

*der Gasser*

JULY, 2002



***Porsche to Build Carrera GT***

***Mille Miglia 2002!***

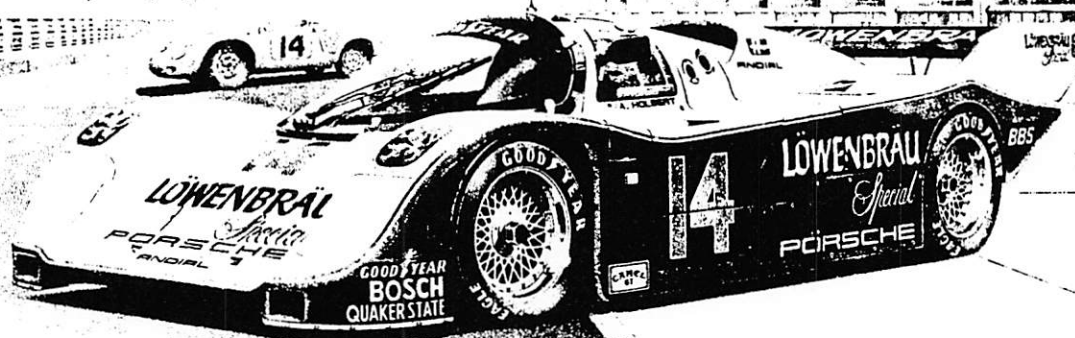
***Dyno Day Redux***

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# HOLBERT'S

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In the mid-nineties, when I was between jobs, I had the fortunate experience to be part of an IMSA Motorola Cup team co-driving with Bud Schramm, a Schattenbaum brother. We did quite well in our first three outings at Sebring, Road Atlanta, and Watkins. But the six-hour races were behind us and Mosport was a 24 Hour event. We didn't have the depth in our team of volunteers to field such a monstrous event.

Bud is an affable guy and had struck up a friendship with brothers from California. They ran two Miatas, theirs' to win, and a customer 'rental' to help defray costs. Bud and I signed up as two of the four drivers in the rental. One of our co-drivers was young, eager, and ready to turn the race world on fire. The other was like us – middle aged, reasonably competent, and understood that a quick, consistent pace would ultimately prevail. He had an interesting job - he was an independent accident investigator. He would recreate an automobile crash scene and lay blame where it scientifically should fall. Insurance companies, automobile manufacturers, and attorneys were his primary clients, and they always hoped his findings were in their camp – but there was never a guarantee. He loved cars and he loved racing them but his primary reason to rent rides in IMSA had a unique perspective – it was the people. It was his theorem that racers were mentally a step ahead of most other people he knew. They are more intelligent, more interesting, and more aware than other people he had encountered in life. He loved the conversation. I didn't necessarily consider myself "more" of anything yet I was interested in his philosophy and have tried to confirm it thru observation. I think car people, especially racers, and perhaps most especially Porsche road racers, have a more defined sense of focus, determination, and accomplishment. They attempt to drain more out of a situation than it appears to have. It is not normal to spend the time and money that we do on our hobby without a deep, intense commitment. And the rewards of that commitment are mostly intimately personnel.

A perfect example of that is that race at Mosport. From the poundings it had taken over the season, the entire front end of the Miata detached itself. A full turn of the steering wheel produced absolutely no turn-in (yes, I was driving). We spent five hours welding, reinforcing, and reattaching it in the pitch black of night to get it back on the track. However, our car crossed the finish line the next day a hundred or so laps back yet, we were the Victors. We spent thousands of dollars, stayed up all night – mostly under the car than in it – just to say we drove across the finish line with the rest of our fellow competitors. In our mind we had Won! I think that ability to focus, to put our energies and mind to work when others would give up is that essential element my co-driver was trying to explain. Racing isn't really any different from any other intense commitment – anything professionally (or for recreation) – that forces you to draw from within and use talents you didn't know you had.

My talents are average, yet I am at my best when I reach out further than my apparent limits and race, crew, or just become involved. Become involved in your Club, stretch those boundaries and discover a new level of personal satisfaction, all with the tools you already have. Support Riesentöter beyond your expectations and see how everyone benefits.

Craig



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Cover Photo - New Carrera GT. (Porsche web site)



# Calendar of Events

## JULY

- 19 - 21 Pittsburgh Vintage Gran Prix
- 21 Summer Swap Meet
- 31 Membership Meeting - Mike Tillson Motorcar Service - Philadelphia

## AUGUST

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

## SEPTEMBER

- 15 Buckingham Concours - see this page
- 25 Membership Meeting - Vision Porsche - Reading
- 27 RTR Driver Ed, Pocono East
- 28 - 29 RTR Driver Ed, Pocono North

## OCTOBER

- 30 Membership Meeting - Elections - TBA


See RTR Driver Ed Application on page 11.

### **Buckingham Concours 'Elegance**

The fourth annual Buckingham Concours 'Elegance will be held at Holicong Park, Rts. 263 and 202 in Buckingham, Pa. on Sunday, September 15.

Last year's show attracted over 300 cars of a very high quality. Both Porsche and Riesentöter where well represented with Don Schaub's 1970 911T Targa taking the prize for First in Class. A buffet dinner will be held the night before the show and, as usual a full breakfast will be served to all registered car owners and a guest.

Since pre-registration is required, I will have applications available at the monthly meetings, or you may contact me at 215-752-1582 or at kellett123@aol.com. Looking forward to a large Porsche turnout.

Ron Kellett 

### **May's Jefferson Circuit Photo Credit Correction**

The photo credits for May's article on the Jefferson circuit went to Mike Andrews. They should have gone to Brian Hankey. Sorry Brian.

 JFM, ed

## *July's Membership Meeting -*

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At  
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Despite the heat we had a great turnout to see Rick Mullen, the metal magician at Karosserie and Ms. Adel our new Karosserie insurance advisor —

both of whom brief us on the subtleties of insurance claims and repairs including some hands on demonstrations. Thank you Dick von Medicus for hosting our June membership meeting.

July's meeting will be hosted by Mike Tillson and his team at Mike Tillson Motor Car Service. This year's Mille Miglia Vintage Rally or as some know it: Mike & Sue's, Craig & Bill's, Ed & Terry's Great Adventure will be on the agenda with a show and tell presentation. Bill O'Connell promised a memorable slide show of an experience most of us can only dream about.

The meeting will be held Wednesday, July 31, with Social at 7:30 PM, Membership Meeting at 8:00 PM. Address: 2097 N. 63rd St., Philadelphia, PA (215) 473-6400 Plenty

of parking at the old Acme lot 2 buildings down from Mike's.

License Plate News/Update

Only 154 Plate Applications received as of June 30, 2002.

What is everyone waiting for—Now is the time! PCA PA LICENSE PLATE APPLICATIONS WILL BE AVAILABLE AT THE MEETING—to fill out an application at the meeting bring your owners card(s) PCA membership card if you can find it, and \$20 check or cash.

August's meeting will be held on Wednesday the 28th at Don Rosen Porsche

Goody Store Update: new enameled RTR Logo pin \$5.00.

Tom Zaffarano, VP



Gad, (that's right, gad) half the year is gone and what do I have to show for it? Every year at about this time it's the same thing. Instead of a mid-life crisis, it's a mid-year crisis.

Having had a mid-life crisis I know of what I speak. "What am I doing with my life?" "The pointlessness of it all." Blah, blah, blah. While sometimes trite, it can bring to the surface some interesting but normally dormant existential questions.

It's nice being on vacation when they arise, as I am right now, because the normal pace of life seems to suppress them. And that's just the questions.

This vacation is one with no formal activities. My kids and grandkids with friends and spouses just coming together. Reading, taking in a movie, talking, eating, relaxing, swimming. Just the basics in a big house north of Duck on the Outer Banks.

Having questions arise in this environment may let answers come to the surface as well but I have yet to grasp any. So for now let me pose a few questions to you that come to my mind about RTR: Could we as a club be doing more good for local charities? Why does this region sit with so much money (about \$70,000) in the bank yet come up with excuses for not doing anything but the bare minimum with it? If we are waiting for a rainy day, exactly how much rain is a non-profit car club expecting to get? And why has a call repeatedly gone out to members to work on a charity committee and little activity results?

Maybe it's the time of the year or maybe the time of life that bring questions like

these to mind. Maybe the answers will bubble up from members in next month's issue. Let's wait and see. I love a mystery.

This month we are jam-packed with good articles: Ex-commander-in-chief, Bill O'Connell, has one about the Millie Miglia starting on page 8. What an experience! Editor-at-Large, John Floyd, has another good update on page 7 about recent club activities, in this case the Dyno Day. And how about the Carrera GT on the cover and page 5? This news came in right before press time and necessitated tearing apart the issue but it is so cool I couldn't resist. (You'll hear about Franz Kafka's library next month.) Page 4 is the lowdown on the Summer Rally by Rally chairman Steve Choi. Mike Andrews' perspective on the recent Pocono DE is on page 6. See page 12 for a good news/bad news about Porsche sales along with a Tech Tip. And don't miss the Buckingham Concours notice right over on page 2. Almost forgot the Cayenne story on 13.

One final thing, a long-time Exec member is retiring effective this month. Randy Jameson has served in a number of positions including Vice President, Secretary, and Membership Chair. He has always brought a unique and fun loving perspective to the positions and hopefully his retirement will be only temporary. We wish he and his family well.



# Rally

## Riesentöter Summer Rally

by Steven W. Choi, Rally Chair

The summer solstice is behind us and every day brings more darkness into the world. Time to get out there and embrace the light; to remember what life is about. By owning a Porsche we have all joined a very exclusive little club of enthusiasts who all honor the marque. Time to drive the cars. Time to enjoy the exhilarating feeling of navigating through windy roads; the crisp acceleration; the passionate balance of the car. The time is now...for who knows what tomorrow will bring in this limited life of uncertainty...

The new Summer Rally has been scheduled for Sunday, August 18<sup>th</sup> with a rain date of Sunday, August 25<sup>th</sup>. The rally will be a traditional TSD (time, speed, distance) with a fully mapped course. Over the past two years as Rally Chair I have had several inquiries as to the difficulty of the Rally event. People who had never participated in the Rally events expressed their uneasiness to

engage in a Rally. I would like to address these issues of curiosity with one simple answer: FUN.

Autocross and Track events require a certain level of control, technique, adrenaline, responsibility, and the overall desire to better one's understanding of the balance and feel of the car. Road events like trekking up to Stonebridge for a weekend of relaxation, staying in a fine hotel and enjoying the simple pleasure of driving the car would be at the other end of the spectrum. Rally events fall somewhere in between. Rally events are NOT WHAT YOU SEE ON THE SPEED CHANNEL. Yes, I would enjoy driving like a madman through constantly changing terrain, battling with elevation changes, debris and inclement weather working against me but this is not the type of Rally that we organize in the Porsche Club - well, maybe some day, although I think that the folks over at Naughton Insurance would have a serious problem with this.

Rally events focus on safety as well as driving enjoyment. The principles of rallying consist of a driver, a navigator, and following a charted

course without getting lost. During this event, you must focus on your average speed (fastest is not winning), clues, landmarks, distance and focusing on the traffic around you. Rally events are typically held in a variety of areas that include winding back roads as well as highways. The enjoyment of the experience is paramount and that responsibility lies in the hands of the Rally Master who plots the course, chooses the clues and times the events. The Rally events end at a restaurant or bar where the scores are tallied and the winners are announced. The top three competitors win prizes. The ending is usually the "perfect" conclusion to the fun-filled day where people discuss their difficulties throughout the course & enjoy a nice meal together with drinks & ribbing.

I hope that this paints a clearer portrait of our Rally events. In the pouring rain, we still manage to get several cars to participate in the events. Please feel free to contact me if you have any further questions. The Summer Rally will begin at 11:00 AM at the Plymouth Meeting Mall in front of Strawbridge's. I hope to see you soon.



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## Porsche To Build Carrera GT Sports Cars in Leipzig

**Company Plans to Produce Approximately 1,000 Units at the New Porsche Cayenne Assembly Plant. Carrera GT Engines to be Built in Zuffenhausen, Germany.**

ATLANTA — Dr. Ing. h.c. F. Porsche AG announced that it will build approximately 1,000 Carrera GT high-performance sports cars at the company's new production facility in Leipzig, Germany. This news comes just six months after Porsche's Board of Management revealed at the North



Porsche's Leipzig Customer Center

American International Auto Show in Detroit that it would indeed produce the V10-powered supercar, which will be introduced in the second half of 2003.

While the Carrera GT will be built at Porsche Leipzig, also the production site for the 2003 Porsche Cayenne sport utility vehicle, the sports cars new naturally aspirated V10 engines will be manufactured like all Porsche engines at the company's



Porsche Leipzig Facility

historic facility in Stuttgart-Zuffenhausen, Germany. In addition to the production facility, Porsche Leipzig also features a paved track suitable for testing Carrera GT and Cayenne vehicles, an unpaved driving course for off-pavement Cayenne testing and driving instruction, and

the Customer Service Center where new Carrera GT and Cayenne owners can take delivery of their new vehicles.

"With the Carrera GT, we hope to consolidate further both our expertise and our leading position in the sports car segment," said Dr. Wendelin Wiedeking, Porsche AG CEO and chairman of the Porsche Board of Management. "The decision to have Stuttgart supply the power unit emphasizes not only our appreciation of the original plant, but also our philosophy that the heart of a Porsche sports car, the engine, comes from Zuffenhausen. This is also why we invested EUR 50 million in a new engine factory this past November."

Porsche's announcement creates approximately 70 new jobs at the Leipzig facility and 25 jobs at Zuffenhausen. Porsche Leipzig can be found on the Internet at [www.porsche-leipzig.com](http://www.porsche-leipzig.com).

Porsche first unveiled the Carrera GT during a pre-dawn ceremony at the 2000 Paris Automobile Salon. The two-seater sports car is based on



pure racing technology. The chassis, made mainly from carbon fiber, ensures high rigidity, passenger safety and low weight. The six-liter V10 engine is estimated to produce 558 horsepower (DIN) and 330 lbs./ft. of torque. Combined with a six-speed manual transmission, the Carrera GT will have an estimated top speed over 205 mph (330 km/h).



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## 2<sup>7</sup>/<sub>8</sub> Out Of 3 Isn't Too Bad Pocono May, 2002

Michael Andrews, Track Chair

It's the Monday before our weekend at Pocono and I'm looking at weather.com. They are predicting three days of rain. Not a very good sign of things to come.

Weather.com and I had another encounter on Thursday and they were now calling for rain on Friday and Sunday with clouds on Saturday. That's a little better but still not what I was hoping for. But, I guess there's not much I can do about it and we'll all deal with it when we get there.

After a quick trip back to the house to get my forgotten helmet, shoes, & gloves and I'm off to the track. In spite of weather.com I awake Friday morning to beautiful clear blue skies. Fridays at Pocono are for advanced run group events and there were forty-two participants entered. We were sharing the garage

facilities with the CVR guys. They were on the north course Thursday and Friday. It was a very attractive sight seeing about a hundred and fifty Porsches crowding the garages.

After some discussion, it was decided that we would run the east course in the clockwise direction. A display of hands at the driver's meeting showed that only a couple of us had driven the course in that direction. Everyone would basically be starting from scratch. It turned out to be a good decision as the course was just as challenging in that direction as it is counter-clockwise. The last car came off of the track at 4:45 and we were one down, two to go.

Saturday morning weather was a repeat of Friday with beautiful clear blue skies. We got to the track to welcome the Saturday and Sunday group and prepare for the weekend. One hundred and six drivers/cars were registered and tech'ed. After the driver's meeting, off we go. Sometime mid-day the Snidely group arrived and thus started their day at the track. You heard Fred give you all the details of their adventure last month. We ran till 6:00 at which time we headed back to the garages for pizza. It's amazing how fast 30 pizzas disappear, even if the ones at the end don't have all the right toppings. Two down, one to go.

Sometime during the night, I was woken up by a crashing, booming, flashing thunderstorm and I think to myself that at least we had two good days. I roll over and go back to sleep. Sunday morning I awaken to heavy fog but a dry track. The decision is made to delay for an hour. We spend time socializing with people we haven't seen over the winter months and talking about all the cool new mods on our cars. The call is made to head out on track at 10:00 and off we go. The sun comes out from behind the clouds at about 11:00 and it's another beautiful day. Who would have ever thought with such an ominous forecast we would have a dry track all three days?

This event continues the good start for this track season. I again want to thank everyone that puts in the hours to make these events work. I also want to thank PW Photos for the accompanying shots of this event.

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# DYNO Day Redux at Cyntex

by John D. Floyd

On June 22 Paul Schwarz of Cyntex, Inc. in West Chester, Pa. once again gave his time and the use of his dynamometer so that RTR

**The "winner of the day" was a 1978 930 (911 Turbo) Ruf conversion at 337HP.**

members could find out exactly how many ponies are really at their wheels, as compared to the horsepower listed in the owner's manual. The

day began at 9:00 a.m. and the last car was done by 3:00. Club racer Mike Ellis (of Teresa's Café 'fame' in Wayne) provided a delicious lunch of pasta salad and Italian hoagies on very tasty rolls and cannolis for dessert.

For \$80, which includes a pair of greatly needed earplugs (Paul donates all proceeds to charity, as he did last year), your car's rear wheels are positioned onto a pair of rollers recessed into the floor. Then Eric Haas chains the back of the car to bolts in the floor and secures the

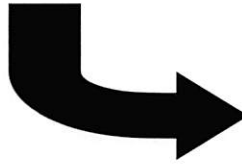


Bill O'Connell

front end to the floor with heavy nylon straps so your car is not jettisoned through the wall. Large tubes are aligned to the exhaust to vent the exhaust fumes and as a last prep touch, large fans are aimed at the engine and oil cooler to keep engine temperatures down. Paul hooks up the engine to his computer, enters the type of car (e.g. 911 or 944), the

continued on page 16

If this looks familiar to you ...



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I certify that the individual named in Section A is a member in good standing of the organization listed in Section B:			
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# Mille Miglia 2002!

or Mike & Sue's,  
Craig & Bill's,  
Ed & Terry's  
Great Adventure

*Text & photos by Bill O'Connell*

For the past year, we have been listening to Mike Tillson and Sue Tatios talk about this great race and how they were going to be part of it in their '57 BMW 507. Seems they have a 507 in the BMW museum in SC and the BMW folks are very active in the race so with much effort on their part they arranged to get the Blue 507 that many of you have seen entered. They even offered to do a bunch of the prep, have it checked out at the factory in Munich and get it moved to Italy with the other team cars. Team cars? Yep, both BMW and Mercedes are very active in this race. They bring support people and vehicles for both factory and privateer entries, which there are a bunch.

If you are not familiar with the race, it started in 1927 basically going 1,000 miles (or about 1,600 KM) and

was called the Coppa Mille Miglia, the Thousand Mile Cup. The route has changed over the years but basically it is from Brescia to Rome and back to Brescia covering the 1,000 miles. Miles were chosen over Kilometers by design and to fortify this choice, it was noted that the early Romans use miles. The race was canceled in 1957 after a serious accident removed a driver and navigator as well as 10 spectators. It was reinstated in 1977 as a local rally. More of an exhibition than a race, controlled speeds, lots of sight-seeing - a nice family event. As time progressed it takes little imagination to realize what will happen when you turn 375 cars loose in Italy, especial-



ly when you mix in 38 Ferraris, 45 Alfas, 15 Maseratis, 18 Porsches, and 20 BMWs etc. It now takes place over 4 days with sleepovers in Ferrara, Rome, and of course Brescia.

I could take the entire issue describing the event but in a nutshell (or as much of a nutshell as you are going to get from me), thousands of cars apply for the event but only 375 got accepted this year. Basically the car has to be from '57 or earlier, and deemed interesting. Now this can mean anything from an Isetta to a Testa Rosa. If the car participated in the real event it has a large edge, and if it has run in the modern version it stands a good chance. Mike's car was deemed interesting and he was in - sort of.

Their team was to consist of Mike, Sue, Sue's brother Ed, his wife Terry, and Mike's partner Howard and his wife, Nancy. Howard got tied up with his business and two spots opened up. Not being able to use Howard and Nancy's airline tickets, Ms Vicki got pressed into service to find reasonably priced tickets, a rental car, and a hotel room for the days not covered by the race. She came through with 3 days to go. The intent was to have Craig and Sue swap off, the idea being to save one relationship while potentially destroying another one. As fate would have it, that was not to happen. The entered driver and navigator are not allowed to use any substitutes or risk disqualification.

Thursday found us pushing the car, along with hundreds of others, through the tech line. Mike was warned that some hitches might crop

up and he might hear that it was impossible to get the car teched but to be persistent and by magic it would happen. Well surprise, surprise we got 80% through the route and the process stalled. The car was pushed to the side, with others that had 'problems'. He needed a form that is issued only in Europe and was impossible to get in time for the start of the race - which was that night. Enter the BMW folks, includ-



ing the designer of the 507. Much talking, looking at books, time passes, more talking, more statements stating it was impossible, more talk-

ing, a payment of 185 Euros is made, and ta da, the paperwork is in order and the car has passed tech. Numbers, route books, etc are issued and we are done. Back to the hotel, bags packed and it's off to the start dinner. Everyone gathers and is treated to a giant buffet, filled with wheels of Parmesan cheese (which tastes nothing like the grated stuff in the Kraft box) fresh fruit, and pasta galore. We ran into none other than Roger Penske at the dinner. He was the co driver in a Benz 300 Gullwing, the only red one in a fleet of silver ones. It is now pouring and 10 pm is quickly approaching. The rain decides it is enjoying this too much to leave and sticks around all night. Mike and Sue depart while Ed



and Terry take their car and Craig and I take ours to meet along the way.

The thing we begin to notice is the route is packed with all sorts of people, from little kids to grandmas and grandpas. Rain or shine, they are cheering the cars on as they pass and the smiles on their faces tell us they are enjoying this almost as much as we are.



Traffic tends to not be a big problem

when they realize that it is Mille Miglia cars trying to get around them. This race is a national event.

The course is pretty well marked with the famous red 1000 Miglia arrow. But sometimes the arrows are on movable barriers and one problem we encounter throughout the event, as the night progresses into the wee hours, some of the workers either get tired of being in the rain or assume everyone has gone by and close their stations, thus removing some barriers. Early on Mike was trying to play by the rules and go the average 48km speed the book requires. This causes some problems because given his start time, it puts us into Ferrara well after midnight. We find the hotel, eat dinner and go to bed. Up at 7 and we are off again. We get separated and follow other cars along the route. We are now motoring at a good clip thru the little towns complete with police escorts' encouraging us to move along smartly, which translates into 60 mph! Craig and I bypassed San Marino on the Autostrata and as we got close to Rome picked up the official route again. We got into Rome well after dark and the streets were packed. Short of a video, I suspect most people won't comprehend the excitement of speeding through Rome with a police motorcycle escort through the crowds standing a few feet from the car. As the right lane would fill they would switch us to the passing lane, as that filled they would bring us into the next lane – the passing lane for oncoming traffic! They did not distinguish between the support vehicles and the racecars so, in a way, we had it better than Mike and

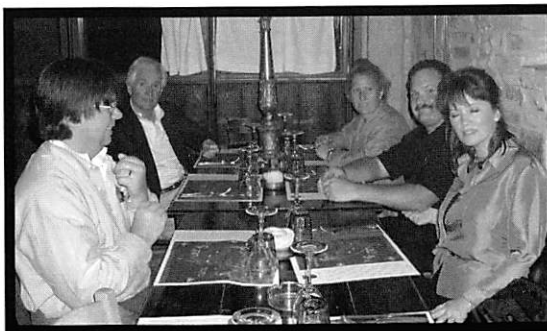
Sue. ABS, automatic, good wipers, working heat and air. In Rome they led us on a tour of the city, around the Vatican, through the Coliseum, and through thousands and thousands of people that lined the streets. It was awesome to say the least. The whole time the scooters and small bikes are buzzing around like flies. I got so focused on keeping up with

the pack while dodging people, cars, and scooters I didn't even realize we were circling the Vatican. When we finally got hung up in traffic in the center of town I was so awe struck I called Vicki and tried to explain it to her – unsuccessfully

of course, much like trying to paint this picture for you.

We finally got to the dinner and waited for Mike and Sue. They had come in a different route due to some removed signage and finally decided to hire a cab to lead them to the dinner hotel. Mike rode in the cab and Sue followed in the 507. At every light the Don Juan's were trying to pick up the blond in the snazzy racecar. We never did hook up that night.

Saturday morning arrived with of all things, more rain. The folks in the open cars, and there were quite a few, were beginning to feel like fish. At the first checkpoint we followed tradition and got separated from Mike and Sue. Amazing. Little town, still pouring and somehow poof they were nowhere to be found. We were told that the ride back to Brescia would be beautiful and they were right. The sun came out and life was



really good. Racing up and down the twisty 2 lane mountain roads, beautiful surroundings, yes, it was nirvana. While going down one of the mountains I spotted a yellow baseball cap in the road. It clicked right away, Danny Sullivan and his wife were using yellow caps to fend off the rain in their 1956 Ferrari 500 Testa Rosa. Hard on the brakes, Craig wakes up, jumps out and runs back to retrieve it when we hear a car thundering back up the hill. Yep, Danny on his way back. Now none of this would mean much except once he got it, he performs a 10-point turn in the middle of a curve to get pointed in the right direction. The whole time I'm hoping that another racer doesn't come around the curve and drop kick him off the mountain. In what seems like an eternity he is roaring back down the hill, waving thanks and all is well.

**The route is packed with all sorts of people from little kids to grandmas & grandpas. Rain or shine, they are cheering the cars on. This race is a national event.**

We all hooked at the lunch break while watching a few of the Benz Gullwing drivers, Boris Becker, and Alberto Tomba get interviewed by the TV crew following the event from stop to stop. Some of you may recognize some of the other entrants like, Fitch, Mass, and Jost. Then back to tradition and while sitting on the road they HAD to take, they were directed out another way. After waiting for what seemed like days we moved along toward the end. We met up with some of the other cars and went our merry way. We waited at the finish and watched a bunch of the cars come across but again, never found Mike so off to our midnight dinner and then some sleep. All the

*continued on page 15*





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# Riesentöter PCA Driver Education 2002 Application

2002 Driver Education Application

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

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

- \* The Pocono East and South course events are for white run group and above.
- \*\* Registration to the Glen event includes dinner on Saturday night, however seating is limited to 160. Extra dinner tickets are available at \$40 each. The first 160 requests will get seating.

**REQUIREMENTS:** You must have a valid driver's license,  
Be at least 18 years of age,  
Have a Snell 95 or Snell 2000 helmet.

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

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

**REFUNDS:** Refundable if Written Notification is received two weeks prior to the event.

**TECH INSPECTION:** Your car must be inspected, no more than two weeks prior to the event, by an approved tech inspection facility.

**Riesentöter reserves the right to refuse any application**

Please print.

Name \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Home Phone (\_\_\_\_) \_\_\_\_\_ Work Phone (\_\_\_\_) \_\_\_\_\_

PCA Member # \_\_\_\_\_

Porsche Model and year \_\_\_\_\_ Color \_\_\_\_\_

E-Mail Address \_\_\_\_\_

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

Pocono \_\_\_\_\_ Watkins Glen \_\_\_\_\_

Jefferson Circuit \_\_\_\_\_ Summit Point \_\_\_\_\_

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

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

Signature \_\_\_\_\_

**Your registration will not be processed without payment enclosed.**

### EMERGENCY CONTACT INFORMATION

Contact \_\_\_\_\_ Relationship \_\_\_\_\_

Address \_\_\_\_\_

Day Phone # \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_ Evening Phone # \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_

Family physician \_\_\_\_\_

Day Phone # \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_ Evening Phone # \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_

## The Boxster ( & 996 ) leaf Catcher

By Bob Bianconi, Maverick Region

**Take a peek. The leaves are there... along with candy wrappers, cigarettes, pebbles, stones and anything else floating around on our highways. Where? Why, the two air intakes on the front bumper (or 3 on a "S" model).**

**If it's been a while since you peaked in the radiator air intakes (or maybe never...), you'll be sure to find all manner of road debris. Surely all of this debris can't be good for the cooling efficiency of your radiators, especially on a typical summer day. When it's hot, you want the airflow to your radiators to be unimpeded and performing at their best.**

## New Record Month for 911 in North America

Stuttgart, Germany. In May, Dr. Ing. h.c. F. Porsche AG, Stuttgart, delivered 2,418 units of its 911 and Boxster models to customers in the North America region. This represents a 6 % drop compared to the same month last year, when sales totaled 2,579 units.

Whereas 1,222 Boxster models were sold last month - down 16 % from the May before - the 911 is racing from one record to the next. With sales climbing to 1,196 units, the 911 model series has topped its peak performance last year (1,116 vehicles) by seven percent. This is the best performance that the 911 has ever achieved in North America in a single month, and following April of this year, is the second con-

secutive record-breaking month for the sports car classic from Zuffenhausen. Thanks to its improved range of models, Porsche expects good year-end results for the North American market, despite the overall decline in units sold.

Fortunately for the sports car producer, the decline in sales in the North America region can be largely compensated by additional sales elsewhere, especially in major markets in Europe. For instance, in the German market alone - second in importance to Porsche after North America - a 14.4 % rise in deliveries was experienced from January to April 2002, compared to the same period last year.

So, maybe it's time you spent a few minutes performing a leaf-ectomy. It's not hard once you know the trick. If you've taken a look at the openings, you've already noticed that the air intake grills are not removable (without removing the whole bumper cover). This makes access to the debris a bit more challenging.

A simple vacuum cleaner will be the tool of choice albeit with a slight modification. Your standard vac attachments won't work because of the intake grills; they are just too large to fit through the openings. But we can take care of that. Besides, your trusty vac you'll need 3 cardboard paper towel rolls. You know the kind, the cardboard roll that you throw away when you have used up the last paper towel. Here's the trick: Insert one roll into the other and then flatten the first 2 such that they fit in between the lower set of louvers on the grill. Insert the end of the vacuum into roll three and turn it on. A flashlight helps you aim the end towards the far corner; that's where you will find most of the debris.



Leaves, wrappers, stones and pebbles will all get vacuumed up. Be careful to not hit the fins of the radiators. As a finishing touch, take your hose and rinse down the radiators, not too strong, not too weak.

So there you have it; a simple trick to keeping your radiators operating at their best. Save those paper towel rolls, you'll be needing them.

I think you'll find this spring cleaning tip also works on the Boxster's big brother, the 996.



Plate applications are available at the following locations but hurry:

- Brandywine Porsche**, 4005 West Chester Pike, Newtown Square, PA
- Don Rosen Porsche**, 1312 Ridge pike, Conshohocken, PA
- Dougherty Automotive**, 720 E. Nields St., West Chester, PA
- Holbert's Porsche**, 1607 Easton Rd., Warrington, PA
- Mike Tillson Motor Car Service**, 2097 N 63rd St., Philadelphia, PA
- Performance Automotive**, 3229 Phoenixville Pike, Malvern, Pa
- Vision Porsche, Audi, Volkswagen**, 1211 Lancaster Ave., Reading, PA

See page 7 for more details.





## Some Cayenne Technical Details & The 1<sup>st</sup> Interior Photo

Dr. Ing. h.c.F. Porsche AG released new photographs of its upcoming Cayenne sport utility vehicle and technical information describing the Cayenne's permanent four-wheel drive system. With the Cayenne – Porsche's third model line – the company will introduce its Porsche Traction Management (PTM) permanent four-wheel drive system, a pneumatic suspension system with a self-leveling feature and six adjustable ride height positions, and Porsche Active

specific driving conditions, whenever necessary feeding up to 100 percent of the engine torque either to the front or the rear.

The map-controlled longitudinal differential lock and the rear axle differential, available as an option, not only respond to any lack of traction on the front or rear wheels, but also incorporate sensors measuring vehicle speed, lateral acceleration, the steering angle, and gas pedal operation. PTM calculates the optimum locking action on both axles and spreads out drive forces as needed to the front and rear wheels.



## In anticipation of the Cayenne's arrival. Porsche Cars North America recently launched the Cayenne Crossing Initiative, a multi-year program designed to reclaim America's paved and unpaved roads.

Suspension Management (PASM), which is an electronically variable damping system that stabilizes body sway during sudden gas or brake pedal applications or when driving on rough terrain. These systems work together to ensure the Cayenne offers an optimum blend of on-pavement and off-pavement driving qualities.

### Porsche Traction Management

One highlight is the Porsche Traction Management (PTM) permanent four-wheel drive system, which is standard on both Cayenne models and feeds 62 percent of the engine power to the rear wheels and 38 percent to the front wheels in the basic mode. A multiple-plate clutch operated by an electric motor and controlled electronically is able to vary the distribution of power according to

Therefore, PTM might be compared with a forward-looking, anticipative active electronic control system providing exactly the right balance for driving stability and safety when changing lanes both at high speeds or when driving at a moderate pace on ice and snow.

Porsche Stability Management (PSM), also standard on Cayenne, maintains a constant dialogue with PTM but only intervenes when the vehicle reaches its physical limit. Coordinating

essential systems such as the anti-lock brake system (ABS), the automatic slip regulation (ASR), and the automatic brake differential (ABD), PSM is immediately available whenever the Cayenne enters critical over- or understeer conditions, "telling" PTM to open the differential locks in order to re-stabilize the car by applying the brakes specifically on individual wheels.

Featuring an all-new, Porsche designed and manufactured 340 bhp (DIN) V8 engine, the Cayenne S accelerates from 0 to 100 km/h (0 to 62 mph) in 7.2 seconds and reaches a top speed of 242 km/h or 150 mph. The Cayenne Turbo also features a 4.5-

liter V8 engine, but develops a maximum of 450 bhp (DIN) thanks to two exhaust gas turbochargers complete with intercoolers. This ensures acceleration from 0 to 100 km/h (0 to 62 mph) in 5.6 seconds with a top

speed of 266 km/h or 165 mph.

Cayenne production will happen in Leipzig, Germany, in a newly constructed manufacturing facility, but its engine – or heart – will be built in Zuffenhausen. Porsche will produce approximately 25,000 Cayenne SUVs during the first full year of production, 70 percent of which will be for export worldwide, including the United States and Canada.

In anticipation of the Cayenne's arrival, Porsche Cars North America (PCNA) recently launched the Cayenne Crossing Initiative, a multi-year program designed to reclaim America's paved and unpaved roads. Chaired by actor James Brolin, the program will include a variety of U.S. road restoration and maintenance projects along a route that stretches from coast to coast.



For more information about the Cayenne, visit [www.porsche.com](http://www.porsche.com). For more information about the Cayenne Crossing or to download Cayenne images, visit [www.press.porsche.com](http://www.press.porsche.com).



# CLASSIFIEDS

## Pictures!

Have a picture of your item published. Just send along a picture. E-mailed ones are best but we'll try to run whatever you give us.

## PORSCHEs FOR SALE

**74 914**, 2.0 Limited Edition "Can-Am" package, black w/black interior, 3rd owner (since 1991), 118K miles, all service records including origi-



nal bill of sale, garaged, moon roof in targa top, runs/looks great. \$5,400.00. Van Burriss (610) 429-5253 vburriss@aol.com 7

**82 911 SC Coupe**, Guards red/black leather. 83,500 miles, sunroof, front spoiler, A/C, P/W, P/M, fog lights, cruise, and pioneer AM/FM/CD w/amp. factory alarm, polished fuchs, Dunlop 7's & 8's., H-4's, slotted rotors, new clutch and alternator, new cyl. studs, no leaks, updated carrera tensioners, pop-off valve, B&B stainless steel free flow conversion exhaust, SSI's, updated oil cooler, momo wheel, interior restored to new, original paint excellent cond., no winters, garaged, Certificate of Authenticity. Clean excellent example SC. \$21,500. Todd 610-495-1698. E-mail trt0817@aol.com 5

**83 928S**, 5 SPD, about 85K miles, silver/blue interior, front sport springs, new clutch hydraulics, Devek Aluminum radiator, Blaupunkt Berlin TQR07 radio, custom 3 inch exhaust (not really loud), factory manuals. Recent inspection. Asking \$6500 Ted Heinritz 610 265 1684 Heinritzta@nswccd.navy.mil 7

**85 928S**, 66K miles, good condition, 60K service completed, new inspection, 2 new tires. Gunmetal Metallic, Maroon full leather interior. Asking \$11,000. RayRaskin@aol.com or 610-527-5181. 5

**87 911 Carrera Coupe**, 49,750 miles, black /black leather, front spoiler, whale tail, new



Alpine in dash CD & 6 disc changer w/amp, pwr: seats, side mirrors, locks & windows, sunroof, AC, original window sticker \$44,000+ when new. Garaged and fully serviced with records. Contact: John Panizza, 468 Wharton Road, Exton, PA 19341; 610 363-6003 x125, 610 563-0209 or jpanizza@genterra.net. 7

**88 Porsche 928 S4**, WP0JB0928JS860835. Black with gray leather seats. Auto, 96K babied miles. Timing belt/water pump replaced @ 89K miles. New fuel pump. Beautiful car. Have ordered new car which arrives 10-16 months, must make room in garage. Asking \$18,000. Jay Lermite. Huntingdon Valley, PA 215-947-8234. 6

**89 944 Turbo**, white/blk, 52,000 miles, concours condition, AM/FM/CD, Cup suspension, Chip, Recaro SRDs, removable rollbar/harnesses, 3 sets wheels/tires. Street & 3 DEs only, never raced. New clutch, mounts, battery, pads & front rotors. More. Meticulously maintained, fabulous road car reluctantly for sale at \$23,500. John D. Heckman, 6 Sweetwater Circle, Lower Gwynedd, PA 19002. 215-542-5771 (h). jheckman@plib.com 5

**94 Carrera 4**, Factory wide body, very rare, 3.6L 6 cyl., blk exterior/blk leather interior, all options, recent Porsche certification & service complete, 25K miles, excellent cond, WP0AB2966RS420445, \$58,000 Michael Dymek, 3735 Harvard Place, Bethlehem, PA 18020 610/867-8333 7

**97 C4S**, Ocean Blue Metallic, Grey interior. 10K mi, no damage or foul weather. Turbo tail, sport seats, cd changer, K&N filter, Hi Fi sound, Motor Sound, rim caps are painted, bra and car cover. A beautiful car that must be seen. More pictures available by e-mail. \$66,000 OBO C. Benjamin 215-641-1322 cdb@adelphia.net 5

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

**01 Boxster**, Biarritz White, w/ Metropol Blue leather int., heated seats, Painted roll bar, Sports Package, Metropol blue floor mats, Sport Classic Wheels, w/ colored crests, Boxster stainless steel door sills. Mint condition, 6000 miles. 47,000. R. Pepe 610-388-8618 eve. pepecando@aol.com 7

**996 C2**, One meticulous owner, garage-kept, 10K miles, Arctic White/Gray Leather, Aluminum Trim Kit, Factory Aero Kit, 18" Turbo-look Wheels with colored Crests, 3

Spoke Sport Steering Wheel, Chrome Exhaust Tips, Armourfend Paint Protectant, Lowered by Factory European Springs, HI-FI Sound



Package w/ CD Player, On Board Computer. Asking \$59,000 - Jeff Meyer Kutztown, Pa (610) 683-5920 Day (610) 683-6386 Eve, watches@1usa.com. 7

## PORSCHE THINGS

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

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

**Tires and Wheels**, four w/tires from 1985 928S. Good condition, minor scratches on wheels mostly where previous owner cut off wheel locks. Tires are Avon Turbospeed CR228, size 225/50-16. The tread is approximately 4/32 on 2 tires, 5/32 on the other 2. Glen McCartney (610)336-0808, glenmac721@earthlink.net 7

**944 Turbo "S" parts**, complete stock exhaust \$750, F. brake rotors (new oem) \$150pr., F&R brake caliper rebuild kit (new oem) \$100, F. wheelbearings (new oem) \$75/4, K&N air filter \$50, car cover (new) \$65, bra \$25, window net kit, \$15. Misc. parts: heavy duty trailer hitch w/ anti-sway bars \$150, TRW 5 pt. racing harness \$25, 5 gal. gas cans \$5/ea. Bob Burnett 215-540-5599. 7

## OTHER STUFF

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

**Tires**, New Hoosier tires-purchased April 2002. 225x50x15 DOT R3S03. I have 6. \$155.00

each. 267-880-0350 Scott.

**Tires and Wheels**, four w/tires from 1985 928S. Good condition, minor scratches on wheels mostly where previous owner cut off wheel locks. Tires are Avon Turbospeed CR228, size 225/50-16. The tread is approximately 4/32 on 2 tires, 5/32 on the other 2. Glen McCartney (610)336-0808, glenmac721@earthlink.net

**Trailer**, '92 AM-TEC, 16' bed with 6' ramps, electric winch, 2' by 3' locking box, tire rack. Brakes and bearings replaced last year. Sell for \$1700 Pete Fitzpatrick 215-317-4199 Day or P951T@aol

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

**Tires**, Michelin MXV4+, 195/65HR15, O.E. on Honda, VW, MBenz, BMW Etc. new car take-offs with 18 miles. Current Tire Rack price \$120. each, my price \$90. each or \$320./set of 4. Bill Cooper, 1148 Saint Finegan Drive, West Chester, PA 19382, 610-793-9345, barrett356@msn.com

## WANTED

**Wanted** - SSI heat exchangers, dual inlet/dual outlet sport muffler and mass airflow sensor for a 1988 Carrera. Respond to terry@lefc0.net

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

**Wanted** - 993, Speed Yellow, 6 speed or TIP, CD, AC, sunroof, very good to excellent condition, low to medium miles. Must have all service records and ownership history. I do not want a cab, S or C4. I would like to trade a '87 911 in good condition if possible but not imperative. Contact: John Panizza, 468 Wharton Road, Exton, PA 19341; 610 363-6003 x125, 610 563-0209 or jpanizza@genterra.net.



## Mille Miglia 2002!

*continued from page 9*

hotels to this point had been super. This one was chosen because it could fit trailers and lots of folks would be mounting up for their return to where ever. Mike and Sue had finished and turned the car over to the BMW folks for the return home. They got to the hotel as Craig and I were heading up to bed. We stayed up with Ed for a while chatting and bench racing then everyone went to their respected boards to get some sleep.

Sunday morning arrived with something strange, first off we didn't have to race to another city and, of all things, it was not raining. We all packed up and headed off to the other side of town for the final lunch and to a better hotel. The closing lunch was spent planning next years event. Sunday night the 6 of us went to a neat little restaurant in a very old building, but then, a lot of the buildings there are very very old.

Monday morning Craig and I were off to the airport for our long flight home while the others were off to tour Lake Como, choosing to rest for another day.

As long as this is, it doesn't cover a tenth of the adventure. The towns, the people, everything was a great experience, even in the rain. If you want to see more about the event, check out [www.millemiglia.it](http://www.millemiglia.it) and if you are language challenged, look to the upper left for the English version button to click. Our thanks to Mike and Sue for allowing us to tag along. Even though we didn't get to spend time in the 507 it was still Craig and Bill's great adventure, and hopefully the



# August's Membership Meeting - Racers At Rosen's Porsche/ Audi Dealership

1312 Ridge Pike  
Conshohocken, PA  
888-Audi-4-Me

August 28

7:30 - Social  
8:00 - Meeting

Next Month's Meeting

## WIN! WIN! WIN! A BEAUTIFUL, BRAND NEW 2002 PORSCHE BOXSTER S!

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Only 1,000 tickets  
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Name: \_\_\_\_\_  
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Home phone: \_\_\_\_\_ Business phone: \_\_\_\_\_

Drawing: August 2, 2002  
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(610) 517-0748 (M)  
steven.choi@protarga.com

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the barometric pressure, and the humidity – all have an effect on a car's fuel delivery system. There is an SAE (Society of Automotive Engineers) correction factor in his computer program so as he works on a car throughout the day and the temperature and humidity changes Paul gets consistent data – otherwise he would be getting false readings.

Paul measures for "parasitic loss" (the loss of power from the engine's flywheel to the rear wheels) by accelerating the car to 120 MPH and then putting the car into neutral, and as the speed decreases, the dyno measures the torque every 3-4 MPH collecting approximately 30 data points which indicates the HP required to turn the tires on the rollers. Having established this benchmark, he does 2 additional "pulls" measuring the horsepower and torque and prints out a graph showing the relationship between the two. In some instances, past a certain RPM a car may actually lose horsepower.

Ten cars representing the Porsche spectrum were dyno'ed along with a BMW 740i (275HP w/supercharger) and a '02 Passat wagon (133 HP). It was quite interesting, and in some instances surprising to find out the various horsepower readings. In addition to the "dyna-ees" a bunch of RTR members showed up to watch the proceedings speculating aloud as to what the HP would be for the car then being tested. The HP "winner of the day" was a 1978 930 (Turbo for the uninitiated) Ruf conversion from a 3.3L to 3.4 L @ 337HP. The '00 996 metered 240HP. Two of the 3 C-2's tested within 3 HP of each other – 214 to 217HP; the 3<sup>rd</sup>, it was discovered, had been "tweaked" by the previous owner, at 223HP. There were 2 Carrera's – a 1989 & a 1984 which tested within 2 HP of each other and ironically the '84 with 186,000 miles on the original

engine had the higher HP at 187! The three 944 Turbos ranged from an all-stock 1989 @ 203 HP to a "stroked" 1986 2.7L @ 285HP to a 1988 3.1L that Paul *hasn't begun working on* @ 301HP.

Speaking of Paul, I wasn't sure what he did other than chain down cars and then make a LOT of noise. He's an engine tuner – meaning he does engine rebuilds, selected mechanical upgrades, tunes fuel management systems - primarily fuel injected but will also rebuild carburetors. He's been developing his craft for over 22 years and I understand he is very highly regarded professionally. Some of the Porsche club racers have been using him on a regular basis and as a result his travel schedule to club races has expanded dramatically – this year to Sebring, Atlanta, VIR, Elkhart Road America, Roebing Road in Atlanta to name but a few. He tunes factory systems such as Motronic as well as aftermarket systems like Electromotive, Zytac, and Haltech.

Paul also does a lot of work for other shops that don't build their own engines or have the Dyno or software to tune the electronics. He said the most difficult part is not only finding the information in the chip but then being able to interpret this information. Paul drove his 1970 911 in DE and autocross events and later rebuilt a burned-out 1982 SC putting in a 3.7L engine that had 310HP and wryly remarked that "most good mechanics aren't very good drivers". When asked about the most difficult part of his work he said keeping up with the changing "wants" of his customers – each wants something different than what they have – but that is more than offset by the sense of satisfaction in "solving the puzzle and giving the client what he wants/needs".



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