

der Gasser

MARCH, 2002



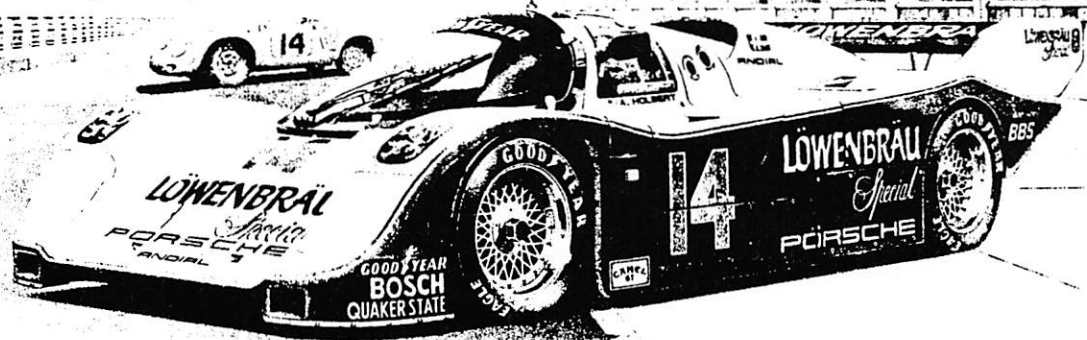
Jefferson Circuit DE Added
Rally Report 2002
Nell's Revenge?

Riesentöter Region



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I Am Becoming My Father

I didn't really get to know and appreciate him until he was in his fifties. That's when I was old enough to appreciate his unique nature - his ethics, his personality (as a man, not a father), his dress, his mannerisms.

He loved his cars. His ride of choice was a 1976 Cadillac Eldorado Convertible. The last of the absolutely hugely grotesque aircraft carriers that used to waddle down the highways. He loved the hair in the wind freedom it allowed him; it altered his state of mind.

He had many other cars over the 20 years since he bought the boat - but the Lac always stayed in the garage, serviced and ready to go. 200,000 miles on it! After the doctors pulled his driver's license, he hid sets of keys all over the house. When my mother went out, my dad would take a spin. Sometimes he would return alone, sometimes the police would have him towed. My mom would confiscate the keys - but he always had a spare set hidden somewhere.

Well, I am fifty now. Life is a little more laid back - not settled down mind you - but laid back. I now appreciate the vehicles that remind me of my more youthful era - just like my dad.

I muttered last month about my daily driver - a 1976 912E. After spending a week away on a business trip, the first thing I did after kissing my dog (Nancy was with me on the trip) was to take the 912 out for exercise. The noise, the feel, the smell - I know the biggest smile was back on my face. I felt alive again - comfortable, secure, fulfilled.

Porsche has provided us with the opportunity to share those feelings more than any other car company - or product - I know. I carry a card that says Ferrari Club of America, one for the Audi Quattro Club, and my history includes Benz and BMW club memberships. But Porsche does it better by far.

If you want a state of the art sports car, they have a 911 Turbo. If you want an affordable "most-fun-sitting-down" sports car, there is the Boxster.

But the maximum Porsche experience is not necessarily new. I have some 356s, any one of which I would happily take on a 1,000 mile trip (and I am in May, the New England 1,000). 911s of any vintage are still a blast to drive, the most unique sensory overload I know of. My son's 944 Turbo is still the best all around car ever available. I still wish I had properly appreciated the 928, they are fantastic drivers. Dennis Angelisanti's 914 handled as well as my Lola Race Car, only it had a license plate and a state inspection sticker.

We can turn them into racecars, shine them all up, follow each other along country roads to a social event.

They are not cheap but they hold their value better than anything I know.

We have chosen wisely, our hobby is one of the most satisfying experiences I know. Thank you, Dr. Porsche.

Nancy is already looking for my hiding places for keys. I hope she doesn't find them all in the next 20 years or so.

I want to be my father.



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Calendar of Events

MARCH

- 27 Membership Meeting - Holbert's-New
Member Meeting- Warrington

APRIL

- 20 Porsche Only Swap Meet, (see this page)
30 Membership Meeting - CJ's Tires - Limerick

MAY

- 4 -5 RTR Driver Ed, Jefferson Circuit
24 RTR Driver Ed, Pocono South
25 - 26 RTR Driver Ed, Pocono North
29 Membership Meeting - Brandywine Porsche-
Newtown Square

JUNE

- 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 13.

New Track Date Added in May

We added Jefferson Circuit to this year's track schedule. It will be May 4th and 5th. As announced previously, we implemented our new registration process at the February club meeting. It met with great success. In less than one hour, we processed forty applications for Jefferson Circuit. The green run group is sold out with three people on the wait list. All but a couple spots in the blue group are taken.

At the March club meeting at Holberts, we will have registration open between 7:00 and 8:00. Applications will be accepted for Jefferson Circuit - May 4 & 5, Pocono - May 24 (advanced run groups only) and Pocono - May 25 & 26.

On a related topic, we are looking for someone to design a T-shirt for this year track program. If you think you might be interested please give me a call.

Michael Andrews



RTR's 2002 Drivers' Ed Schedule

Event	Event Date	RTR Open Date	General Open Date
Jefferson Circuit	May4, 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



The March meeting is our New Members Meeting and will be held again this year at Holbert's (www.Holberts.com). We are changing our meeting format to make it more interesting for the membership and to give Vince Evans some time for his comments and commentary on his and our favorite topic - Porsche.

Vince will address where Porsche has been, why they are changing and where they are going. Should be quite interesting....

The meeting will be held Wednesday, March 27, with Social at 7:30, Membership Meeting at 8:00. Address 1607 Easton Rd., Warrington, PA (215-343-1600).

February's Membership Meeting and VENDOR SHOW was a great success. Huge membership turnout -- great door prizes -- excellent food --

Thanks you: AWE, BREY-KRAUSE, CJ's TIRES AND AUTOMOTIVE SERVICES, CAR CARE SERVICES, CYN-TAX, DOUGHERTY AUTOMOTIVE SERVICE, GOODMAN RADIO, HOLT MOTOR SPORTS, ULTIMATE GARAGES for your continues support to our club. Special thanks to Bill and Collin Dougherty for opening their facilities for this event.

The April meeting will be held at CJ's Tire and Automotive Service Center, 1405 S. Township Line Road, Limerick Pa. Phone 610-409-0400.



Rally Report 2002

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 21st with a rain date of 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 be with the other companies but please let me know if you have anyone who may be interested.

The Spring Rally will begin at the Plymouth Meeting Mall in front of Strawbridge and Clothier (nearest parking area to Germantown Pike by the main entrance) at 11 AM sharp. Please be prepared for a navigator's meeting at 10:30 AM. The theme of the rally will be one that has been adopted from our other PCA regions (thanks Nick!). There will be a synchronized start and the end will be at an undisclosed location. I call it the "A2B" Rally. Get from point A to point B with the lowest miles and the best time. No maps, GPS, or phone calls to get directions. You can, however, get out and ask for directions. There is no "bail-out" map. There will be an official Rally time and mileage to standardize the scores. The teams will get nothing more than an address. This should be an exciting and interesting Rally for everyone. Nick Hatalski and Jason Mahoney joined us last year from the drivers' ed. events and placed 1st and 2nd respectively. Any takers? I hope to see more participants out there. If not, we'll have fun without you.

Steven W. Choi, Rally Chair



Porsche Clear Coat Care

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

The high-tech paint on recent Porsche cars differs from their pre-1984 predecessors in structure and in the care they require. In general terms, the finish layer on all late-model Porsche cars was a pigmented, oil-based paint. When detailing these conventional finishes, you work directly on the layer of paint that gives a car its color. Today's Porsche car finish is a water-based paint system, which has a clear top layer for added beauty and protection.

This article illustrates the complex structure of the modern clearcoat system and describes methods to care for and maintain its original beauty.

What is a Clearcoat Finish?

A clearcoat finish is any paint system that has a color layer protected by a clear urethane, polyurethane or other transparent final finish. Although this protective layer is more tolerant than Porsches finishes of the past, it requires a little more knowledge for proper care. Understanding your Porsche's clearcoat system is necessary to provide proper care.

Although the chemical compound and application technology is rapidly changing, all clearcoat systems are basically the same. A clearcoat system consists of a primer layer, a flat color layer, and a glossy clear top layer. The primer is a bonding agent for the bare metal and the color layer. It prevents corrosion and provides a

stable substrate for the color and clearcoats. The color layer is applied to the primer and is typically very thin. It's only purpose is to provide color. The clearcoat is two to three times the thickness of the color layer, adding to the appearance of paint depth and offering additional protection. To provide ultraviolet (UV) light protection for the color layer, Porsche's clearcoat system contains an UV blocking agent.

Porsche's clearcoat finish is somewhat forgiving. Faults in the clearcoat are easily corrected compared to solid pigmented finishes, such as enamel. Scuffs and scratches in pigmented paint layers are challenging to correct because the top layer contains the color. This is especially true if the scratch penetrates the color layer into the primer layer. In Porsche's clearcoat system, most minor scratches and scuffs never reach the color or primer layer. In these cases, a quick polishing is all that's needed to repair a minor blemish.

Does Your Porsche Have a Clearcoat?

How can you tell if your Porsche has a conventional finish or a clearcoat finish? It isn't always easy to tell. One test is to gently rub an out-of-sight place on the finish with a polish. If the paint color comes off on your polishing cloth, you most likely have conventional finish. Polishing on a clearcoat will normally not reveal any color removal.

Selecting Wash Products for Your Porsche's Clearcoat

Regular washing of your Porsche's paint is the most important step in maintaining a healthy finish. With a clearcoat system, it is particularly important to choose a quality car shampoo. I repeat: you should use a wash product specially formulated for car finishes (not your dishes). The ideal wash product for the clearcoat surface has the following characteristics:

1. PH balanced (should be slightly

alkaline to counteract the acidic conditions found on our Southern California roadways)

2. Lubrication (protects paint from scratching and maintains gloss)
3. Thick suds (provides best cleaning action)
4. No residue (free rinsing, no streaking)

On the basis of overwhelming evidence, dishwashing detergent will destroy your Porsche's clearcoat finish over time.

Dishwashing detergents are formulated to remove grease and oils. Detergents will easily strip the wax and protective oils from your paint. The same wax and nutritive oil removal occurs if you put your Porsche through most coin-op car washes. In order to clean without brushes, coin-op car wash systems must use strong detergents. It is also important to note that many professional automotive detailers use detergents to strip wax and road grime. This allows them to quickly polish and wax the car. Most detailing expert agree that the preferred method of de-waxing is to use a quality pre-wax cleaner.

Your washing tools are as important as the shampoo you choose. I prefer a natural (not synthetic) sea sponge, cotton chenille pad, or sheepskin wash mitt for washing. These tools have a large number of fine filaments that draw dirt and grime away from the surface being cleaned into their internal structure. Synthetic (flat sided) sponges and wash clothes can trap dirt, grit, and grime on the surface which can scratch your car's paint. If you use a natural sea sponge, use the outer "soft" side for washing, not the harder "cut" side, and always rinse new sponges thoroughly to remove any remaining sand or shell particles. 100% cotton chenille wash mitts and pads are also excellent as they hold lots of soapy water and are gentle to your paint.

You can cause significant surface damage to your Porsche's fin-

ish by using the wrong wash tool. For example, a synthetic sponge is not a free-rinsing tool, as grit gets trapped in the sponge's pores. Towels and diapers are even more problematic due to the weave of cloth. The weave of cloth will trap dirt even if you wash with a soapy solution. Whatever washing tools or shampoo you use, the basic washing techniques are the same. First, you rinse the finish to remove any loose dirt and cool the paint surface. This step eliminates loose dirt that can be quickly and easily removed. If any dirt remains, it must be removed with minimal friction to avoid scratching.

Most dirt remaining after the first rinse is affixed to the your Porsche's clearcoat finish through surface tension. To remove this dirt without scratching, you must interrupt the surface tension without creating friction. This is the job of your wash shampoo. The shampoo must dislodge all pollutants, including abrasives, from the clearcoat and suspend the abrasives so they can be rinsed.

Washing & Drying

Here are some tips to make washing easier:

1. Wash the wheels first!
2. Make sure your Porsche is cool and work in the shade, if possible. A hot surface causes the wash and rinse water to evaporate too quickly, increasing the likelihood of water spotting. One trick is to park on a slight incline. This allows rinse water to run off moldings, trim, and recessed areas better. Start by thoroughly wetting the finish with a medium water spray to remove

loose
grit

and surface dirt.

3. Start washing from the top down and rinse your Porsche often.

Frequent rinsing is especially important if you are using a wash containing natural oils. While these oils cushion the paint and minimize abrasion they are heavier than water and can leave a film if allowed to set on the car.

4. Use a final rinse of free flowing water (nozzle off the hose) allowing the water to sheet off the car.

5. Using a clean, damp, natural or synthetic chamois, start at the top of the car and work down, drawing the chamois across the surface in a straight line. If using a natural chamois, use the "rough" side to dry the car. Repeat wiping until the surface is mostly dry then finish drying with a clean terry towel or micro-fiber (Miracle Towel) to remove any remaining droplets.

Threats to Your Clearcoat

Environmental damage is a clear and present danger to your Porsche's clearcoat. The most

common problem is carbon from car exhaust, which can easily build up on your clearcoat. By itself, exhaust carbon is fairly harmless. Mix it with water, though, and you have an acid bath. Acid fog is very common here in Coastal California, as is acid snow in the Northeast United States. Every form of precipitation, including the morning dew, carries a potential threat of acid damage to your clearcoat. The problem is extreme in highly populated or industrial areas.

You can cause more damage to your clearcoat than any environmental hazard if you use the wrong detailing products. The clearcoat will not tolerate abrasives. Anything abrasive used on the clearcoat will scuff the surface.

While I emphasize no abrasives, paint shops and professional detailers use abrasives to repair paint damage. As an example, ultra-fine wet sanding paper, in the 1500 to 2000 grit rating, can be effectively used to blend paint repairs. A skilled detailer can wet sand a clearcoat when virtually everything else has failed to restore its original look. But you need skill and experience to do it without further surface damage. I once wet sanded and rebuffed my 1995 Porsche 993 after driving through an accident scene where battery acid had spilled. The acid left permanent black stains in my Speed Yellow paint (solid colors, like Speed Yellow, do not have a clearcoat finish. Wet sanding with 2000-grit paper was my only recourse.

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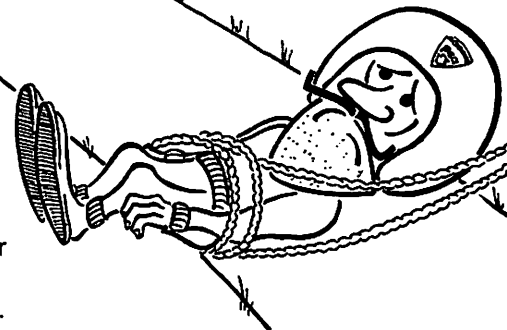
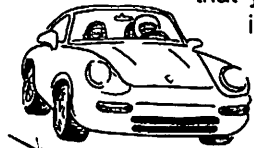
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Snidely's Annual Trek To The Track 2002

"Nell's Revenge"

As you can see, Snidely is sort of "tied-up"! Therefore, I, Nell Fenwick, have decided to take matters into my own hands. This year's event I call "Nell's Revenge," an opportunity for all you women members, female family members, or significant others to do the driving! Why should the guys have all the fun?

All of the devious details for a special day at Pocono Raceway on Saturday, May 25th are finally coming together. As stated last month, we will meet for breakfast at 7am at one of the two convenient area restaurants and caravan to the track by 9:30 or so. There you can see many members preparing their cars, ask tons of questions and see many of your friends turning laps. A lunch coupon for you and your guest will allow you to dine amongst the merriment. In addition, there will be a classroom instructional session, a flagging opportunity out on the circuit and finally a series of laps around the track that you drive under the guidance of an RTR instructor...All of this to be followed by a terrific free barbeque at the end of the day where



you can discuss all of the days experiences with fellow enthusiasts. Don't miss this neat opportunity to "see for yourself" all for only \$25.00. So don't delay...only the first 20 cars will be able to participate. Fill out the form below and return it with your check for \$25.00 today.

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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Warwick Center, Rt. 501 (717) 625-3700
Coldstream Road & Rt. 113 (610) 933-5984



Autocrossing - The Other Pedal

by Bob Schang, San Diego Region (from WINDBLOWN WITNESS)

So, you've been to a few autocrosses and you can find your way around the sea of cones, follow "the line" for the most part, and you've been competitive in your class a time or two. Then again you may have been autocrossing awhile and you measure improvements in your lap times in tenths of a second. Regardless of your level of experience, what you may learn here will likely surprise you.

When we all first started autocrossing, the concept was that the fastest way around the course was to push on the gas pedal as hard as possible as much as possible. Our testosterone challenged drivers would argue that concept, and the more we learned about going fast, the more we learned that they would be correct. After awhile though, we learned that a smooth line will produce the best lap times, and the real place to gain time is on the straightaways. Now since courses are made up of straightaways connected by curves, we need to use the straightaways as much as we possible can in order to reduce our lap times. We accomplish this by starting the straightaway as soon as possible in the corner leading on to it, and maintaining the straightaway as long as possible before we have to brake and turn into the corner at the end of it.

Here we are going to talk about maintaining the straightaway as long as possible before we have to brake and turn into the next corner. At the end of the straightaway, when we are slowing down for the corner, we are not going as fast as the rest of the straight-

away, so we want to keep this braking zone as short as possible. This allows us to keep the rest of the straightaway as long as possible.

Keeping this braking zone as short as possible is the problem we have to solve to keep our lap times down. Slowing a car down from speed in a short distance is not an easy task to learn. This task is made even more difficult in a car with the engine in the rear (911?). The commandment we hear most from the instructor gods, when we are first learning to drive the autocross courses, is brake in a straight line. This is a fairly easy concept to grasp: don't turn the steering wheel while our foot is on the brake pedal. Obey this commandment and a lot of those shrieking sounds will disappear as you go around corners, and your instructor will be so proud of you. The importance of braking a rear engine car in a straight line can't be overstressed, but, in order to solve our little problem it is just as important in a front engine car, and here's why.

The only connection between our car and the ground is at the tires. Tire science is a black art (sorry, I couldn't resist that), but

when all is said and done, tires provide friction. The friction between the tires and the ground allow the car to turn, accelerate, and brake. If there was no friction between the tires and the ground, the car couldn't do any of these. But into each tire only so much friction is built. We have four tires on our cars, but each one has only so much friction, and this total amount is all we have to work with. Now the friction in the tires can be used to turn, accelerate, or brake or any combination of the three.

The total amount of friction we use doing these three things can't exceed the amount built into the tires. For instance, if we are braking the car there is only so much friction left to either turn or accelerate, no more. At the extreme end of this rule: if we are using all the friction in the tires to brake, there is no more friction to turn with. I bet when you first started to autocross there was a time or two (maybe more) when you were braking really hard and tried to turn into a corner. Terrible screeching sounds were probably heard and as your car was sitting backwards on the track the idea may have hit you that this maneuver does not work very well. You were right! What you tried to do was to use more friction than the tires had built into them, and when this happens they slide. So now back to our problem of keeping the braking zone as short as possible. In order to do this we have to use all the friction in the tires to brake the car and we can't use any to turn. Hence the commandment break in a straight line!

Okay, now that you have the concept, let's put it to some prac-

tical use. It's another beautiful autocross here in paradise. You are in your first practice session. You're going down a straight-away towards a corner that you must slow down for. Where do you start to brake so that: a) your car is going slow enough to go around that corner without spinning out, and b) keep the braking zone as short as possible to get down to that speed. There is no magic here. We do this by starting the braking zone at the point where we use 100% of the friction in the tires to brake before we have to use any of the friction to turn for the corner. The magic is finding this brake point on the course. Nobody can find their brake point the first few laps, and that is why we have practice sessions to test our abilities at making the braking zone as short as possible by moving our brake points further down the straight-away. We do this to accomplish both "A" and "B" above. "A" is generally not too difficult to accomplish. The tough one is "B." Having changed many a flat spotted tire on my own car I can assure you that "B" is a very difficult art to master.

So were back at the practice session and you are fairly comfortable with your brake point at this corner and you have the feeling that you are using just about all the friction the tires have to give you in this braking zone (which is in a straight line, of course). But what would happen if you were not using all the friction in the tires and you could go a little further down the straightaway before you had to brake; even just a little bit. Let's see. Here is where this is going to get a little technical, so bear with me. At the end of the straightaway we've been discussing how you are able to get the car into third gear and, at your brake point, you are traveling 68 ½ mph (I'll let you know later why I picked this speed). In order to go around the corner at

its end you must slow down to 35.

Now, let's say during the practice sessions you've gotten your braking zone going into this corner down to 150 feet. Not bad. If we do the math for this (that's ok, I'll do it for you), we have an average speed for this 150 feet, which doesn't matter, but more important; it takes you 1.98 seconds to do this. But what if there was that little bit of friction in the tires you weren't using. What if you could move the brake point just 25 feet closer to the corner and use all the tires friction. If we took the 25 feet off the original braking zone, we would have a new braking zone that would only be 125 feet long. If we do the math again, guess



what? Now it only takes 1.65 seconds. We don't get quite all this time because we still have to travel the 25 feet we took off the braking zone, but we do it at the straightaway speed of 68 ½ mph. What we do gain is almost 1/10 of a second on one corner. That's right: one corner, 25 feet closer, and our lap time went down by 0.10 seconds. Do this on two or three corners on a timed run, and you might be getting one of those spiffy first place T-shirts.

But why did I pick 68 ½ mph? Well, at this speed your car is traveling at over 100 feet per second. So you're rocketing

towards that corner at 100 feet per second trying to pick a spot on the track to start your braking zone exactly there... Well, you get the idea. See why making the braking zone as short as possible is very difficult? And surprise, if you start too early to brake, the reverse is true, only worse. You will lose more than 0.10 second in that corner.

Surprised? Perfecting the art of braking to the extreme limits of the car (tires, really) does not take any modifications to the car. When you do learn to do this on a consistent basis, your lap times will lower dramatically. F1 drivers can do this consistently from around 180 mph (264 feet per second), and that is why they get the big bucks. The other plus

side of this exercise is that you can practice it on the street much easier than an exercise like throttle steering. Local law enforcement folks tend to frown on cars accelerating down on-ramps a little bit sideways, but I've never heard of anybody getting a ticket for slowing down too fast. Just be careful of the '63 Dodge Dart behind you!

So next time you want to impress and befuddle your competitors when they ask how you went so fast on that last lap, just say "I WASN'T GOING FAST, I USED MY BRAKES!"



PORSCHE ONLY AUTOCROSS

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:

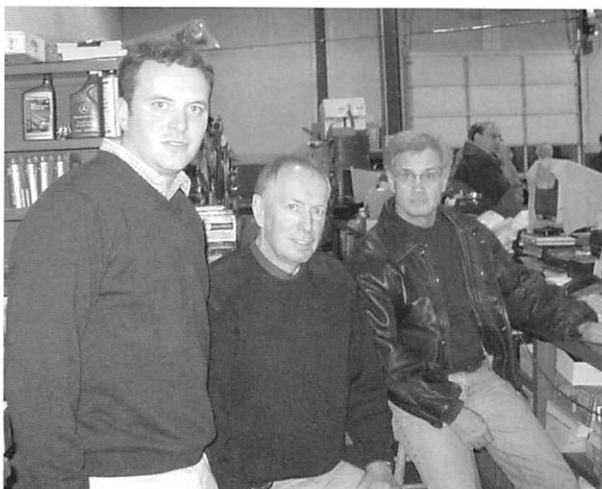
When pre-registering, the \$25 fee must be received before a slot is reserved for a driver. We don't want to fill up with people "pre-registering" by e-mail but not sending in their registration fee. Pre-registration is not "complete", until the registration fee has been received.

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@noveltyimg.com*



Above: our hosts Colin & Bill Dougherty and Don Cox (l to r).

*Right: In the first row Kam Ho, Ed Noteabart, and Jake Jolly.
Jake will be 87 in April and currently owns a Boxster.
His 1st Porsche was a 356 bought new from Moore Motors
in '58 - he traded a '56 T-Bird for it!*

Photos and captions by Bill O'Connell

At February's Membership Meeting



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HERSHEYPARK, Hershey, PA

April 20th/Saturday, 2002

Event held rain or shine.

Vendors' Preregistration Ends
March 25th

Parking problems from 2001 have been
resolved and improved.

Features:

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- 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

If you would like a Swap Kit mailed to you send
Steve your name and mailing address.



Charity Committee

by Bill O'Connell

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

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

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



Brake Caliper Tuneup

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

Technical

When most people think of getting their car in peak performance the item they think of first is usually the engine. The second thing they should be thinking about is the brakes! After all you will have to stop that car eventually. We are going to cover the operation and maintenance of the brake caliper. This is the place where most braking problems can be found when all else appears to be normal.

Porsche braking systems are one of the best systems in the world, when everything is just right. The way a brake caliper works is quite simple. When you step on the brake pedal you pressurize brake fluid which travels through brake lines and hoses to the brake caliper. This pressurized fluid pushes a piston and subsequently a brake pad and clamps down on a brake rotor causing the wheel to stop.

The relationship between the pistons, brake pads and rotors is not as simple as it seems. The caliper must load the brake on the trailing edge of the pad. This is done so the pad bites into the rotor evenly for more stopping power. Think of it as if you were moving a 100 pound bag of sand across a dirt lot. If you pull it behind you, the front of the bag will be up and skim across the top of the sand (greatest load to the rear) leaving an even trail behind you. If you get behind the bag and try to push it (greatest load to the front) you will cause the front of the bag to dig into the dirt and create a hole. In the case of the brakes, the leading edge of the pad

would then see greatly increased uneven wear.

The way the caliper achieves this task varies with design. For the purpose of our discussion there are three basic types of calipers. Single piston, 4-piston, and 4-piston/offset diameter. The first type, single piston fixed, includes 356, 911, 912, and 914 up to 1989 model years. These cars have one piston on each side pushing on the rotor. Early 944s and 928s have one piston per caliper which clamps down on each brake pad (single piston floating). The pistons are machined with a 20 degree notch in them to keep even pressure on the brake pad as it moves across the surface of the rotor. If the piston rotates out of position the result can range from poor brake performance and pulling to poor brake pad wear.

The remedy is to check the piston position with special tool (P84)

with the brake pads removed. If you don't have this tool use figure #1 as a template and fabricate one out of a metal or plastic. This is also a good time to inspect and replace dust boots, which may be deteriorated.

The second type of caliper is the standard 4-piston. Models using this caliper are '78-86 930s, and early 944 turbos. They can be visually distinguished by external cooling fins. This caliper has 4 pistons of equal diameter with a setback surface on 50% of the piston shoulder. These pistons do not sit in the caliper at a 20 degree position. The edges of the shoulder on the piston must be parallel with the brake pad guide surface. The setback surface must face the leading edge of the rotor.

The final caliper type is the 4-piston offset type. This caliper is visually distinguished by a smooth

continued on page 15

PORSCHE AUTHORIZED SERVICE

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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>RTR Open Date</u>	<u>General Registration</u>
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@unisis.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 # _____ - _____ - _____

CLASSIFIEDS

Pictures!

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

PORSCHEs FOR SALE

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

71 911T 2.2, needs interior and brake work to complete restoration. New silver paint, roll bar, fuel cell, fiberglass bumpers, A0032s, and clutch. Also 4 original rare Porsche lightweight rims. Owner regretfully sells at \$6,500 after \$12,500 investment. Peter Madison at 609-924-1875 or studio645@att.net

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

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

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

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

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 & pullies changed at 82K. An all original car. Asking \$3500 for quick sale. Can be seen at John McShane's shop, 660 Knowles Ave, Southhampton, PA 215-357-2806

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

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

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

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

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

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

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

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" factorystamp. 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.

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

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

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



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

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)

Battery Tender, used one year. Porsche part no. 000.043.202.56. Plugs into cigarette lighter, works very well; car is always ready to go. Asking \$50.00 but paid \$62.00. Ken at 610-469-0803 - kenneth.nubile@ps.ge.com

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

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

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

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

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

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

OTHER STUFF

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

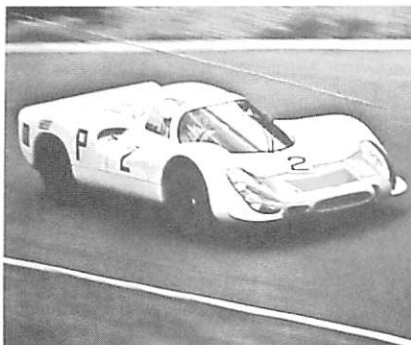
Two Trailers, 24' Wells Cargo, used 4 times, white, tool cabinets, workbench. 24' Car Mate, used once, red, winch, electric jack. Craig 610-777-6500. 1

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

'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.



Brake Caliper Tuneup *continued from page 12*

exterior surface. It has 4 pistons as in the earlier versions, with one major design difference. The pistons on the leading edge of the caliper are of a smaller diameter. This smaller diameter causes a lower clamping pressure and acts in the same manor as the setback surface on the earlier style caliper. This caliper has two sub types one with a larger piston with a setback surface as discussed earlier. The other has two different piston sizes with no setback surface thereby eliminating the need to check caliper piston position.

As a rule, when correcting any caliper piston positioning the brake pads should be replaced. The reason is because if a piston is out of position the brake pad surface will no longer be parallel with the pad backing. This will cause uneven pad application and possible piston binding.

GooLuck!!!



April Membership Meeting -

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

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

Help Wanted

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



Next Month's Meeting

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lyz2814@msn.com

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W. Chester, PA 19382
(610) 793-9345 bar-
rett356@msn.com

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.

Classified ads are free to PCA members and are printed on a space available basis. Ads may be mailed, e-mailed, or faxed to the Editor, are limited to auto-related items, and are subject to editing. Pictures of items may also be printed. Please send with e-mail or via U.S. Postal Service. Contact Editor for Commercial Advertising Rates. Editorial contributions and pictures are welcomed.

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



Clearcoat Polishes & Pre-Wax Cleaners

Many detailing pros use the word polish and cleaner interchangeably, as if they are the same process. They are not. A polish is a mild abrasive cleaner that cleans and smoothes the paint. It also removes oxidation, old wax, swirl marks and minor scratches. The result is a rejuvenated top paint layer, which is then ready for waxing. Polishing insures a uniform, high gloss shine. A cleaner is more aggressive than a polish. Cleaners use chemicals to remove old wax, bug remains, tar and other build-up. Cleaners contain heavy abrasives to deep clean and remove severe oxidation and stains.

Generally speaking, the best product to use on a clearcoat is a mild polish with gentle cleaners. These combination products get the most work done with the least effort. While a more abrasive product will generally polish the paint faster, an overly aggressive polishing product increases the risk of scratching. In fact, a fast-cut polish (also known as a rubbing compound) removes some of the finish, making it thinner. Even more abrasive than cleaners are rubbing compounds.

Rubbing compounds are preferred for treating conventional paint finishes, and are far too harsh for a clearcoat finish.

Swirl marks in the clearcoat are evidences of abrasive polishing or poor washing habits. There should be no evidence that a car was polished. Swirls caused by hand polishing are irregular, reflective, hairline scratches in the polished surface, whereas a machine creates a regular (even) pattern. If you get swirl marks when you buff by hand, it means the product you're using is too abrasive, or your tools are old or inappropriate for a clearcoat. Polishing technique is also a factor. When polishing by hand, do not polish in circles. Polish using straight back and forth motions.

In machine polishing, swirl marks may be created if you use wool buffing pads. Wool buffing pads are mildly abrasive. Although wool buffing pads are often used on conventional finishes, clearcoat finishes require a foam pad. If you see a wool pad on your detailer's buffing machine, run! The preferred and widely used machine polishing pads for the clearcoat finish is made of synthetic foam. They all but eliminate swirl marks, and they can be used on both

conventional and clearcoat finishes.

Clearcoat Protection

It was European coachbuilders that first applied coatings of animal fats and wax to protect the custom paint on their horse drawn carriages. This tradition has endured over 100 years and remains the best way to protect your clearcoat finish.

The multi-layered finish on your Porsche, from the primer through the clearcoat is mere .006 to .008 of an inch thick. Waxing the finish provides an easily renewable, transparent barrier of protection. Waxing also makes your Porsche, new or old, look better.

Quality waxes now combine enriching oils that wet the surface with protective formulas of wax or modern polymers for a high gloss shine. Detailers that prepare show cars will often apply several layers of wax to increase the depth of shine.

With regards to the level of protection, no single brand or type of wax is significantly better than another. However, the more expensive waxes are generally easier to apply and provide a more brilliant, clear finish.



DON ROSEN PORSCHE



1312 Ridge Pike, Conshohocken, PA 19428, 610.279.4100

Another Great "We Have Too Many" Sale

(Back by popular demand)

PART#	DESCRIPTION	SALE
000-044-900-41	<i>Litronic Headlights for Boxster or 996</i>	1095.00
000-044-900-15	<i>Litronic Headlights Kit for 993</i>	1195.00
000-044-900-35	<i>996 or 986 CD Changer Retro-Fit Kit</i>	629.95
COL-946-size-98	<i>Porsche Laguna Varsity Jacket</i>	159.95
WAP-080-(083/84/85/86)-11	<i>Porsche Basic Cap (white, black, red, grey)</i>	9.95
WAP-020-SET-05	<i>New Racing Legends Model Set 1:43</i>	149.95
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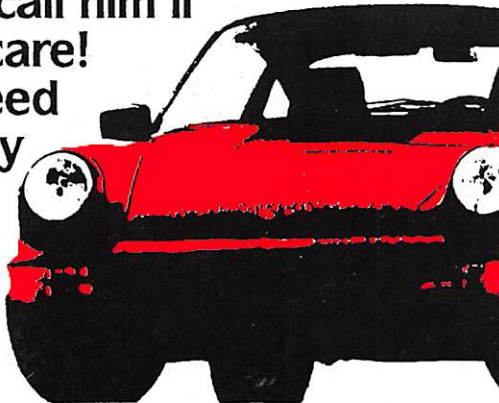
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