

der Gasser

APRIL, 2002



Tech Sessions, Tech Sessions!

More of Nell's Revenge

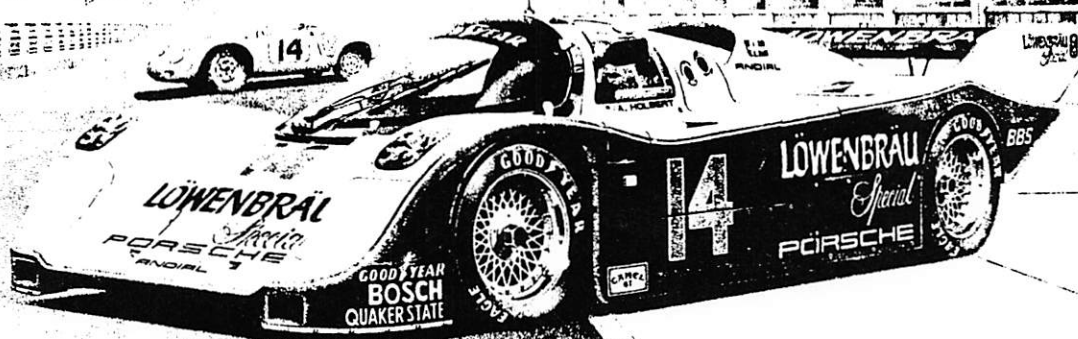
Rally Date Change

Riesentöter Region



Porsche Club of America

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I very much enjoy writing my fiction articles. A thought pops into my mind, buzz words lead to paragraphs, deadlines go by, and a finished work is ready for Jim to print.

This month is a little more difficult – it is facing reality and the future of the club as we know it! It is difficult because we probably have 1,500 different opinions for all 1,500 members.

History is an important part of Porsche, and Riesentöter Region is rich in the history of Porsche in America. RTR is arguably the second oldest region of PCA in the country and many of the early 550, and Speedster racers proudly displayed our crest on their fenders. Some of those original founders are still with us, and happily attend an event or two forty five years later.

We have a very active group that have been involved in the thirty year bracket. John Chatley sits on the exec today. Personally speaking, it's a good thing many of these fossils still come to meetings and vote!

I am in the twenty year era. We all kind of grew up together from our late 20's and 30's. Some still have the original spouse, some don't. We're active, we're historically aware, and we're not ready to lie down and wither away. "Der Gasser" was a mimeographed 4 page rag that we had pizza parties to hand label and stamp. All our operating capital was raised during 50/50 raffles. You were not allowed to drive a track event without working corners the rest of the day.

The newer members, five or ten years, have seen Riesentöter come of age. We have money, we have elegant affairs, we have sold out events. Driving your car to DE has been replaced by open trailers, which led to closed trailers, and now Toterhomes and buses.

Your exec this year has done an excellent job of balancing all these inputs and objectives (notice I did not say agendas!) and has a program ripe for opportunities for all.

The budget is properly balanced on a pro forma basis. The concept of how much, or little, money we have is not as important as to how we get there, and the understanding and compromises that went into this process made us all better exec members.

To keep a balanced budget in the future, however, calls for a basic decision concerning our most important communication tool – Der Gasser.

After advertising income and national subsidy, it still costs us (read: loss) between \$12,000 and \$15,000 a year to provide 11 issues each year. Yep, we start that much in the hole every year.

Most of the other specialties – social, rally, autocross, caravans, etc – can pay for themselves. Thus the burden goes to track events.

How many ways can you pull drivers ed? They are well run, well attended, and deserve the extras (the great Watkins banquet, paid corner workers, etc) – after all, they provide our positive cash flow!

There are those who propose that Der Gasser go on line. Some of us, especially the geezers, will oppose this. There is also a proposal to cut back the monthly mailings and combine two months into one issue.

From the above paragraphs the exec could expound for hours. For the internet edition of Der Gasser it centers around security and who has access to our lists. Of course there is implementation of such a task, the status of advertising on a not-for-profit corporation – etc, etc, etc. Fewer issues of paper could negatively influence participation, and then we cut our own throat.

Bottom line, we need input, and we need it now. The exec exists to implement and enrich the desires and goals of the membership at large. If you don't help us with these decisions now, you will have no right to complain later.

Call, write, or email anyone on the exec – they would be happy to discuss the options. Write Jim at Der Gasser.

Let us start the discussions now. I expect a referendum at the election – lets get the issues out now.

Thanks and safe motoring,
Craig



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Cover Photo Credit: Steven W. Choi, RTR Rally Chair

Calendar of Events

APRIL

- 20 Porsche Only Swap Meet, (see page 10)
- 24 Membership Meeting - CJ's Tires - Limerick
- 27 Tech Session, Rosen (see pg 4)
- 28 RTR Spring Rally (see pg 3)

Note date change



MAY

- 4 -5 RTR Driver Ed, Jefferson Circuit
- 11 Tech Session, Performance Automotive (pg 4)
- 24 RTR Driver Ed, Pocono South
- 25 - 26 RTR Driver Ed, Pocono North
- 29 Membership Meeting - Brandywine Porsche-Newtown Square

JUNE

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

JULY

- 31 Membership Meeting - Mike Tillson Motorcar Service - Philadelphia

AUGUST

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

SEPTEMBER

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

OCTOBER

- 30 Membership Meeting - Elections - TBA

See RTR Driver Ed Application on page 11.

Stone Bridge Weekend II

June 22-23 2002

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

For further information please contact:

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

Home: 610-966-4391
Cell: 610-533-6123
Email: KenSouser@aol.com



RTR's 2002 Drivers' Ed Schedule

Event	Event Date	RTR Open Date	General Open Date
Jefferson Circuit	May 4, 5	Open Now	March 27
Pocono East course	May 24	March 27	April 25
Pocono North course	May 25, 26	March 27	April 25
Watkins Glen	August 2, 3 and 4	May 29	June 27
Pocono South course	September 27	July 31	August 29
Pocono North Course	September 28, 29	July 31	August 29



March was another triple digit membership meeting! Was it the email reminder? Drivers Education registration? The Food? The Weather? Or just another chance to hear the wisdom of Vince Evans? Let me know and thanks for coming.

Thank you Vince and Holberts for hosting our meeting. We appreciate your continued support.

April's meeting will be held at CJ's Tire and Automotive Service Center, Limerick Pa. (www.cjtire.com). Kevin Hyatt, CJ's Director of Sales and our meeting host has made arrangements for Thomas Okihisa, Senior Marketing Manager for performance tires for TOYO to talk to us about performance tires--in particular the new TOYO RA1. CJ's is the Northeast distributor for the RA1. Ted D'Orazio is CJ's Limerick store manager and a CART technical inspector.

The meeting will be held Wednesday, April 24, with Social at 7:30, Membership Meeting at 8:00. Address: 1405 S. Township Line Road, Limerick Pa. Phone 610-409-0400,

The May meeting will be held at Brandywine Porsche, Newtown Square, PA.



Rally Report Redux

An Encore Presentation of Last Month's Article Because of Date Change

Hello ladies and gentlemen. It is an honor to serve again as your Rally Chair. Unfortunately, Drew Schmidt will not be joining me this year as Rally co-Chair. This has already been an exciting new year for Riesentöter. We have had an exciting election (predictably filled with mud-slinging), a new president and a general shift in the elected positions. I am pleased to announce that there are new and exciting additions for the Rally enthusiasts as well!

First, we will be having 3 rally events for 2002. The Spring Rally has been scheduled for April 28th. Due to your input, the rally has been scheduled for Sunday. In addition, there will be Rally events scheduled for the summer and fall. Secondly, I have proposed a Rally award to be presented at the annual Riesentöter Christmas Ball. This award will be presented to the team that demonstrates the most enthusiasm during the Rally trials. I am also pleased to announce that Brandon Hatalski, (Nick Hatalski's son) will be assisting me (unofficially) in constructing and

preparing the Rally events.

Also some other exciting news: I am currently in the process of converting my 993 into a GT2 - SuperCup car (all I need to do is learn how to drive!) - I figured you drivers' ed. guys would enjoy that! Anyhow, I am currently looking for companies that would sponsor the car for Rally events. In return, my 993 would sport their company logo and allow them to use the car for conferences and shows. Any money that is left after the Rally trials would then be donated to charity. In this case, I've chosen CHARGE, a non-profit organization dedicated to promoting the awareness of fibromyalgia (a common yet undiagnosed disease affecting the nerve impulses that occur throughout the body). More information can be found at: www.chargeinc.org In short, DuPont has officially agreed to be a sponsor. I am currently speaking to several other companies about sponsorship, including FabSpeed, Bristol Myers Squibb, Aventis, 3M and others. I am unclear in what my success will

continued on page 15

April Membership Meeting -

Don't Miss an
Always
Interesting
Meeting at
CJ's Tire &
Automotive

CJ's Tire and
Automotive Service
Center, 1405 S.
Township Line Road,
Limerick Pa. Phone
610-409-0400

Tech Session at Don Rosen Porsche

Date: Saturday, April 27, 2002

Place: Don Rosen Porsche
1312 Ridge Pike
Conshohocken, PA 19428
(610) 279-4100

Time: 9am - 2pm

Directions:

Rosen's is located on
Ridge Pike about $\frac{1}{2}$ mile
west of Rt. 476

Rosen Porsche will be sponsoring our first tech session of the year on Saturday, April 27, 2002. A couple of lifts will be reserved for track event tech only - no repairs or maintenance. The remaining lifts will be available on a first come - first served basis for repairs and minor maintenance. (Do not use the shop's tools or equipment without talking to the mechanic first). A modest fee (\$5) is collected for use of the lift. Coffee, doughnuts and bagels will be available in the morning and we will order pizza for lunch. Bring the tools and parts you need for your work. Rosen's mechanics will be on hand in if you need some advice and the parts counter will be open in case you forgot something.

These tech sessions are scheduled to coincide with a track event but by no means are they limited to track participants. Anyone in the Club can bring their Porsche for maintenance or minor repairs. Just limit yourself to repairs that you can complete within the scheduled time. The shop will have their mechanics on hand to answer any questions and there are usually plenty of club people around with lots of experience. It is a great time to meet other people in the club. You can even drop by just to see what is going on and learn from watching other people. You can call/e-mail me if you have any questions. See you there!

Ed Kovalevich,
Tech/Safety Chairmen



Tech Session at Performance Automotive

Date: Saturday May 11, 2002

Place: Performance Automotive
3229 Phoenixville Pike, Bldg. 1 Suite 1
Malvern, Pa 19355
(610) 695-9545

Time: 9am - 2pm

Directions: Take the 29 North, Great Valley
Exit off of Rt. 202.

Follow 29 North for about three miles then it will change from a four lane road to a two-lane road. After the road changes to two lanes you will pass under a turnpike overpass. About 100 yards past the overpass you will come to a light at Phoenixville Pike. Make a left onto Phoenixville Pike.

Performance Automotive is about 4/10 of a mile down on the right.

Performance Automotive will be sponsoring our second tech session. The tech session will be held on Saturday, May 11th one week before the first Pocono driver's education event. Three lifts will be reserved for Tech inspection and one lift will be used for minor maintenance. Please bring your car ready to tech. Track tech and minor maintenance will be on a first come - first served basis. A modest fee (\$5) is collected for use of the lift. Coffee, doughnuts and bagels will be available in the morning and we will order pizza for lunch. Bring the tools and parts you need for your work.

Pete Rutkowski and Paul McDonald, the owners of Performance Automotive will be on hand in if you have any questions or need some advise. For the owners of 964, 993, 996, and Boxsters, Pete and Paul have offered to read and clear any DME codes free of charge at this event.

These tech sessions are scheduled to coincide with a track event but by no means are they limited to track participants. Anyone in the Club can bring their Porsche for maintenance or minor repairs. At this event, minor maintenance and repairs will be limited, please keep it simple. Pete and Paul will be on hand to answer questions and there are usually plenty of club people around with lots of experience. It is a great time to meet other people in the club. You can even drop by just to see what is going on and learn from watching other people. Give me a call or e-mail if you have any questions. See you there!

Ed Kovalevich,
Tech/Safety Chairman



Porsche 944 Timing & Balance Shaft Belt Tension Adjustment

By Paul Lighthill, Riverside Region,
Reprinted From Porsche Gedanken

Most technicians recommend an interval of from 30 to 50 thousand miles for 944 timing belt replacement or once every five years providing the mileage is not exceeded. Since the potential repair costs in the event of belt failure are so high (up to and including complete engine overhaul), timing belt inspection and tension adjustment are recommended at every oil change service, or once every 5000 miles. Any sign of wear or deterioration in the teeth of the belt or cracking on the non-toothed side is cause for rejection. The most common failure mode is to shear a tooth during engine cranking prior to start. The purchaser of a 944 who cannot be provided with evidence of recent belt replacement is well advised to replace both the timing and balance shaft belts, along with the water pump. Since the timing belt drives the water pump, pump seizure is followed closely by belt failure, and although not inexpensive, the pump and belt are much less costly than bent valves.

It is possible for the owner of a 944 to inspect the toothed (spur) belts and adjust their tension, providing that certain Porsche special tools are used, the most costly of which is the belt tensiometer (part number 000.721.920.10, tool number 9201). Some regions of the Porsche Club of America keep this tool available for loan to members and it can be purchased from Porsche dealers or by mail order. The tool must be periodically calibrated in order to maintain its accuracy, and the proper procedure must be followed for its correct use.

The most common causes of accelerated toothed belt deterioration are incorrect belt tension and failure to replace the oil seals on the front of the engine concurrently with replacement of the belts. If the belt is too loose or too tight, belt wear is dramatically accelerated. If oil reaches the belts, it attacks the rubber and accelerates wear by a factor of two or even three, thus leading to belt failure in as few as ten or fifteen thousand miles.

Incorrect assembly procedures also dramatically hasten belt failure. General repair shops and even some Porsche specialty shops do not have the tensiometer, and a belt that is either too loose or too tight will fail much sooner than a properly tensioned one. Without the tensiometer, the belts simply cannot be properly tensioned, as it was possible to do on the Audi-engineered 924.

Important Notes: If the balance shaft pulleys have been removed, they must be installed in accordance with the factory service manual to insure proper orientation of the pulleys and flanges and proper balance shaft timing. New balance shaft spur belts are marked with a paint dot on one side. This mark must be located to the outside during installation. When removing an old spur belt, mark in a similar manner before removal. Ensure that the belt when reinstalled is in the same position (running in the same direction as originally installed). A used belt running in the opposite direction (either timing or balance shaft) could fail after a short period of operation. Note that early cars require

removal of the reinforcing ribs from the spur belt cover (see Porsche Tech Bulletin dated 12/17/84).

Prior to tensioning the belts, put the car in high gear (manual transmissions only) and push the car while you inspect the entire toothed surface of both belts for signs of wear in the teeth. If the belts are at all questionable, replace them. If you are satisfied they are ok and know the mileage of the belts, proceed with the following tensioning process:

- 1) Engine must be COLD.
- 2) Remove timing belt inspection cover.
- 3) Set No. 1 cylinder to TDC. Verify by checking flywheel timing marks and cam timing marks (behind rubber plug next to distributor cap).
- 4) Rotate crankshaft backwards to 10 degree BTDC to provide belt slack.
- 5) Lock flywheel (special tool 9206, part number 000.721.920.60).
- 6) Remove timing belt idler wheel.
- 7) Place tension gauge (tool 9201) on the long part of the belt.
- 8) Take three readings (see chart).

continued on page 16

Tech

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Snidely's Annual Trek to Track – 2002

"Nell's Revenge"

(cont'd from March)

Girls... Only seven of you have signed up so far... Yes, I know, you have a thousand things on your mind... there's always the last minute! But guess what?... Snidley has told me that two guys want to participate!! Do you want that to happen? I didn't think so, but you have to sign up now! Fill out the form below and send that \$25 check payable to "RTR-PCA" to Fred Bonsall, today!! Don't allow yourself to be "tied down" and miss all the fun and excitement!

If you are one of the prudent one's, allow me to make a few recommendations to make your day really enjoyable. Wear comfortable clothes like jeans and long-sleeve cotton T-shirt OR buy the RTR shirt at the track. Bring along a cap and jacket or sweatshirt (preferably NOT "red" or "yellow" - this will protect you from the wind and sun and prevent anyone from mistaking you for a "red" or "yellow" caution flag.)

A camera, sunscreen and bottled water can come in handy, as well as some form of rain gear and com-

fortable shoes (a caution here since some sneakers tend to be too wide for proper pedal control.) Oh, and don't forget the PORSCHE!!

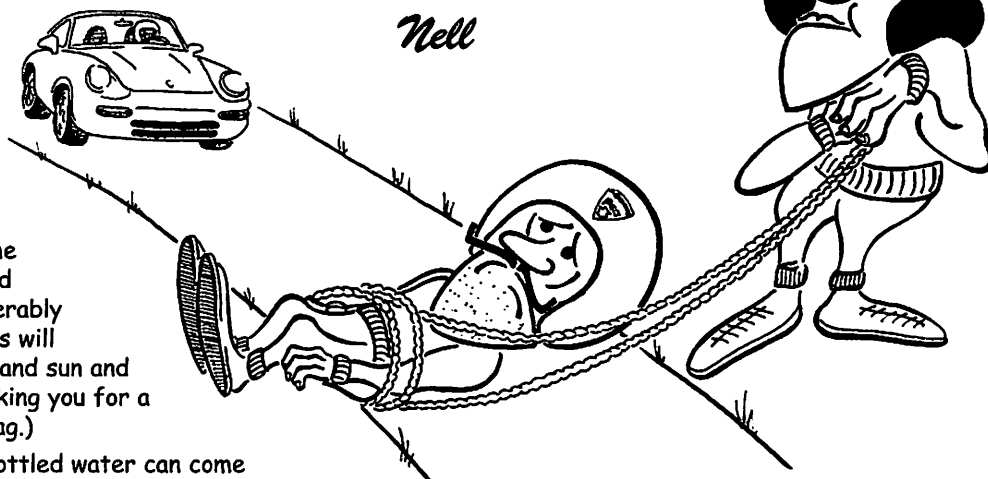
So, circle the date of May 25th and send in your application along with \$25 right now!

Remember:

- Early breakfast and caravan to Pocono
- A full day of driver-education exposure
- Free lunch for you and your guest
- Laps around the track with an instructor
- Free festivities at the end of the day

"So girls, do it right!"

Nell



APPLICATION for "Nell's Revenge"

Send to - Attention: G. Frederick Bonsall, 437 High Street, Bethlehem, PA 18018 (610) 866-0505 (W)

Dear Fred,

Count me in. I want to be among the twenty car limit for this special event!

I will be coming alone. _____ (please check)

I will be accompanied by _____

I will meet at 7:00 am for breakfast on Saturday, May 25, 2002 at:

Otto's Restaurant, Horsham _____

Charcoal Drive-in, Allentown _____

REQUIREMENTS: You must have a valid driver's license and be at least 18 years of age.

Reisentöter reserves the right to refuse any application

Name: _____

Street: _____

City: _____ State: _____ Zip: _____

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

E-mail: _____

PCA Region _____ PCA Member # _____

Porsche Model and Year _____ Color _____

I understand that this is a driver's education event and I will abide by the rules. I certify that I have no physical or mental disorders which might affect my ability to safely participate in this event.

Enclosed, please find my check for \$25.00 made payable to RTR-PCA which includes a meal ticket for myself and a guest.

Signature: _____ Date: _____

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Malvern, PA 19355
(610) 695-9545

A New Rallye Tip From an Old Rallyist

by John Ruther, Chicago Region
(from CHICAGO SCENE)

Many relatively new rallyists usually can't see the forest for the trees. What do I mean by that? They are usually so busy getting from one instruction to the next and trying to stay on time that they forget to try to figure out exactly what the rallyemaster's trap is that will earn you a MAX score on the leg. If you can do everything in your power to try to keep a broader view of the leg and where you are going, then you'll have a much better chance at figuring out the trap before you earn the MAX score. How do I do this, you say, in the middle of a busy leg? Let me tell you a small anecdote to demonstrate my point.

At the 1989 PCA Parade Rallye in Traverse City, MI, Jeannie and I were doing quite well up to the lunch break. But, we needed some great scores to put us in contention for the

over-all win. So at lunch we grabbed some fruit and something to drink and headed out way before our scheduled out-time to see if we could figure out the next trap before we actually ran the leg. We went out, found the trap, and pulled the car down the off-course loop just far enough so other cars could see us and waited while we had our lunch.

We must have "sucked" four or five rallye cars onto the off-course loop just by being parked there. When we got close to our scheduled out-time we backed down the off-course loop to the beginning of the on-course loop, left right on time and came into the checkpoint with a score of 8. This was with seat-of-the-pants equipment. Not only did we get a good score for the leg, but we even "helped" some other teams get MAX scores on the same leg. Unfortunately none of them were top teams in contention for the over-all win.

The point I'm trying to make is that by taking something as simple

as a lunch break, and turning it to a competitive advantage, you can greatly improve your scores. During the lunch break, talk to your partner about the rallye rather than to your



friends about their scores. Try to figure out what the rallyemasters like to use as traps — spelling?, ONTOs?, etc. — while you're not trying to keep CAST or looking for the "next available right."

Oh, how did we do on the rallye? Well, we missed an easy "ONTO" trap in the afternoon which cost us the overall win, but we finished 2nd overall out of some 250 cars.



Tech Session at Dougherty Automotive – SUPERSIZED!!

Text by John D. Floyd - Photos by Bill O'Connell

If, when paging through *der Gasser*, you have noticed "Tech Session" listed on the events calendar and wondered what they're about, usually it's an opportunity to bring your Porsche into one of the local Porsche dealers or specialists' automotive service facilities.

These folks generously donate their facilities so that we club members may do some routine maintenance, such as an oil change, or, for the sessions preceding the next scheduled Driver's Ed, the Tech Committee will perform the required 31 point safety inspection on the cars that will be on the track. The first session of calendar year 2002, held at Dougherty Automotive, in West Chester, Pa, on Feb 23, is known as the "SUPERTECH" and for a very good reason – it's MUCH more than just cars up on the lifts! Home of the DAS-sportSYSTEM, Dougherty's hosted approximately 60 Riesentöters and guests – some to work on their own cars, others to look over the always interesting collection of cars Bill & Colin have in their shop.

The Porsche spectrum this day covered over 35 years, so one could see the historic examples of technological advancements from three 356's from the early 60's – one being completely restored, one having the engine rebuilt, and the third being converted to 12 volt system, to a 993 Supercup car, to 2 PCA Club racers – a GT1 and a GT2, to a



2001 RUF RGT – 1 of only 13 made, to Don Cox's "R&D project on wheels" – a 1984 Carrera with a 3.8L Zytek injected engine, Indy-car brakes, a highly refined 915 gearbox, an incredibly sophisticated suspension system, and on-board data acquisition system.

Some members used the lifts from 9 AM until 12:30 for minor maintenance projects, while others



watched, and then the pizzas arrived. A feeding frenzy ensued, and the variety of pies was matched only by the variety of the topics about to be discussed by the guest speakers our host had lined up. The "general session" was on newly available track insurance for Driver's Ed coverage, presented by Jill Bookman, an associate of John Heckman and PLI Brokers. With a premium amount of 1½% of the agreed value of the car, and a deductible of 20% of the agreed-value for an on-the track "incident" (the deductible is only \$1000 if your car is damaged in storage or in transit), there seemed to be interest in this coverage.

Next one had the choice of attending the Intro to Driver's Ed session given by Mike Andrews, RTR Track Chairman and Jim Zelinskie, Chief Instructor, or Paul Weston's "Getting the Most from Your Porsche Brakes". The crowd split approximately half and half – 30 or so off to learn more about the DE experience, and the remaining 30-some staying to listen to Paul. Having spent 30 years of PCA track driving and instructing, and 10 years with Weston Motor Sports (you've probably seen his ads in *PANO* and *EXCELLENCE*) as well

as doing testing and development for manufacturers, Paul covered an informative range of braking topics –

from the physics of braking, to cross-drilled and slotted rotors to braided steel brake lines. He also paid tribute to Bob Russo's "backwards braking" (for those unfamiliar with Bob, who's currently with Brumo's Porsche in Florida, he's a former "everything" with RTR – from president to track instructor to membership chairman). Since heat build-up starts early in braking, harder braking later causes a loss of efficiency. The more efficient

way is to threshold-brake initially and then ease off as you enter a corner. Some interesting things Paul mentioned: on average, on the track, 20-30% of the time is spent on the



brakes; the Fuch wheels run 50-75% hotter than "phone dial" wheels (so much for "form and function", huh?); and the biggest factor in pad and rotor life is the driver, not the car. Paul also discussed the selection and characteristics of some of the various brands (Hawk, PAGID, Performance Friction and Kerr Friction), and explained that the selection of cryo-treated rotors is more of an economic choice rather than performance enhancement. Don Cox, nationally renowned and in-house engineer at Dougherty's, and an integral member of Roger Penske's racing team for 8 Indianapolis 500 championships, next spoke about Formula One rac-

ing. He stated "auto racing brings out the best in the engineers and technology", and his description of the F1 engine certainly bears testimony to that. An engine that he described as being "hardly larger than a beer crate" because the rules restrict engine size to 3 liters (the same size as the 911SC), turns at 18,000 RPMs and produces 850 HP – 283 HP per liter, yet weighs only 220 pounds. The typical Porsche engine, by comparison, produces 75 HP per liter, and I can personally testify, having recently helped lift some engines, that they weigh a LOT more than 220 pounds – closer to 480 pounds! The pistons travel only 1.64 inches, and the shorter stroke produces higher RPM's, so that in one second, each plug is sparking 150 times, each valve opens and closes 150 times, and each piston travels 965 inches – over 80 feet in a second! The transmission – a 7speed sequential selection mechanism (similar to that used on a motorcycle) is mechanically capable of shifting at .002 of a second (not that any of us humans could physically throw a shift that quickly). On a dyno, with a robotic device, gears 1 through 7 could be run through in a quarter of a second! Stay tuned Tiptronic drivers – could this be in your future?

Don also described how F1 aerodynamic performance evolved from 1965 to the present, changing the "friction circle" which determines cornering capability. In 1965 a car could accomplish up to 1G cornering left or right - anything beyond this, the car couldn't operate – it would break loose. As the cars went faster, the friction circle got smaller and smaller because aerodynamic lift was literally lifting the car off the ground. By 1970 the pattern was changed by using more and more aerodynamic down force, which resulted in a greater tire grip and a larger friction circle. In a 1000' radius turn (approximating a turn at Indianapolis) at the early 1G limit, the maximum speed was 122 MPH. With the newest developments, cars can now accomplish 4 G's, for a speed up to 242 MPH – literally double the speed.

It was an extremely educational day for a lot of us, and special thanks to all who donated their time and knowledge.



Hydrate early, Hydrate often!

*Marian Glaze-McCarthy, RN
President, TrakMed*

Racecar cockpit
temperatures typically run
between 110 and 160
degrees! Driver body
temperatures can reach
104 degrees by the end of
a 50 min stint in the car!

Imagine how you feel when you are running a temperature of 100.5 degrees with a viral illness. Now consider piloting a racecar with your body temp at 103! "You are cookin' in there" said TrakMed's Dr. Gregg Summerville in an interview with Road and Track magazine (March, 2002). At Sebring this year some of our drivers exited the cars with body temperatures of 103 and over! However, thanks to their excellent physical condition their body temperatures often returned to normal within 15 minutes!

It is essential for you to cardio and weight train. Drivers' heart rates are generally running between 145-165 beats per minute during a race. You need to be physically fit to maintain quick reflexes and stamina, according to TrakMed president, Marian McCarthy, R.N. The second most important thing to do is to hydrate early and often. "We use proprietary sports drink combinations" for our professional drivers, but you can follow some simple rules to help stay well hydrated. Hydration is a key ingredient in maintaining stamina and mental alertness.

It is very important to start hydrating yourself 48 hours before you actually race. A race weekend can be a draining experience. Make sure you drink at least 8 oz. of water and/or sports drink every hour that you are at the track. It is often a good idea to alternate the water and sports drink or combine it into a 50/50 combo drink. We at TrakMed prefer Pedialyte™ for hydration and fluid replacement, but any good sports drink will do the job. Lots of

snacks of pretzels and fig bars are usually well tolerated and will work with the fluids to maintain sodium and potassium levels. Thirst is NOT an accurate/adequate indicator of fluid need. By the time you feel thirsty, you are well on your way to being dehydrated.

For pre-race hydration: Drink 16 ounces of water/sports drink 2 hours before you drive. Follow that with another 8 ounces 1 hour before you drive. Have another 8 ounces 20 minutes or so before you get into the cockpit.

While water is still the greatest fluid for hydration, it makes good sense to use it in combination with a sports drink that will boost carbohydrate and electrolyte levels. Also, this combination of water with the sports drink may be more easily tolerated by your stomach. Whatever you do, avoid caffeine (which DEHYDRATES), fruit juices or soft drinks. These all tend to cause gastrointestinal distress and impair exercise performance...especially in the heat. Make sure you continue to rehydrate yourself after each practice day before the race. It takes "time" to rehydrate muscles and it is essential that you are fully rehydrated so that you can begin your next day at the track fully hydrated.

For unacclimatized individuals who become dehydrated, heat cramps, heat exhaustion and heat stroke can occur. If you start getting cramps, especially in the large muscle groups, seek out medical help. Also report and seek help for other signs of heat exhaustion which include: headache, nausea, vomiting, dizziness, weakness, or irritability. These can be signs of a serious medical condition known as "heat stroke." Heat cramps can quickly and insidiously advance to heat exhaustion or heat stroke.

Familiarize yourself with the symptoms and **SEEK MEDICAL HELP!**

The best prevention of these medical conditions begins by hydrating yourself well and being aware of what your body is telling you.

And don't forget to wear your TrakMed Medical Information System at all times while you are at the racetrack!!!!

For more information, call or visit us at www.trakmed.com!



PORSCHE ONLY AUTOCROSS

DATE: Sunday April 21, 2002

TIME: Tech opens at 8:00am - Helmets are required

First car off at 9:00am

LOCATION: The SWAP lot at Hershey Park

COST: \$25 per driver

Attention autocross fans. Welcome to this year's expansion of the Porsche Only SWAP at Hershey, PA. In an effort to provide more activities for SWAP attendees, we have organized an autocross for Sunday, April 21. The Hershey lot is the premier autocross venue in all of Pennsylvania and this inaugural event is open to PORSCHE ONLY (No replicas, please).

There are to be 7 classes with trophies for each class winner. We will run four heats and each driver will get a minimum of three runs. In addition, each driver will be required to work a corner. You must be a PCA member to enter. Registration is limited so we strongly recommend that you pre-register by contacting Eric or Nic Monterastelli at pcachesapeake@hotmail.com

When pre-registering, please provide the following information:

Name:

Year and Model of car:

Select One: Stock (Close to how the dealer delivered it); Street Prepared (I thought I'd make it go faster with a few upgrades); Modified (You can't believe how much I've spent);

PCA Region:

PCA number:

Preferred heat First come first served (1, 2, 3 or 4):

Preferred car number:

When pre-registering, the \$25 fee must be received before a slot is reserved for a driver. We don't want to fill up with people "pre-registering" by e-mail but not sending in their registration fee. Pre-registration is not "complete", until the registration fee has been received.

Confirmation of registration will be made upon receipt of \$25 entry fee.

Check should be made out to Central PA - PCA and mailed to:

Nic Monterastelli
3505 Susquehanna Dr.
Calverton, MD 20705

*For additional information, please contact Central PA PCA
Autocross Chairman, Mark Bolt at mbolt@noveltymfg.com*



Porsche "Only" Swap Meet

HERSHEYPARK, Hershey, PA

April 20th/Saturday, 2002

Event held rain or shine.

- Buy/Sell/Barter Parts & Accessories,
- Porsche Only parking,
- Porsche Corral is now larger
- The "Peoples Choice" Concourse is now larger!



For more information check out:

www.CentralPaPorsche.org
or contact Steven Baun,
SBTURBO@AOL.COM

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

Riesentöter PCA Driver Education 2002 Application

2002 Driver Education Application

EVENT	DATE	Student	Inst	RTR Open Date	General Registration
Jefferson Circuit	May 4, 5	\$180	\$90	February 27	March 27
* Pocono East Course	May 24	\$90	\$90	March 27	April 25
Pocono North Course	May 25, 26	\$180	\$90	March 27	April 25
** 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 # _____ - _____ - _____

Tire and Wheel Care

by David Bynon, San Diego Region (from THE WINDBLOWN WITNESS)

History didn't record his name. He may have been a warrior designing a battle chariot. Perhaps he was a stone mason struggling to complete a building, or a mourner providing a smoother ride for a departed loved one. But on that special day, sometime in the fourth millennium BC, in the delta between the Tigris and Euphrates Rivers, this unknown Sumerian changed the history of the world and all mankind. He invented the wheel.

Wheel Care Challenge

Your Porsche's wheels can dramatically enhance the appearance and performance of your automobile. Modern wheels can also present a substantial cleaning challenge as heated dust particles from brake pads bombard the wheel and bake into the finish. If left on the wheel, a phenomenon known as galvanic corrosion sets in, which will eventually destroy the wheel's appearance.

All modern Porsche wheels are painted with the same paint and clear-coat used on the body of the car. While durable, the wheel's clear-coat finish is subject to damage from acid compounds (including acid rain, hydrocarbons, and acidic cleaners). Likewise, older style polished and anodized wheels (not protected by a clear-coat) will react to both alkaline and acidic conditions.

Unfortunately, typical car wash soaps and household cleaners are not strong enough to break the bond between brake dust, road tar, road grime and the wheel. To properly clean wheels, the car care industry has developed two groups of wheel cleaners:

1. Acid-based Cleaners — These are widely used by detailers, car dealers and car washes who need to clean wheels in the shortest possible time or with the least amount of effort. Acid-based cleaners are typically 2% solutions of oxalic, phosphoric, and hydrochloric acid. While acid-based cleaners pack the greatest cleaning punch they can easily etch the surface of your wheel if allowed to dry. Care must be taken not to use acid cleaners on wheels with pitted or chipped surfaces. The acid will migrate into any fissures and accentuate flaking and peeling of surface coatings.

2. Acid-free Cleaners — These are mild solutions of alkaline solvent, usually ethylene glycol, with a wetting agent. These solutions creep under the dirt and brake dust, loosening and lifting surface grime. Non-acidic cleaners usually require some surface agitation (brush or sponge) but are safer to use and will not etch the wheel's finish. P21S is the best 100% acid-free wheel cleaner.

Tire Care Challenge

Like the wheel itself, your tires also have several formidable enemies: water, formaldehyde, petroleum distillates, ultraviolet light, and ozone. Water washes away the natural oils in rubber that keep it elastic. Formaldehyde and petroleum distillates act as a solvent, eating rubber on contact. When ozone, an odorless gas which is part of the air we breathe, is combined with ultraviolet (UV) light, a reaction occurs that attacks the tire and its polymers (the agents that binds the rubber).

To protect against ozone and UV damage, a stabilizer molecule called a competitive absorber is blended with the tire polymer. Competitive absorbers work by capturing and absorbing UV radiation and converting it to heat which is dissipated harmlessly. All tire manufacturers use the same competitive absorber, called carbon black. This is why all tires are black. These absorbers are sacrificial; they expend themselves in performing their function of converting UV light to heat. However, as carbon black loses its ability to perform, it turns gray. This is one reason why black tires discolor as they age.

To protect from further ozone damage, tire manufacturers add a wax compound to their formulas. Tires flex when they are in motion, causing the wax molecules to migrate to the surface. This forms as a protective barrier between the air

(ozone and oxygen), water and the tire polymer. In the tire trade this is called blooming. When tires are parked for extended periods, blooming does not occur and ozone quickly attacks the tire polymer. With UV light and ozone working in concert, the degradation is accelerated, resulting in drying, discoloration and cracking.

To combat the negative effects of water, solvents and UV light on tires, the car care industry has created tire dressings. These dressings condition the tire, restoring essential moisture. Tire dressings fall into two groups: *Liquid Silicone Dressings* — These penetrating-type silicones form a flexible protective shield on rubber. Liquid silicone seals small openings with a film to prevent penetration of moisture and dirt. Most silicone dressings leave a never-dry gloss film. There are many myths regarding silicone, specifically the negative long-term effects of silicone on rubber and vinyl. The fact is, silicone is an inert material. The benefit of silicone is its ability to easily penetrate the tire's surface and not evaporate. Some silicone-based dressings contain petroleum distillates as a cleaning agent. Petroleum distillates are harmful to rubber and vinyl, and will cause rubber and vinyl to crack. If you decide to use a silicone tire dressing, make sure it does not contain a cleaner. The only true negative property of silicone is the difficulty of adding UV protection.

Water-Based Dressings — The water-based dressings do not contain silicone oils, petroleum distillates, waxes, or other dangerous solvents that can harm and dull the surface of rubber and vinyl over time. Most water-based dressings use a combination of natural oils (such as shea butter or cocoa butter) to offer a non-greasy, satin finish. Likewise, most of these products contain UV blocking

149 Old Lancaster Road
Devon, PA 19333
(610) 964-0477

Sales
Service
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agents to help keep tires from cracking, fading and hardening. Additionally, most water-based dressings are biodegradable, silicone is not.

Proper Tire and Wheel Cleaning

To properly clean your tires and wheels, you will need a 3-5 gallon bucket, a soft tire and wheel scrub brush, a sponge or wash cloth, a water hose and nozzle, car shampoo, and a spray wheel cleaner. Here are some step-by-step tips to make cleaning easier:

1. Clean one wheel at a time.
2. Clean your tires and wheels first before washing the rest of the car. This prevents splattering cleaners, dirt and brake dust on already cleaned panels. Your car is also less prone to getting water spots from drying while you wash your wheels.

3. Do not clean your wheels if they are still hot from driving. Let them cool, or thoroughly hose them down.

4. Mix a bucket of soapy water with your favorite car shampoo. Mix double the recommended strength.

5. Thoroughly rinse the tire and wheel with water using a hose and spray nozzle. If exposed, rinse the brake caliper to flush away loose brake dust. Finally, rinse up into the wheel well to wash away road grunge, road kill, mud and other debris.

6. If your tires and wheels have a heavy coating of brake dust or road grime, spray them down with your wheel cleaner. Allow the cleaner to soak for 30 seconds (minimum) to 3 minutes (maximum).

7. Use your tire and wheel scrub brush and your soapy water to agitate the tire and wheel surface. Use plenty of soapy water. The soap acts as a lubricant to gently lift dirt and grit away from your wheels. Follow-up with your sponge or wash-cloth to wash the remaining dirt from the tire and wheel.

If your wheels have large open areas use the sponge to get behind them. Make sure the tires are scrubbed. Many people put layer upon layer of dressings on their tires but never clean them. The result is a brown or yellow discoloration. Note: I do not recommend using tire cleaners containing bleach. Bleaches are used in many tire cleaners to brighten white wall tires, but they can turn tires a dull gray and stain alloy wheels.



1211 LANCASTER AVE.
P.O. BOX 306
READING, PA 19607
(610) 777-6501
(610) 775-2794 FAX

R. CRAIG ROSENFELD
Dealer Principal

8. Use your wheel brush and soapy water to scrub the accessible areas of the wheel well, too. This small detail keeps your car looking fresh & new.

9. Thoroughly rinse the tire, wheel and wheel well. Use plenty of water. You need to ensure that all traces of the wheel cleaner (and your neighbor's cat) are gone.

After washing your car, remember to dry your tires and wheels using a 100% cotton terrycloth towel.

Proper Tire & Wheel Conditioning

After you clean your tires and wheels, you need to protect them. Tire dressings accent the appearance of your tires and protect against cracking and fading. Likewise, waxing your wheels protects their finish from brake dust, and makes them easier to keep clean. Your wheels should be waxed, at a minimum, each time you wax your car. You can significantly reduce wheel cleaning and waxing efforts by coating your wheels with high quality acrylic (one that is proven to be heat resistant and will not yellow).

To apply tire dressing – Use a small foam sponge or a foam wax applicator to apply tire dressing (foam provides even distribution and wastes far less product than a cloth). To avoid getting tire dressing on your car, apply the dressing to the foam applicator, not directly to the tire. Unless you go through a set of tires every year, it is best to use a water-based dressing containing a UV inhibitor. Allow dressings to penetrate the tire before wiping off the excess. Five to ten minutes is okay, but 30 minutes is better. If your wheel wells have a black plastic liner, wipe the wheel well liner with dressing, too. This simple detailing step makes a big difference.

If you like your tires to be shiny,

do a final wipe down with your foam applicator. If you prefer a satin finish, buff the tires down with a terrycloth towel.

Concours Tires & Wheels

Have you ever noticed how show cars look so fresh and clean?

Beyond just shiny, they are bright. This effect comes from the smallest details. A great place to start is your tires and wheels.

Concours winning show cars are clean enough to pass a white glove test. This includes the tires and wheels (front and back) and the wheel wells. Removing your wheels to detail them might seem a little fanatical, but it has several benefits, including:

- Inspecting your tires for proper wear and damage.
- Inspecting your brakes.
- Inspecting your suspension.

To properly concourse detail your tires and wheels, you will need a jack, jack stands, bucket, tire and wheel brush, sponge, water hose and nozzle, car shampoo, spray wheel cleaner, tar remover (mineral spirits), wax, tire dressing, foam wax applicators and plenty of terrycloth towels. If you are not familiar with the procedure for jacking your car and removing the wheels, see your car owner's guide.

Here is the step-by-step procedure to clean your tires, wheels and wheel wells:

1. Remove and clean one wheel at a time. Slightly loosen the lug nuts on one wheel and jack one end of your Porsche off the ground (preferably the end with the wheel you want to remove). Before fully loosening the lug nuts and removing the wheel, place a jack stand under an appropriate point of the chassis or suspension.

2. Mix a bucket of soapy water with

continued on page 16

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

64 C Cabriolet, matching numbers car, silver/burgundy interior, black top, 1500 miles on recent cosmetic restoration: bodywork, new paint, interior, top & trim, new brakes, tires, shocks, lights. \$35,000. Fred Brubaker, Allentown 610-434-8778 ³

75 911, PCA F class race car updated to 1979 SC specs recently completely, rebuilt new clutch, starter, suspension, engine, and trans. Comes with all spares, spare trans and 3 sets of 17" wheels with tires and new rain tires. Has fiberglass front, rear bumpers and deck lid. New B&B oil cooler, full roll cage and fuel cell. Upgraded Quaife differential, 7.31 ring and pinion, MSD ignition, flares fenders, 17x9 and 17x10 wheels, big red brakes all around, rear wing 3.8 style. The car has won its last two races: Texas World Speedway and Carolina Motorsports Park in both the sprint races and enduros. Still street legal and is one of the most competitive F class car in PCA racing. Also for sale is a 2000 Featherlite trailer 24 ft all aluminum enclosed trailer and 37ft Fleetwood boulder RV motorhome tow vehicle. Call for complete details 610-529-4770 Mike Ellis ⁴

76 911S Targa, 131k miles, yellow/black, rebuilt '82 engine and '77 transmission some rust on driver fender, \$9800 obo. Tom 610-909-1059 ²

76 911S, 123K miles, white/black interior, very clean car, 2.7 L with SSI and Bursch exhaust, fender mounted oil cooler, and short shift. 16-inch wheels, Koni shocks, and fog lights. Sunroof, A/C, and front lip spoiler. Asking \$9,800 call Joe 610-584-0308 or jlosca2432@aol.com ⁴



77 911S, Copper metallic brown w/camel leather. California car w/all options: snrf, electric mirror, A/C, CD, extra chrome, cruise control, maint. records, etc. One of a kind automobile!! \$8500 OBO. Moving and my wife says I can't take the car! Call Larry Howard daytime (484) 343-8793 or evenings (610) 789-5124 ⁴

83 911 SC, Bronze/brown: 2nd owner, garaged, no winters, no smoke, no track. Sunroof coupe with factory whale tail, working air, cruse P/W, P/M, H-4's. Everything works. Updated stereo /CD. New tires on color matched 16" Fuchs, new shocks, s/s brake lines. Excellent interior, no body damage, no rust, but front bumper & hood have stone chips, otherwise paint is good. 125K miles. \$13,500 John Crowley (215) 943-9520 leave message or Johncst@aol.com ²

83 SC Targa - would make a good track car. Motor runs decent, has Carrera tensioners, pop off valve, new alternator, new blower motor, black leather sport seats (worn but no tears), trans is weak, paint is poor. Asking \$6900. Come see it & lets talk! (610) 666-6463 after 5PM. Frank - Audubon, PA ²

85 911 Carrera Coupe, One owner, 12,300 original miles, WPOAB0917FS120563. Black w/black leather, pwr windows, mirrors & sunrf. A/C, new tires, factory tail & front spoiler, new Blaupunkt radio w/cassette. Never raced, in rain or in snow; no smoking and always garaged & covered. Immac cond. \$34,900 firm. 215-364-9525 RDWeissberg@aol.com ⁴

85 944, Tan, 91,500 miles, 2nd owner, auto, sunrf, Alpine stereo, inspected in March. No dents but could use paint & tune up. Timing belt & pulleys changed at 82K. An all original car. Asking \$3500 for quick sale. Can be seen at John McShane's shop, 660 Knowles Ave, Southampton, PA 215-357-2806 ³

85 911 Carrera, Black, with tan leather interior. Rocaro seats, factory whaletail, sunroof, Momo wheel, A/C, CD, P/W, P/M, PSeats, 87k miles; \$19,000. 610-647-0812. ⁴

87 911 Carrera Targa, Silver Grey with a grey leather interior with white piping trim. #WPOE-B091XHS161595. 84,800 mi., 20K mi. on rebuilt upper, AC, fact. alarm, pwr windows, door locks, side mirrors, and drivers seat. Excel. cond, no accidents, garaged, new rear tires, recent maintenance and PA state inspection, \$19,500. George Brodhead, 1368 Cobbler Road, Quakertown, PA 18951. (215) 538-4493. g.brodhead@worldnet.att.net. ⁴

86 928S Coupe, WPOJB0928GS862707 Red/black leather, Auto, ABS, A/C, 43K miles. New Tires, battery, timing belt, water pump, A/C, cover. No snow or smoke. Garage kept. All service records. Runs & looks like new. \$20,000 Mr. Vassil, 93 Dispatch Dr., Washington Crossing, PA 215-321-1324 ⁴

87 911 Cabriolet, Red / Blk leather seats, Blk interior. 41K miles, always garaged and covered, no dents dings or bodywork ever. Immaculate original condition except aftermarket radio. All service records since new. I am

the third careful owner. Power windows, cruise control, A/C, manual top, full & half toneau, 16" Fuchs wheels, no spoilers, sport suspension, wind deflector. All options from the factory. Vin WPOEB0911HS171609. \$32K Look no further. Located in Elkins Park, PA Bill McShane 215-635-3905 wmcshane1@aol.com ²

88 Carrera 911 Coupe, sunroof, front spoiler, whale tail, stunning triple black, air, cruise control, power windows, seats, and locks, performance chip, Blaupunkt AM/FM cassette with amplifier, new brakes and tires, always garaged and covered, 64,000 well maintained miles, exceptional condition \$29,000. Lee (302) 892-2020 ³

92 C2 Cab, T/black In excellent condition 34,000 miles. Never in the snow and garaged. 30,000 mil. service and new tires. \$35,900 Please E-mail Steven Bouchard for more info and pictures at SteveatPBR@aol.com ⁴

95 Carrera Coupe, 33k miles, Polar Silver with black interior, garaged, very good condition, two owners, current owner since 7/95, WP0AA2998SS320821, sports suspension, sports seats, am/fm cassette, short travel shifter, 17" wheels, LSD, ABD, cruise, sunroof. \$43,950. Steve Midgett, skmidgett@aol.com, 610-296-7479. ⁴

97 Boxster, Arctic Silver Metallic / Boxster Red Full Leather. Hard Top. 8100 miles. Sport Package (17" wheels, Windstop, CD, Cruise, Alarm). Traction Control. Wheel Crests. Large Exhaust Option. CD Shelf. Mats. Perfect. No smoke, snow, racin' or foolin'. Fully serviced/ Mobil One each year. All records. My Zymol will cry when she's gone. Always kept indoors. Paid over 50k. \$37,500. Scott 215-790-4190 ⁴

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. Asking 68,000 C. Benjamin 215-641-1322 cdb@adelphia.net ⁴

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

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

PORSCHE THINGS

69 911 S Parts, Used set of 6 rare 2.0 liter "black" connecting rods for early 911 S. Known as the "black" rods because of the color they turned when "nitrated" by the factory for additional strength. Only found in 911 S models, they were designed for the higher horsepower output of those models. Have the original white "S" factory stamp. From a '69 911S but will fit '65-'71 2.0 and 2.2 liter 911 motors. Very good condition. \$250/set. Contact John Deford 410-625-6358(days), 410-356-0837(eves) jdeford@home.com. 2

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

911 Parts, new exhaust headers for 2 liter 911, \$100. Jack for early 911, \$15. Horn grills, \$5. 1st gear early tran, \$25. Panorama 1974-2000, \$75. Dick Bach 215-661-9056 (h) 215-313-4561 (w) 3

Free to good home. Air conditioning compressor from my 1975 Carrera Targa. Contact Dr. Dick Weiss (Norristown) at 610-278-9640 2

Wheels, (4) 16" wheels with center caps and Michelin orig tires. 10,000 miles, asking \$1200.00. Taken off my '97 Boxster Jake Jolly 610-436-6626 3

914 2.0 Parts, Zero miles 2.0 rebuilt w/European pistons, fuel injected installed. Trans w/side shifter (not rebuilt). New frt calipers & rotors. Mahle rims. Interior pieces & targa top. Shock towers & sustension console repair pieces. Buyer pays shipping. Mike Bodner, Coplay, PA. 610-261-0390 mbodner@netzero.net 3

944 parts, Koni yellow adjustable front struts with Weltmister 250# springs and matching rear shocks. \$350.00. 4-8 x 15 Fuchs with red centers \$300.00. 4-8 x 15 Fuchs repos with 225x50x15 R1's \$300.00. K & N air filter \$15.00. 2-P205/55ZR16 Dunlop D40 M2 tires 70% tread \$75.00. Dennis Wasser 610-562-8956, dennwasser@aol.com 3

OTHER STUFF

'99 Featherlite aluminum trailer, Model 3110 -17' bed with 6' ramps, aluminum box, excellent condition, used 10 times List \$5575 Sell for \$3250 Don 215-679-0853 or e-mail - dkaas@imcingular.com 3

WANTED

Wanted - Bentley's Porsche 911 SC Service Manual, please contact John Floyd at 610-399-3265. 2

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

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Rally Report

continued from page 3

Hello ladies and gentlemen. It is an honor to serve again as your Rally Chair. Unfortunately, Drew Schmidt will not be joining me this year as Rally co-Chair. This has already been an exciting new year for Riesentöter. We have had an exciting election (predictably filled with mud-slinging), a new president and a general shift in the elected positions. I am pleased to announce that there are new and exciting additions for the Rally enthusiasts as well!

First, we will be having 3 rally events for 2002. The Spring Rally has been scheduled for April 28th. Due to your input, the rally has been scheduled for Sunday. In addition, there will be Rally events scheduled for the summer and fall. Secondly, I have proposed a Rally award to be presented at the annual Riesentöter Christmas Ball. This award will be presented to the team that demonstrates the most enthusiasm during the Rally trials. I am also pleased to announce that Brandon Hatalski, (Nick Hatalski's son) will be assisting me (unofficially) in constructing and preparing the Rally events.

Also some other exciting news: I am currently in the process of converting my 993 into a GT2 - SuperCup car (all I need to do is learn how to drive!) - I figured you drivers' ed. guys would enjoy that! Anyhow, I am currently looking for companies that would



May's Membership Meeting -

Will Be Held
At The Area's
Newest
Porsche
Dealership
Brandywine
Porsche,
Newtown
Square, PA.

May 29

7:30 - Social

8:00 - Meeting



Voting Members**PRESIDENT**

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610-777-6500 (w)
rcr@visionautogroup.com

VICE PRESIDENT

Tom Zaffarano
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tzaffarano@aol.com

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awrothe@aol.com

SECRETARY

Virginia Carfrey

SOCIAL

Sue Tatios
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215-473-0977 (fax)
MGTLIII@aol.com

MEMBERSHIP

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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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A) Turn cam belt tensioning pulley CCW to increase tension with the pulley positioned closest to the water pump pulley.

B) Turn balance shaft tensioning pulley CW to increase tension; pulley positioned down & towards lower balance shaft pulley.

9) Position balance shaft idler pulley close to but not touching upper run of belt at about the ten o'clock position; then set .020 clearance between idler-pulley and belt where it runs around the lower balance shaft (use tool 9207 (part number 000.721.920.70)). Belt contact with the pulley must be measured at a tooth.

944 Belt Tension Table New

Cam belt -	4.0+3
Balance belt -	2.7+3
Used	
Cam belt	2.7+3
Balance belt	2.7+3



your favorite car shampoo. Mix double the recommended strength.

3. Clean the backside of the wheel first. Spray the backside of the wheel and tire with a generous coat of wheel cleaner. Allow it to soak for 3-5 minutes.

4. Using your tire and wheel brush, scrub the backside of the tire and wheel with soapy water. The grunge will be very gritty, so use plenty of soapy water and keep your brush rinsed.

5. Rinse thoroughly and repeat. If your wheels have small crevices, you may need to use an old toothbrush.

6. When the wheel's backside is as clean as you can get it, repeat on the front. Make sure you rinse both sides really well when you're done.

7. While the wheel is dripping dry, spray the wheel well, brake caliper and suspension components with cleaner. Allow it to soak for five minutes. Take this time to dry your wheel with a cotton terry cloth towel.

8. Use the remaining soapy water and your wheel brush to scrub the wheel well, brake caliper and suspension parts. You don't need to make it perfect unless you really do plan to show your car. Make it clean enough to inspect. Let parts air dry.

Once everything is clean, you can turn your attention to protection and beautification:

Spray the underside of your wheel well and any plastic parts with a generous coat of silicon tire and rubber dressing. Allow it to soak in. If you live in an area where it snows, this will prevent

the snow from accumulating in your wheel wells (no more snow bunnies!). It also makes future cleanings much easier. Wipe off the excess dressing with a towel, and buff to a nice luster. Be careful not to get over spray on the body of your car.

Wipe your tire down with a generous coat of tire dressing and allow it to penetrate. While the dressing penetrates, inspect the wheel for tar spots. Quite often, large tar spots will accumulate on the backside of the wheel. Use tar remover and a rag to remove the tar. If your wheel has a lot of spots, wipe down the whole wheel.

Inspect your wheel for surface scratches. If you find any, now is the time to buff them out with a light polishing compound. If you don't have a polishing compound, use a little dab of toothpaste.

Wax your wheel front and back. An acrylic sealant will last the longest and provide the best protection, but good-old paste wax works just fine. Buff to a high luster. Finally, buff down the tire and apply a second coat of tire dressing. When satisfied with the finish, put the wheel back on the car.

About the Author

David Bynon is Vice President of Information Systems for Sony Pictures Entertainment. A long time Porsche owner and enthusiast, David enjoys detailing cars for show and relaxation. He can be reached through his web site at www.autopia-car-care.com



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COL-946-size-98	Porsche Laguna Varsity Jacket	159.95
WAP-080-(083/84/85/86)-11	Porsche Basic Cap (white, black, red, grey)	9.95
WAP-020-SET-05	New Racing Legends Model Set 1:43	149.95
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944-107-201-08 x10	944, 944T, 924S Oil Filter, 10 Pack	41.95
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