). Please limit your plans to maintenance and minor repairs in order to stay within the time limits.



A pizza lunch will be available around noon and we will start the TRACK CLINIC as soon as everyone gets something to eat. We will cover a variety of topics of interest to the beginner or seasoned expert. We will start with an introduction to the Driver Ed program where you will learn the purpose (no, this is not a race) and organization. We will try to answer all the questions that you might

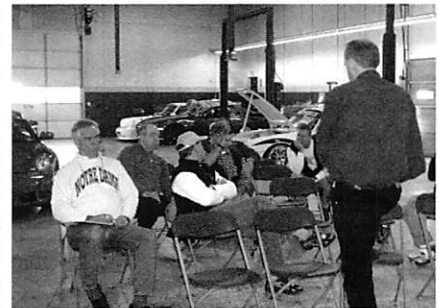
have about getting started and cover the track schedule for the year including a brief description of each track.

After that, we talk about getting your Porsche teched for the track. This is our version of the safety inspection to make sure the cars are in good condition for the track. The Dougherty team will cover safety equipment for your car. Safety is a something we take very seriously and we encourage drivers to make safety modifications before performance modifications.

The next segment will be a discussion on the principles of high speed driving. This will cover the principles that you will put into practice on the track. Finally, we will finish up with a discussion of suspension modifications for the street or track that will get that little extra out of your Porsche. If you have questions, this is the place to ask them.

All members are welcome, even if you just curious. This is a great time to meet other members and ask questions about your car. Dougherty's also has some great cars in the garage to inspect, ranging from stock to full racecars.

Ed Kovalevich, Tech Chairman



The 2001 Annual Riesentöter Awards Banquet

by G. Frederick Bonsall, Awards Chairman

In spite of a changed world, Riesentöter gathered once again to share camaraderie and holiday spirit at the lovely Radnor Hunt Club in Malvern. And once again the annual Riesentöter Club awards were displayed and presented. Craig and Nancy Rosenfeld threw a great party. As expected and anticipated by all, "Riesentöter Fossil" T-shirts are always presented to those members who have belonged to the club for twenty-five years. Lawrence Lichtman-Smith and Peter Neall have been continuous members since 1976.

The "Case-Beidler Award", originally presented to Charlie Beidler as Regional Director in 1957, is presented to the past-president as a token of all the hard work and dedication given throughout the year to our club. This year's recipient, of course, was Bill O'Connell who did a superb job in leading the membership in numerous activities throughout the past two years. Bill was also at the helm in 1991 and 1988. Also presented were past-year's recognition to Al Anderson as president in 1987, Bill Cooper in 1984, and to Don Galbraith in 1982 and 1983. We would never have such a great club without their commitment.

John Heckman's "Annual Door Prize", awarded since 1994, was presented to the most active new member, John Floyd. Hopefully we will hear more from John in upcoming issues of der Gasser. The "Mighty-Nitto Award" was originated by Vern Lyle and his wife in 1981. On a Saturday they purchased a 911 equipped with Mighty spark plugs and Nitto tires (neither one recognized as a go-fast goodie), and the very next day, they both won their classes in an autocross. This award is presented to the person who "Makes the Best of a Bad Situation." This year Terry Lefco qualified by first crashing his car at Watkins Glen and then scrambling all weekend to fix it so he could drive it home.

"Tattered Helmet Award" was first won by Howard Reed, who in 1970 purchased the very first 914 in our region. This is awarded to the person who somehow distinguishes themselves in a less than glorious manner. Our own Craig Rosenfeld

paraded his 935 through the pit lane twice at this year's prestigious Rennfest with a broken oil line. Good job, Craig!

The "Broken Crankshaft Award" was originated by William C. Schmidt, an avid autocrosser, in 1972. Bill donated the crankshaft from his brown 1968 912 for this award. This heavy award is presented to the most improved autocross driver. John Groves was the hands down winner for 2001 with 48 points. The following were presented the "Big Brake" key chain for their respective efforts:

#1 in B class: David Ehm (40 pts)

#1 in E class: John Groves (48 pts)

#2 in E class: Trey Maust (22 pts)

#1 in F class: Brian Minkin (17 pts)

#2 in F class: Mike Delfiner (9 pts)

#3 F class: Steve Kurtischki (7 pts)

#1 in G class: Lee Volpe (40 pts)

#2 G class: Jolene Schwartz (28 pts)

The "High-Speed Driver Award" was originally presented to Al Anderson in 1984 and is currently presented to the track driver who shows the most improvement during the year. Jeff Yoroshko was this year's winner. Small personal plaques were given to Tuck Hunter (1994) and Joseph Ilacqua (1993). The "High-Speed Instructor Award", presented for the first time last year, was given to Brian Smith, an often requested instructor.

The "Riesentöter Award", originally presented to Charlie Beidler in 1959, is the oldest and most converted award of our region. This is presented to the person or persons who in the opinion of their peers has made the greatest contribution to the club over a number of years. Literally translated, "Der Beste Riesentöter Des Jahres" is "Best Riesentöter of the Year". It is interesting to note that the word Riesentöter, which loosely translated means "Giant Killer", was part of the inscription long before it was adopted as the official name of the region in 1973. The unanimous choice was Doug Mahoney who has dedicated a large portion of his time to creating and maintaining our incredible website: www.rtr-pca.org. This also means attending nearly every event to take all the wonderful pictures of our cars and events. What was he doing when the award

was presented? Why, standing near the front taking pictures of all the winners. I heard someone exclaim, "Turn the camera around!" Thanks for your incredible efforts, Doug!

Thanks also to all the vendors who donated the fabulous door prizes appreciated by several lucky folks. Congratulations to all our winners who have helped to make this a truly remarkable club for and about the PORSCHE marque. Happy Holidays!

P.S. If you have not received your award, please contact Fred Bonsall at 610-866-0505 (o) or 610-868-8827 (h) or bsaia@fast.net and provide a phone number and mailing address.

(See Doug's pictures on pages 8 and 9.)



We Get Letters

I was unable to attend the holiday banquet and was totally surprised to learn from the website that I had been chosen to receive the coveted Mighty-Nitto award. I'd like to thank the Academy, my agent, and all of my fans, without whom this award would have been just a dream.

Seriously, after my little shunt at the Glen, I was overwhelmed by the help and friendship offered by so many of you. I also couldn't believe the quantity and variety of tools that were lent to me and, in many cases, used by you far better than I could do. In particular, I'd like to recognize Kurt Faller's fine collection of metal bashing devices and Jeff Yoroshko's amazing cabinets of fasteners, tools, etc. I would also like to thank Mike Levitas and his crew for arranging to drop ship a new oil cooler and showing me how to install it.

Crunching the car into the foam blocks at the exit of the inner loop was not a happy experience. Being supported by my fellow DE'ers, and feeling your shared pride when I was able to drive the car home, is something I will remember for a long time. Thanks and see you at the track next year.

Terry Lefco



After the information overload of the Summit Point Drivers' Ed finally subsided, I realized that the adrenaline rush of driving on a real racetrack was still coursing through my veins. *And* I wanted more. *And* I wanted it ASAP! Addicted? Moi? The next stop was the mother lode of tracks - historic Watkins Glen,

in upstate New York, about a 5-hour drive from the Philadelphia area. A word of advice - if you're driving there in early August, try to reach WG before nightfall. I had to stop twice to clear my windshield of bugs - it was like driving through a Biblical scourge.

The track is a 3.45-mile long "road course" - meaning it has twists and turns, unlike an oval track like the Indianapolis 500. To say that this 3 day DE event is popular is an understatement - 201 drivers signed up, and quite a few were from clubs other than Riesentöter. New York Metro was well represented, especially in the garage bays, where if space was available, you could pull your car in, and leave your "stuff". Fortunately the weather was good, and those of us "homeless" at the track didn't suffer from the elements.

As with Jefferson Circuit/Summit Point, the drill was the same: regis-

A "Trekker" Marches Onward... To "The Glen"

by John D. Floyd

tration, assignment to driving group (red, black, white, blue and green), appropriate color wristband affixed, car then safety-inspected ("grid teched"), Driver's Meeting, and for the "greenies & blues" classroom sessions, and then off to the track with your assigned instructor.

With 201 drivers, well-deserved kudos to our Riesentöter people - Chip Grimes and Bruce Rheim and their crew had registration extremely organized - a number of other PCA members commented on how smoothly registration went; Myles Diamond and Ed Kovalevich and the grid tech crew did a great job in handling so many cars, and Mike Andrews, in his inimitable emcee fashion, held the drivers spellbound with the track and safety instructions. There were 4 scheduled driving sessions a day - the first three 20 minutes each, the fourth 25 minutes, except Sunday, when the last 2 sessions were to be 30 minutes each. From my perspective as a neophyte, one word describes the track at Watkins Glen - AWESOME!

The course consists of 11 turns; a back straightaway that just punches the testosterone pump; a section of the track shaped like a boot where as you come through turn #6, known as "the laces" into "the chute" to turn #7 known as "the toe", and start uphill to turn #8, known as "the heel", there is an 80' change in elevation; a series of turns (#2, 3 & 4) known as the "esses", also called the "bus stop" where, if you're hitting the apexes, you hear your tires humming on the rumble strips; where a few of the turns (#6 & #9) are off-camber, meaning the pavement banks away, which makes navigating those turns more challenging; and the blue guardrails, called Armco, AKA "the blue bushes" which unfortunately a few cars visited.

Our classroom instructors, Sutton and Kurt Faller, spent about 2 hours on Friday and Saturday discussing driving techniques, braking, and the course turn by turn. An interesting "factoid" about reaction time - at 100

MPH, a car travels 147 feet in 1 second. Since the typical driver reaction time is 1 second, anything closer than 200' has already happened, so as you drive, concentrate further down the track. Also, when things start going wrong - be smooth - don't jerk the wheel or abruptly lift your foot off the throttle. Compared to Jefferson Circuit and Summit Point, I found parts of WG to be a little easier, mainly due to the length of the track. "Things" (like turn-in, apex, and track out) weren't happening as quickly, and for me it wasn't the "ethnic fire-drill" like it was at JC & Summit.

And no, it wasn't because I was going slower, although my left arm continued to get a LOT of exercise giving the passing signals. My instructor was Bruce Brodowski, who emphasized smoothness, especially in braking. He made me aware of how much the nose of the car dropped when I hit the brakes too hard, instead of modulating them, disrupting forward momentum. For me, that alone really took a lot of work, because it's the opposite of how I brake in traffic - gradually increasing braking as I slow down, rather than initially braking harder (but smoother) and then gradually releasing the brake (modulating). Driving, Bruce demonstrated what he was trying to



Doug Mahoney

teach me, which gave the technique more meaning. As usual, each session went incredibly fast - they never seemed like the full 20 minutes. And sometimes they weren't, as we waited while cars were removed from the track. I'm not sure if the use of the euphemism "incident" is specifically a

continued on page 16

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Holiday Banquet and

December



Riesentöter Award - Doug Mahoney



Case Beilder Award - Bill O'Connell



Tattered Helmet Award - Craig Rosenfeld

Brok



and Awards Ceremony

ber 15, 2001



Crankshaft Award - John Groves



Instructor Award - Brian Smith



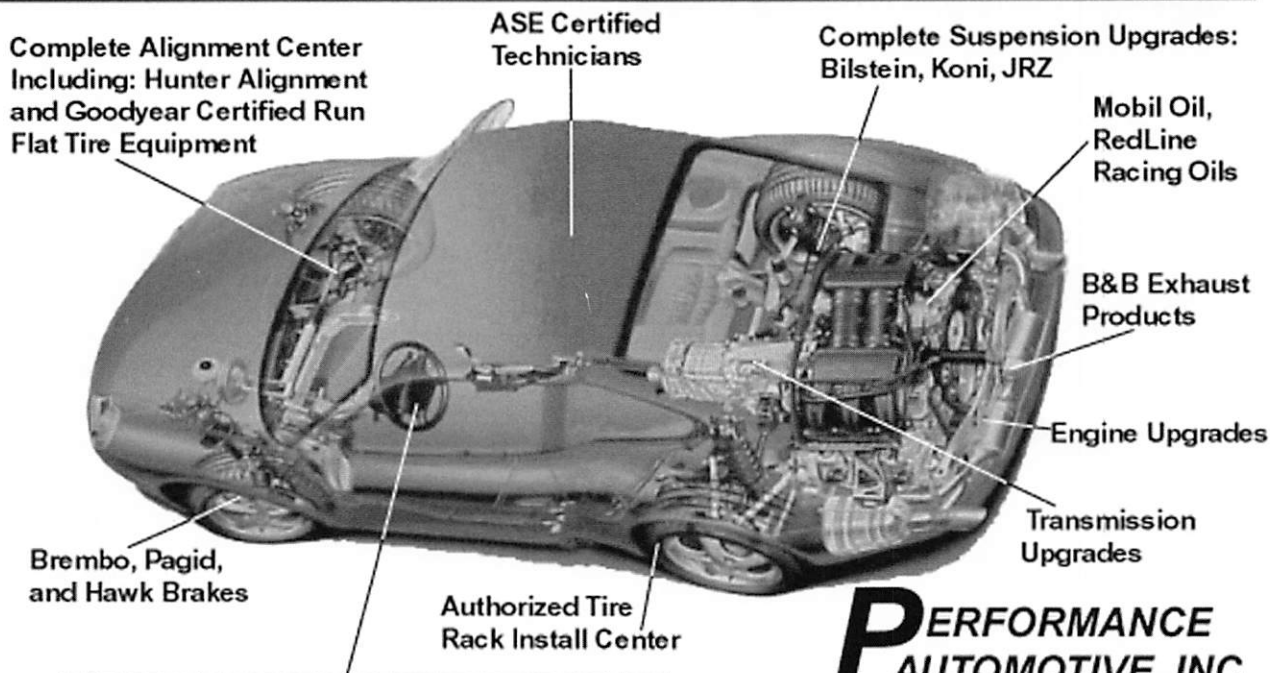
Annual Door Prize - John Floyd



High Speed Driver Award - Jeff Yoroshko



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Origin of the Porsche Crest

by Terry Lovett,
Porsche Club of Canberra, Australia

The Crest: In 1951 Porsche was finalizing plans for its move from the war time sanctuary of Gmund back to Stuttgart. Importers and agents selling his product made it clear that customers wanted some sort of trademark or badge to identify their vehicles, which till then only carried the word "Porsche" on the bodywork. In 1952, Professor Porsche had devised the basic design of the crest. Folklore has it that he sketched it on a serviette during a luncheon. Whether true or not, it was Messrs. Lepper and Riemspiess of the publicity and design studios who carefully finalized the design.

There are three components: the family name, of course, is positioned at the top, while the other two components reflect Porsche's gratitude for the rebirth of the company in the Stuttgart area. The red and black bars with the antlers are from the coat of arms of the State of Wurttemberg, and the horse is from the coat of arms

of Stuttgart, capital of Wurttemberg. The origins of Stuttgart developed from the royal patronage given in historical times to the area. A fine horse stud developed here. So (Stud Garden) Stutt Garten and Stuttgart.

The crest first appeared on a Porsche in 1953, but was limited to the interior of the car on the horn button. It was not until 1957 that the crest joined the word Porsche on the front bonnet of a 356 Coupe.

The Color: Maroon or claret has appeared on the driver's hand-books, service manuals and official letterheads since 1951. The choice of color was due to necessity rather than any romantic design consideration. After the second World War, colored inks were in very short supply and colored papers were only just being reintroduced. It was in this environment that the first handbooks were produced. To maintain an attractive design within the shortages of the period, black ink and colored stock was chosen. The small printer Glauner happened to have some colored paper in maroon. It was a case of no alternatives. No one could imagine the precedent that this would set.

Today, all official stationery, driver's wallets and even the exterior color schemes of the new factory building in Stuttgart utilize bold stripes of these colors.

The Script: The Porsche script has undergone a number of evolutionary phases since it appeared on Porsche No. 1 at Gmund in June 1948. From the outset, the square shape of the letters was apparent. Initially, letters were placed individually in a curved pattern on the front of the cars. In 1950, a horizontal underlining bar joined all the letters into a single unit. In 1952, the letters became more squat (extended.) This design remained unchanged for the remaining life of the 356 series. In 1963-64, the 911 came on the scene. The word Porsche reverted to a series of individual letters of a thinner and more open shape. In 1974, the metal letters were no longer used. Instead they were depicted on the reflective panel separating the tail lights of the 911. To end, I quote Tony Lapine, head of styling studio: "More than any emblem or logo, Professor Porsche himself represents the bond between tradition and progressive technology that makes Porsche such a unique company."



Recession? What Recession Says Porsche

by Alister Bull

STUTT GART, Germany (Reuters) - Worried about the worst economic outlook in a decade? Not Porsche, which expects to match record profits this year and see sales climbing despite the shock of September 11 attacks on the United States.

"Our incoming orders figures for November are unbelievable, especially for the 911, and they are also rising in the U.S.," Finance Director Holger Haerter told Reuters in an interview on Wednesday. Sales rose 13 percent in November, the month when Porsche's key U.S. market was officially declared to be in its first recession for 10 years, and the firm said it expected this year would match the record pre-tax profits chalked up in 2000/01.

Brave talk for a company that has been ill-treated by past slowdowns in the United States, where it makes around half its total sales. Between 1993 and 1994, Porsche sales collapsed to 4,500 from 11,000, but this

time around it says it has got things right. "We made a lot of mistakes in the past, particularly in the late 1980s when we tried to confront falling demand with higher prices, which is the worst thing you can do in the U.S. where demand is very price-elastic," he said. Nor was it worried about launching a new product into the highly competitive sports-utility vehicle category just as a growth slowdown hits customer confidence. Porsche is still coy about when it will unveil the Cayenne -- its first attempt to sell such a car -- but expects to sell over 25,000 annually and was confident it would be adding to profits in the next financial year.

This was because the same people who bought its sportcars were also driving 4x4s and, judging from current strong sales, the company had high hopes it could persuade them to add a second Porsche to the family stable. "Over 75 percent of our sports car drivers in the U.S. also own a SUV, so it won't be a question one or the other, but both," he said. Chief executive Wendelin Wiedeking told a news conference that the success of BMW's X5 SUV had demon-

strated that "with quality and verve" a good product will succeed. "So I am not pessimistic... we will be able to sell our units quite readily," he said. But it has been thanks to the recession-defying sales of its \$62,500 911 that Porsche feels so confident. Haerter said that better relations with its U.S. dealers and a 100 percent-owned importer were helping. But at the end of the day it was the re-styled 911 that made the big difference. "It is a fantastic car," he said.

The company said the shift in demand toward its pricier model would help it improve revenues in the current financial year and match last year's record profit performance. Sales in the first four months of its fiscal year from August 1 jumped 6.3 percent to 1.18 billion euros on the back of strong demand for the 911 classic. Good news for shareholders in the German carmaker, but even better news for policymakers on both sides of the Atlantic. Demand for luxury items like a 170,000 euro Porsche 911 GT2 may not provide a very good yardstick for general household spending or aggregate economic demand. But the fact that customers are still willing to shell out for a Porsche despite a flood of job cuts and with stock markets at a fraction of last-year's highs will be encouraging news for the resilience of consumer confidence.



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Doug Mahoney

Details

Buffing in Tight Places

by Burnell Curtis, Lone Star Region

After I have washed my car for several months, despite my best efforts, there will be fine scratches in the paint. In addition to that, my 87 Carrera has red enamel paint on it and it tends to turn rosy with time. No reason to put it off, it is time to get out the buffer and put a proper shine on the car. However, even though I have a very fine buffer, there are places on the car that can not be buffed with a conventional buffer. One of those places is the cowl. Attempt to buff in this area and you will scar the windshield washers or catch the buffer on the windshield wiper blades. Another area that is difficult is the bumpers. If the buffer touches the "smile" or the rubber bumpers, then it may burn them.

What to do? Well, you could do these areas by hand. I have little success with buffing by hand. Maybe I

am impatient and want to move too quickly but I usually end up with more scratches. I have discovered an easy solution to this. All you need is a standard 3/8" drill and some inexpensive parts to make a buffer that is very gentle and easy to use.

Start by getting a "canton flannel buff" or a "loose section buff". The diameter should be 4" or 6" at the most. I usually get my parts from Eastwood, who is a company that sells supplies to those who restore cars. Their number is 1-800-345-1178. The parts numbers for the buffs are 13056 and 13042 for the 4" canton and the 4" loose buffs. To mount the buff to the drill you will need a mandrel and that is part number 13054.

Mount the buff to the mandrel and the mandrel to the drill and you are ready to go. NO, wait, you need something to use as an abrasive, which is the same buffing compound that you use with your standard

buffer. I use Meguires #9 for removing the fine scratches. I use Meguires #2 if the scratches are deep or the paint has turned rosy over time.

Simply spread a small amount of the buffing compound on the paint and move the buff over it. You will find that you can not press the buff too hard to the paint because the buff will collapse. This is a safety feature that will prevent you from burning the paint. By the way, if you have a spiral sewn or a sisal buff around, do not use them. They are too coarse for paint and they do not collapse.

I have used this technique many times on many cars and always been happy with the results. It is much quicker than by hand and it is safe. After your have done the buffing, wash the buff before you use it again because the dry compound will be too course and leave scratches in your paint.

HAPPY BUFFING



'84 Speedometer Problem

by Walter Fricke, Rocky Mountain Region

If the '84 is still like the earlier electronic speedometers (and I think it is), here is how the factory says you should test it:

Pull the rear tunnel carpeting to expose the cover in the tunnel. Unscrew the 4 screws and remove the cover. The speedo sender will have a two wire connector on the right side inside that hole. One brown wire and one other colored wire coming out each side of the connector. Disconnect. On the speedometer side

of the connector, rig up a wire to the ground with a bare end you can use to tap against the signal wire (this ground could also just attach to any ground - I'd check the brown wire if I used it as a ground to make sure it is a ground).

With the ignition on, tap the ground wire against the signal wire as fast as you can. If the speedometer works you should see some movement of the speedometer needle as a result of this, and more movement with faster tapping. If this is the result, get another sender.

If this is not the result, check to see that the speedometer is getting 12V, that the speedometer (and not just the speedometer case) is getting a

ground, and that the signal wire is attached to the speedometer. You could also check the continuity of the signal wire. If you don't find something easy like this you may need to send the speedometer to a speedometer shop.

But a bad sender seems like the most likely cause of complete speedometer failure, and is easy and not particularly expensive to fix. The sender nests in an external cavity of the transmission on the right side just in front of and above the CV joint and is held in by a piece of wire under a screw.

Toughest part is feeding the connector back into the inside of the car.



Buckingham Concours d'Elegance

Text & Photos by Ron Kellett

The Third Annual Buckingham Concours d'Elegance was held September 16 in Holicong Park, Buckingham, PA. After much discussions about whether or not the event should be held in view of the events of September 11, it was decide to hold the event and contribute 50% of the proceeds to the New York Police and Fireman's Fund.



The event kicked off with a buffet dinner on Saturday night that was attended by over 200 people. After a cocktail hour featuring an open bar and plenty of hot hor'oeuvres the main course of filet mignon or grilled chicken was served with plenty of other interesting food including both a pasta bar and a salad bar. Finally, two tables of desserts were given much attention. A live band entertained throughout

the night and a silent auction with both automotive and non-automotive times was held.

Unlike last year when the weatherman did not cooperate the day of the show dawned bright and sunny. Over 300 cars arrived and the quality of the cars was quite high. A full breakfast was served to all car owners and a guest. (Hope this is not sounding more like a restaurant review than a car show but the food was excellent.)

Porsches were well represented with 12 cars making up the class. While we had a few less then last year the overall quality was excellent.



Riesentöter members included Charles Lewis with his 356 Coupe, Richard Cunningham with his T-5 1961 Super 90 Coupe and Don Schaub with his 1970 911T Targa. Don has owned the car since new and it has only 38,000 miles on the clock. His day was a good one winning the trophy for First in Class for the Porsches. The presentation of the trophies was to take place at 3:15 but by 3:00 p.m. spectators were still coming in so it was delayed until 4:00 p.m.

Everyone I spoke to seemed pleased with the show and was looking forward to attending next year.



Overcharging Battery Symptoms

by Walter Fricke, Rocky Mountain Region

Rotten eggs or sulfur smell in your car? A likely source of this smell is your battery. And a likely reason the battery is producing this sulfur smell is that it is being overcharged. This happens when the voltage regulator

quits working properly and the alternator puts out too high a voltage. Despite the fact that these days regulators are solid state devices with no points to go bad, it seems they are a wear item.

So the first thing to do (and right away) is to check voltage: what is the voltage when the engine is shut off, and what is it when it is running at say, 2,000 RPMs. If the base battery

voltage is anywhere near 14V, or the running voltage approaching 15V or higher, it is time to replace the regulator.

You don't want to mess around with overcharging, since batteries have been known to explode, throwing sulfuric acid all over (including on the skin and, worst, the eyes, of those nearby).



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

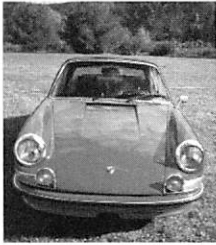
Pictures!

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

1971 911T 2.2, needs interior and brake work to complete restoration. New silver paint, roll bar, fuel cell, fiberglass bumpers, A0032s, and clutch. Also 4 original rare Porsche lightweight rims. Owner regretfully sells at \$6,500 after \$12,500 investment. Peter Madison at 609-924-1875 or studio645@att.net 1

73 911E Targa, 92,000 miles. 2nd place winner Hew Hope car show! Rare factory installed through the grill "Rally lights". Car has the original mechanical injection, heat exchangers and headlights!! Paint, Targa Top, Tires and Full Leather Interior all perfect. Service records, original tool kit. Engine & Transmission by Cyntex.



New seals, bearings, rings, chains, ramps, Carrera tensioner update. \$17,900 Questions 610-524-7777 11

74 Porsche 911 S, 65K orig miles, silver/black interior, all original, very clean car, all numbers match, factory A/C, 5 speed, never been hit, no winter/rain/smoke, garage kept under cover, still original undercoating, all services, all records available, pictures available, \$12,500 obo contact: (610)997-4424 day / (610)653-9492 eve or bmeiser@hotmail.com 1

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!! \$9500/will consider a reasonable offer. Larry Howard (610) 308-5046 day & (610) 789-5124 eve. 11

84 Carrera Coupe, Blue-grey/Camel leather. 145M miles, runs really well, looks great. A/C, sunrf, pwr windows, Alpine CD. Asking \$15,000. Peter 215-635-3186 1

84 Carrera, "DA I", Slate Blue with tan leather interior, perfect street/track car. Autothority chip, Weltmeister camber truss, 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. 9



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 racing, rain, snow, or smoke. Always garaged & covered. Immaculate cond. \$39,000 OBO. Robert Weissberg, Richboro, PA 215-364-9525 11

88 911 Turbo, Mechanically & cosmetically perfect. Always garaged and covered. 21,600 original miles. All original except for upgraded stereo, Momo steering wheel and shifter. Beautiful Guards Red wide body w/black leather interior. You won't find a cleaner, low mileage turbo that has been pampered like this one. \$40,000 firm. Tom 610-793-9296, tomgpowell@aol.com 11



88 911 Carrera coupe, Lagune Green Metallic Porsche custom color (light blue metallic), sun roof, leather seats with blue piping, 52K miles, always garaged, B&B Triflow header and exhaust system with Autothority chip (original exhaust and chip included). Factory Fuchs 7x16 front, 8x16 rear. \$28,900, call Barry Franco, Doylestown, Pa. (O) 908-218-8103, (H) 215-230-0928, BTFKNOLLS@MSN.COM 1

95 911 Carrera Cabriolet, 6 spd, wht/blk top/full wine leather, 12K mi, 17" wheels, excel cond. Always garaged, serviced by Holbert's. \$58,900. Joe Costa 215-493-7952 joseph.costa@bms.com 11

'97 993 Twin Turbo, Arena Red with cashmere leather, 7,900 miles, no damage, paint work or track time. Brand new (200 miles) set of Michelin Pilot Sports asking \$85,000. Ross 610-793-3198, ext. 214 1

99 911 Carrera 4 Coupe, org. owner, 6 spd, 4K mi, stunning white/blk, 18" classic wheels w/crests, built-in radar, 6 pack CD/cassette stereo, 3 spoke steering wheel, kept in heated

garage, mint cond, 1st major service despite low miles. \$62,900 Ralph 610-649-9899 (h) 11

99 Boxster, Artic Silver Metallic\Black Soft-top (includes hardtop), Black Leather Interior w/ Porsche crest on headrest, Tiptronic, AM/FM w/ CD, HiFi Sound w/ 6 speakers, Wheel Caps w/Colored Crest, Aluminum shift & brake handle, light car cover, hard cover stand, excel cond, Under 4,500 miles, garaged, never seen snow or salt. Non-smoker, no track time Asking \$38,000 Contact: Justin Budd at Justin_Budd@hotmail.com. 11

99 Boxster, Arena Red, gray leather interior, Sports Package, Traction Control, CD Changer, Colgan Bra. 24.5 K Miles Priced to sell at \$36,000. 215-546-3932 ext.22 1

2000 Boxster S, Speed Yellow w/blk leather, heated sport seats, red belts, 6 spd, sport design pkg, hi-fi sound, CD 18" sport design wheels, litronics, flared rocker panels, GT-3 nose, Fabspeed exhaust, 5500 miles, perfect! \$47,500 Michael Blank 215-572-6900 mblank@brokersinsure.com 1

PORSCHE THINGS

996 Exhaust, Mille Miglia stainless exhaust, factory Turbo tips, used a few months. \$500. Michael 215-572-6900 1

Pirelli P Zero, Two new P255/40/17 tires never mounted and never used. Great for Christmas. 610-469-0803 Kenneth.Nubile@ps.ge.com 11

Parting out 83 SC Targa, Many parts, calipers, glass, sheet metal. Fuchs 16's, 6, 7 and 8's. As you can see most parts already removed. Earl 610-995-9030 or earlm@bgmediainv.com 1



356 S-90 Engine, NOS, complete new, never in a car. Type 616/7 engine. Only test run at Zuffenhausen, complete w/generator, clutch assembly, Solex carbs, air cleaners, heat exchangers, flapper boxes, and muffler. Best offer. Bill Cooper, 1148 St. Finegan Dr, West Chester, PA 19382 610-793-9345, barrett356@msn.com 1

Two NEW Pirelli P Zero Asimmetrico, P255/40/17 tires never mounted. Asking \$300 for the pair. Pickup can easily be arranged in the Risentötter Region. Also, Battery Tender used one year. Porsche part no. 000.043.202.56. Plugs into cigarette lighter, works very well; car is always ready to go. Asking \$50.00 but paid \$62.00. Ken at 610-

469-0803 or kenneth.nubile@ps.ge.com 1

Wheels & Tires, 3.6 turbo 18in polished 18x8 & 18x10, brand new with Dunlop SP9000's. Wheels were made custom built by NR Auto to fit 944 turbo, never put on car, purchased for \$2700. Tires purchased at the Tire Rack 235/45/18fr-265/40/18rr(\$1200) .total purchased price \$3800 for the set, will sacrifice best offer over \$3000. Wheels may also fit 928/968 Porsches. Peyton Montgomery , peytonplace516@juno.com 215-848-7772. 11

Snow Tires, Almost new Bridgestone Blizzak tires: 2ea.-205/55Q16, 2 ea.-225/50R16 \$275/set (Retail \$548). aburke317@aol.com or 610-431-1776. 11

OTHER STUFF

Trailer, Single axle, 12' bed, custom built 1985 for 356 Porsches, small and easily maneuverable. Includes winch and four wheel-cradle tie downs, \$600, Tobey Ross 610-688-4043 1

Two Trailers, 24' Wells Cargo, used 4 times, white, tool cabinets, workbench. 24' Car Mate, used once, red, winch, electric jack. Craig 610-777-6500. 1

91 BMW 318is, White/tan, 69K miles, S/R, LSD, sport seats. New: tires, Borbet Type T, Comforti chip, K & N, Supersprint, Bilsteins, VDO gauges, Hellas, Ferodo pads, ATE slotted rotors, Blaupunkt CD, perfect body & interior, many extras, garaged & covered, original, fanatical owner, all records, nicest you will find. (610) 296-7479, skmidgett@aol.com. 1

Kart, 4 yr old 125cc shifter kart. Top Kart chassis, TM engine w/less than 1 hr on rebuild, extra wheels, sprockets and misc parts. \$3950 /possible trade. Mike Andrews 215-368-9362 11

91 Trailax Aluminum Trailer, for 911 w/tire rack, extra long ramps, upgraded wheels & tires, enclosed fenders, hydraulic brakes. \$700 OBO 610-758-8664 (h) stuart@boreens.net 11

WANTED

Wanted: **Car cover**, that fits '86 911 Targa turbo body with two mirrors & tail. Needed for indoor protection. Rob Greenberg 610-269-2233 or Rgreeny@AOL.com 11



Help Wanted

Experienced CPA to volunteer some time to answer some club questions. Sound like it's up your alley? If so, give Art Rothe a call at 610-873-2373 (h) or drop him an email at awrothe@aol.com. Who knows, could lead to the best job you've ever had.



PRESS RELEASE

The Cayenne - A Real Porsche

Stuttgart. Important events cast shadows before they happen: On November 14, Dr. Ing. h.c. F. Porsche AG, Stuttgart launched a big campaign in the print media, through direct marketing, on the **l n t e r n e t** (<http://www.porschecayenne.com>) and, of course, at Porsche Centres to advertise the new Porsche Cayenne which will come to dealers and customers this year. The aim of this extensive marketing campaign is to create awareness for the sporty multipurpose vehicle among old and new Porsche customers alike.

The first advertising motif is a Porsche 959, that in 1986 paved its way through the dusty desert to mark the famous triumph at the Paris-Dakar Rallye, the hardest of all motoring events. Beneath the picture there is the following caption: "At this moment we are testing a five-seater version of this idea. The Cayenne is on its way. The 3rd Porsche."

The Porsche marketing experts are aiming at two target groups in particular: the Porsche driver, who according to statistics usually owns a sedan, a station wagon or a sports utility vehicle (SUV) besides his sports car and the Porsche enthusiast, who, due to present circumstances (married with children), had to go without the pleasure of driving a Porsche. For both groups the aim is to raise early curiosity about the new Porsche, to find those who are seriously interested and keep them informed. With less than a year to go before its introduction, the Cayenne should be understood as what it actually is: a real Porsche.

Nevertheless, with this five-seater Porsche is leaving traditional territory - the sports car sector - for the first time.

The integrated marketing concept will be rolled out in three phases and its message disseminated worldwide in eight languages. What the next two stages will look like is yet to be revealed. Says Felix Bräutigam, head of Porsche marketing communication, "We have developed a plot. Now we have to maintain the suspense."



February Membership Meeting - A Special Vendor Show at Dougherty's Automotive Services

720 E. Nields St
West Chester, PA

Directions: Take Rt 202 South to West Town Rd Exit. Bear right off the exit onto West Town Rd. Make a left turn at the first light onto Nields St. Dougherty Automotive is on the left about a 100 yards from the turn.



Next Month's Meeting is a Banquet in December

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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. Copy material in electronic format is required although photos may be sent for scanning.

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

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der Gasser is the official monthly publication of Riesentöter Region, Porsche Club of America. Ideas, opinions, suggestions, etc. are of the authors.



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Riesentöter thing, or if it's the politically correct era in which we live (see "ethnic firedrill"), but there weren't accidents - only "incidents", and fortunately the "incidents" did not result in any bodily harm (although had you seen the cars, you would have thought there were). The sight of these cars was a dramatic reminder that Watkins Glen is not a course to be taken lightly, and that while Driver's Ed is fun, it must be taken seriously, because the consequences, physical and financial, can be substantial.

One indication of how challenging the WG course is - there was classroom instruction for the advanced drivers in the white and black groups also - something not done at Pocono, Jefferson Circuit, or Summit Point. Some of the highlights of the weekend: riding in the red group with Brian Smith and Jeff Yoroshko in their turbos. This is something that really can't be adequately described by me; it has to be experienced. If you've seen Apollo 13 riding with these guys

you get 1.) An appreciation of what it must be like to be strapped into those seats for lift-off and 2.) a good intro to G-force. One thing is for certain - the course sure doesn't seem as long in a Turbo as it does in my SC. And what was most incredible is how smoothly both these guys drive - the shifting, the braking, the taking of turns, while hauling buttocks! And I STILL get a rush as the turbo in front of us spews a burst of flame out of the tailpipe, and then you smell the odor of gasoline. Both runs were incredible!

Other more subdued highlights: the cocktail party and dinner Mike Andrews arranged at The Glen Club Saturday evening; watching the sun set over the lake from the rooftop deck of The Glen Club; "walking" the course with Kurt Faller - where we rode in pickup trucks from turn to turn then got out and walked the track as Kurt pointed out such things as the off-camber sections, apexes, certain marks on the asphalt, and that 80' elevation change REALLY came alive as you walked it; Sutton Faller, in an

ankle length dress, on her back, looking under a car in the garage; the variety and volume of cars in each run group (an average of 40 per group); how funny people from New York talk; how quickly the track clears out on Sunday afternoon - the cars, trailers, and canopies seem to magically disappear from the time I left for the staging area until my run was over.

And then, on the 5 hour drive home, trying to practice what you've learned over the weekend - more aware of the sound of the engine as you lift slightly and that you shouldn't be lifting; hoping for no cars in the other lane so you can practice your turn-in, apex, and track out, and the exhilaration of taking the turnpike cloverleafs at a speed you've learned that you can easily handle, holding the wheel steady, hoping not having to "dial it in" as the cars following you disappear in the rear view mirror. Thanks, Riesentöter, for a great Driver's Ed event!



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000-044-900-35	<i>996 or 986 CD Changer Retro-Fit Kit</i>	629.95
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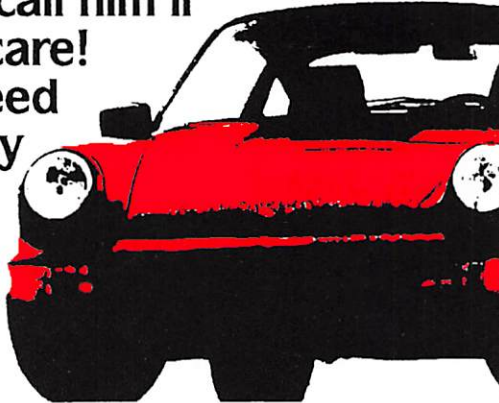
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