

der Gasser

MAY, 2002

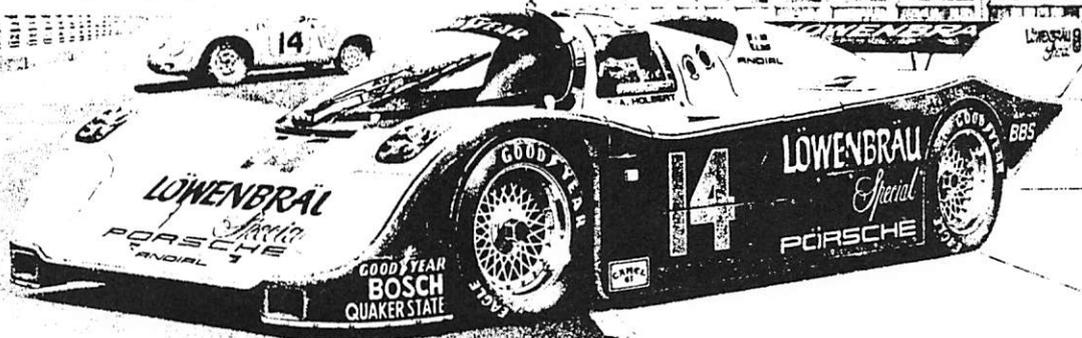
Upcoming Dyno Day
Nell's Trek Goes Co-Ed
Jefferson Circuit Report

Riesentöter Region



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I try to follow Billy Joel's philosophy; to paraphrase - today is always the best of times. History bears great significance, most notably serving as the background to enrich the experiences of today.

One interpretation is that I enjoyed the winter months with my Porsches, even when the trip to my office is shorter than the time it takes to get heat in the old 912E (Buttercup, if you are so inclined). On some cold evenings I would pull a chair into the 356 garage, along with a heavy blanket, a radio, a Macanudo, and a little single malt - just to sit amongst these beauties is a humbling experience. Considering the mild weather we had this year, I even spread a little wax, enjoying each curve and nuance that makes a machine a work of art. All in all, it was a good winter.

But today is the best of times, and we can drive our Porsches daily. Driving truly transforms our art from a visual experience to a complete sensual overload. The sound of a Porsche engine pops the goose bumps up on my arms. The unexplainable satisfaction of steering, shifting, braking - smoothly dancing your way over open road - knowing that you share a fulfillment with just a few others, for me, really makes life worth living.

Our meeting in April was held on a beautiful, balmy spring day. Very few showed up dressed from work. Yet half of the people there chose another form of transportation than their Porsche. I have approached the Garage Queen Syndrome from many perspectives, but I am far happier now that I use my cars as they are intended rather than to manufacture excuses why today is not the day...It is always the Day.

I received a fair amount of input about last month's column. My suggestions to the Exec will be that we: a) keep Der Gasser; b) examine cheaper ways to produce it (John Floyd has offered his expertise in the business); c) combine more issues thru the winter; d) work with Doug to learn how to produce an Internet based edition if we need to in the future; and e) utilize the Internet to send reminders of major events to enhance attendance.

Next month, I should have some interesting tales to tell. Bill O'Connell and I were invited to participate in the Mille Miglia, driving a BMW 507, with fellow RTR members Mike Tillson and Sue Tatios. Then Nancy and I will be driving a 356 in the New England 1000, a true test of our stress management skills.

These are the Days

Craig



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Cover Photo - Two Porsches in a Stuttgart dealership. (Jim McHenry)

Calendar of Events

MAY

- 4 - 5 RTR Driver Ed, Jefferson Circuit
- 11 Tech Session, Performance Automotive (pg 4)
- 24 RTR Driver Ed, Pocono South - White run group and above
- 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.

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

Sales
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May

Membership

Meeting

at

Area's

Newest

Porsche

Dealership

Brandywine

Porsche

Meet special guest speaker David Donohue (below) driver for the Panzos racing team.

4005 West Chester Pk
Newton Square, PA

610-886-1000



A big thanks to CJ's Tire and Automotive Service Centers, Kevin Hyatt, CJ's Director of Sales, and Ted D'Orazio the CJ's Limerick store manager for hosting our meeting. We appreciate your continued support.

A special thanks to Thomas Okihisa from TOYO Tires, who flew in from the West coast to talk to us about Performance tires.

May's meeting will be hosted by Kurt Piser, Vice President and General Manager of Brandywine Porsche (www.brandywineporsche.com). Brandywine Porsche is the regions newest Porsche dealer. Special guest speaker will be David Donohue driver for the Panzos team. He is recently back from testing in prep for LeMans. Look on our Web site (www.rtr-pca.org) for details.

PCA PA LICENSE PLATE APPLICATIONS WILL BE AVAILABLE AT THE MEETING--to fill out an application at the

meeting bring your owners card(s) and a check.

Registration for the Watkins Glen Driver Education Event (August 2-4, 2002) will open at this meeting. Applications will be accepted from 7:00 PM to 8:00 PM ONLY. FYI: Due to the popularity of this event, it could sell out prior TO 8:00 - GET THERE EARLY.

The meeting will be held Wednesday, May 29, with Social at 7:30 PM, Members Meeting at 8:00 PM. Address: 4005 West Chester Pike, Newton Square, PA

The June meeting will be held on Wednesday the 26th at Karosserie, King of Prussia, PA

Tom Z.



A thought out of nowhere: I'm not exactly a hard core nut about this but for some reason things with wheels have always attracted me. Bikes, cars, motorcycles, redheaded women on roller blades. Why is this?

Anyway, I'm going to start writing a column again (I told you it was out of nowhere) on an every-so-often basis. It seems like I've been so busy with work for the last two years that just getting this publication out somewhat close to deadline was all I could manage. But I think the tide is turning somewhat (or I'm burning out) allowing me a little more time.

I'm actually taking up a lot of space this month. I was fortunate enough to travel to Zuffenhausen and the Porsche factory in April. There are a bunch of pictures and my brief, if somewhat irreverent, article starting on page 8. I can now say I've gone flat out on the autobahn. (Of course it was in an Opel Corsa managing 104 mph but hey, I can still say it.) I did drive a new 700 series BMW while in Stuttgart. Now there's a different car. I got to talk to some of BMW's execs and apparently they're taking a lot of flak over there about their i-drive concept. It's tough to be out in front sometimes.

All you driver ed people be sure to catch Mike Andrews' article and great pictures on our first DE event of the year starting on page 6. Isn't spring great? I can't wait to get to the track myself although I'm not sure when that will be. Car's laid up right now. Whenever it happens my youngest son is going to be driving this year for the first time. That should be a hoot.

For those of a technical bent, Ed Kovalevich's application for our upcoming charity Dyno Day is on page 4 and there's an good article about brakes on page 12.

Keeping with my stream of consciousness theme: I recently saw one of those new Harleys with the Porsche designed engine (see engine cutaway in picture on page 8). I've never been a real Harley fan (even though it does have wheels) but this thing is totally cool.

And talk about burn out, how about those Sixers. Rest up and heal over the summer, guys. We still luv ya.

Our Zone 2 rep, Manny Alban's, article about VIR is on page 13 along with a hot rumor about a 700 hp **980** model. At least it's not a mini-van!

Be sure to take note of the change in Nell's Revenge Trek to the Track on page 5. It's now open to guys too. Fred Bonsall's doing another superb job of organizing it this year and if you wondered what all this drivers' ed ink is about but didn't want to bet the farm to find out, this is the perfect opportunity. On the same page don't forget Ken Souser's Stone Bridge II ramble.

Finally, there's a Details article about protecting your car on page 6. Don't miss it.

That's it for May. Have fun. Remember fun? Ahh, yes. It's coming back to me now.

Jim McHenry, Editor



Dyno Day

Announcing the third annual RTR Dyno Day!!

When: June 22, 2002

Mail to: Ed Kovalevich (Dyno Day)
13 Chatham Lane
Mullica Hill, NJ 08062

Where: Cyntex
220 East Union St
West Chester, PA

Cost: \$80 per car

Details: We anticipate that 12-15 cars will have the opportunity to be tested. Each car will get three runs on the dyno. **All proceeds will be donated to charity.** Unfortunately the dyno cannot accommodate four wheel drive vehicles. Directions will be posted on our web site.

If you are interested in participating please **completely** fill out the following information and send a check to RTR PCA for \$80 to reserve your space. To save time we must group the cars together, so please fill out type of car and modifications section. The applications will be accepted on a first come first served basis.

Name : _____

Phone Number : _____

Car : _____

Modifications : _____



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Snidely's Annual Trek to Track 2002

"Nell's Revenge" Just Went Co-Ed

(cont'd from April)

Well, well, well, since only seven of those of the fairer sex have decided to take Nell's challenge, we've decided to open up the opportunity to the gentlemen of the club! That's right guys, if you missed your chance for a day of fun with your favorite Porsche last year, do not despair; you can join us on Saturday, May 25 with those seven lovely ladies at Pocono International Raceway and taste the whole "driver education" experience. Just \$25 gives you and a friend or family member:

- 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 fill out the form below and send that \$25 check payable to "RTR-PCA" to Fred Bonsall, today! Last chance big guy!

- Snidely

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

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: _____

Jefferson Circuit 2002

Hello all, I hope everyone's doing well.

As Track Chair and member of the Executive Board, one of my responsibilities is to write articles for *der Gasser*. Because DE is not a competitive event, it's hard to write up a summary since there's not much to report on. There isn't a class winner or any awards handed out at the events but there are a lot of smiles and tall stories when I walk around the pits and talk to the participants.

This year started out a little shaky with no JC date on our schedule. As it turns out our normal date was needed for something else on a larger scale and we couldn't fit any of the available dates into our schedule. We finally decided to drop the third day at the big track and we were in business. May 4th and 5th it would be. For those of you that have not

been to this track it is a 1.1 mile circuit that consists of seven turns and three straights. The track is designed to be run in either direction (which we do) and is very technical. It is a very good learning track. Another plus is the use of the skid pad. It's a great big circle with a very slippery surface to which they add water to make it even slipperier. I especially want to thank Tony Bonnani for stepping in at the last minute and running skid pad training. I got to the hotel about 5:00 p.m. on Friday to find a parking lot full of cars, trailers, and the usual crew standing about getting caught up with what went on over the winter. Stories were told and then off to our rooms for a good night's rest. We woke Saturday morning to frost on the cars. No problem, the forecast was for good weather. And with the exception of a rain shower late on Saturday the weekend weather was incredible.

We had about 65 participants with most of the green group being first timers. We broke up into the normal five groups with four 20 minutes sessions each. The track went green at 9:00 a.m. and we ran pretty much without incident (except for one small scooter crash) the whole weekend.

I want to thank Brian Hankey for the accompanying photos. Thanks also go to our supporting track staff, all of the volunteers that help them, all of the instructors that give their all jumping from car to car, and all of the participants that made this our best ever event.

On a side note, John Floyd (our resident story teller) was not with us at this event so we won't be able to read his account of the weekend. Perhaps one of you that attended might be interested in telling your story.

Regards,
Michael Andrews, Track Chair

Seethrough Protection for Porsches

by Matt Zakarian, Metro New York Region
(from *PORSCHE POST*)

I have been writing this monthly column about how to fix cosmetic problems on your Porsche since the August 1995 issue of the *PORSCHE POST*. But lately, with the incredible sales success of the Boxster and 996, many of you new car owners have asked how to prevent those problems in the first place. What a great idea!

The two most prevalent challenges most of you face are the paint chips on the front of your Porsche and cracked headlights/fog lights (more prevalent on earlier Porsches with less sloping headlights).

Let's cover the simpler problem first: the lights. They are very prone to damage by flying rocks or road debris and are not exactly inexpensive to replace. (Have you priced them lately?) The solution is a flexible 80-mil vinyl headlight protection system, so tough it can withstand most impacts with no damage to the lens. Guaranteed not to crack, yellow

or peel for the life of the vehicle:

- * Easy, peel & stick installation
- * Optically clear; cleans like glass
- * Adheres directly to lens surface (3M adhesive)
- * Application for most lens types
- * Precision computer cut patterns for perfect fit
- * Race tested to over 160 mph
- * Thick enough to withstand most impacts
- * Will not affect light pattern
- * Does not alter lens appearance; virtually invisible.

I have installed them on many cars, mostly Porsches, and I must say they do perform up to their billing. If you're handy with your hands, You can install them yourself at home. Call me (516-747-4114) for price and application and I will order them for you.

Now, let's discuss the challenge of paint chips. Frustrating, aren't they? You don't even have to go to the track to get them. (Ever get stuck behind an 18-wheeler?) Porsche already tries to help you by putting on a thin plastic film (e.g. on the

front of the Turbo quarter panels, etc.). The problem is that they don't protect your Porsche where it needs it the most. The front grill, the hood and the front of your side mirrors get hammered not only by rocks and bugs, but more frequently by tiny sand-like particles (and that's what all those tiny light colored specks on your hood are).

The only solution until now has been a bra; but we all know its shortcomings. (In case you don't know, speak to someone who has a bra.) For the past four years, many of you have been asking me to find another solution. I've researched many products, found all of them to have grave shortcomings and thus never recommended any.

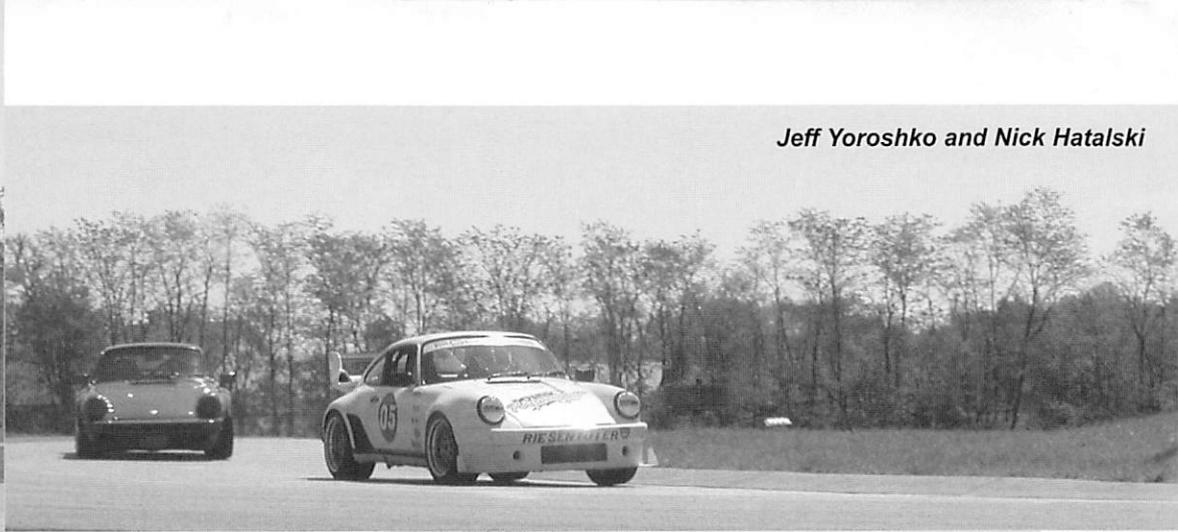
Recently, however, I was introduced to a product that impressed me from the start. Made by Invisi-Shield, it is a clear, impact absorbing film made from a flexible, energy absorbent thermoplastic urethane film manufactured by the 3M Company specifically for vehicular paint protection. It will not crack, fade, peel, yellow (it has built-in UV inhibitors) or shrink over time. It protects your Porsche while allowing its color and bril-

continued on page 16

Jeff Yoroshko and Nick Hatalski



Carol Reynolds in turn 7



Bill Farrell at skid pad



Ed Kovalevich and Kam Ho

Jefferson Circuit -- May 4 & 5, 2002



Chip (Scooter) Grimes and Kam Ho



Green Group

pictures by Mike Andrews



Brian Smith and Jeff Yoroshko



Pete Fitzpatrick

May 2002

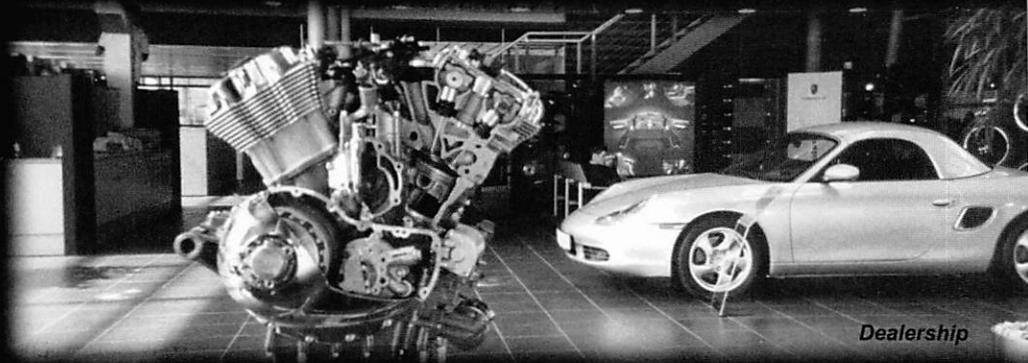
der Gasser



A Trip to the Factory

Text & Photos by Jim McHenry

Well, I've been to the factory in Zuffenhausen. This article won't tell you stuff like each workstation has 5+ minutes to do its thing or the line is shut down. Or that 2265 911's and



Dealership

wrong on an assembly line but if you look closely at how people are doing their jobs you see why the end product is as good as it is.

Fact: They really do run every car around the neighborhood and on the Autobahn. They also hand build every engine. They also dyno test

every engine (tearing down ones that are more than 2% below or 5% above their advertised output) and there are four separate engine production lines (Turbo, Boxster, Carrera, and Cayenne, I think).

Impression:

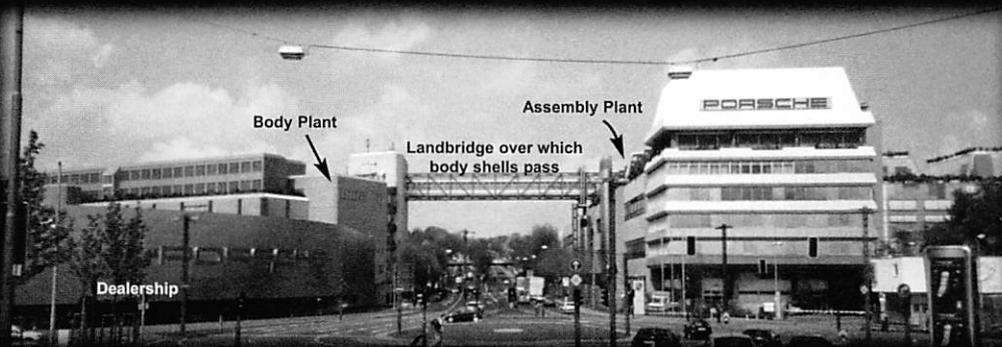
Speaking of the Cayenne, that is a big mutha German V8 engine.

big mutha German V8 engine.

Impression: A lot of handwork. Only one robot on the floor that applies windshield glue.

Tip: Leave yourself plenty of time to travel to the factory. Expect to get lost. Expect to have problems parking (see below). Expect that the tour will start exactly on time and leave without you. This is Germany after all.

Impression: I always buy used cars feeling that there is more value in such a proposition. The tour made



a handful of Boxsters were pumped out of this suburb of Stuttgart in March (most Boxsters being made in Finland.) You probably already know those things. What I will give you are some impressions of the tour and some tips if you ever want to go. Finding them irresistible I may also throw in an odd fact or two.

Impression: It's a factory. If you were thinking of it as holy ground, it's time to stop. Maybe I had a bit of that going on but I've worked in factories and this is one of them. And for a car company, it's a pretty small factory to boot.

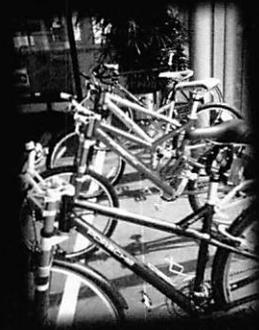
Impression: They certainly do care about how they do things. There is an interesting amount of attention to the small things. This sounds trite:

"Attention to detail." It's one thing to see it in someone who is restoring a car but it's quite different when you see it in a factory setting. There are so many things that can and do go

Tip: Allow a long lead-time to set your tour up through Porsche North America.

Fact: Some workers do drink beer at break times. My kind of factory.

Impression: It's relatively quiet. Now most of the noise probably goes on across the street in the body assembly plant. You only tour the manufacturing process after the shell is assembled but the environment is almost, well, peaceful. Again, remembering that this is a factory; a car factory at that.





me rethink this a bit. It's hard to explain the conversion of such a parsimonious person but I came away more fully understanding and appreciating the value of these cars.

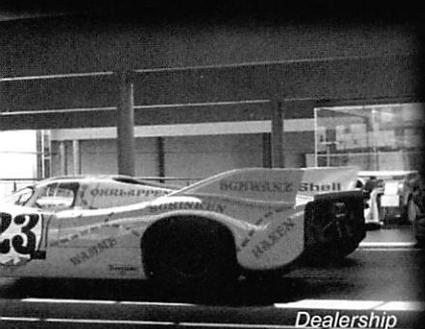
Fact: When Porsche acquired the Reutter factory that assembled the



early Porsches, the Reutter brothers started making car seats. That company today is Recaro.

Impression: You think the factory is small, the museum is very small. Unless you are a complete Porsche nut I wouldn't go far out of my way just to do the museum. Do the tour too.

Tip: When you hear there is no parking at or surrounding the factory, believe it. I was lucky to find a spot four blocks away.



Dealership



Dealership

Tip: Speaking of blocks, I don't think Germany has any square city blocks. None. In the entire country no less. Their city streets are patterned after mazes devised by sadistic medieval city planners or simply by happenstance. If you miss a turn in a town get your global positioning gear warmed up or at least a map and compass.

Impression: They get personal at the factory. If it's a car being made to order the prospective owner's name appears on the worksheet attached to the car as it winds its way around the assembly line.

Tip: I understand there's a train station nearby the factory, which may make easier to get there than driving but know your German. My experience with Stuttgart's train system is that you better read it or hope someone is around to interpret. On what was supposed to be a short train

ride, I ended up taking a cab.

Impression: Porsche certainly treats customers well who are picking up their cars at the factory: nice waiting room, champagne, personal attention. I like it. I like it.

Tip: Don't miss the dealership alongside the body assembly plant. It's almost as interesting as the museum. In fact, there are some museum pieces there including the Pink Pig.

The tour was fun and the highlight of my trip to Germany. Do it if you can. (One final tip: If you're in Stuttgart don't miss the Mercedes Benz museum, or DiamlerChrysler, or whatever.)

Note: If not identified interior pictures are of the museum as none are allowed in the factory.



Dealership



Dealership



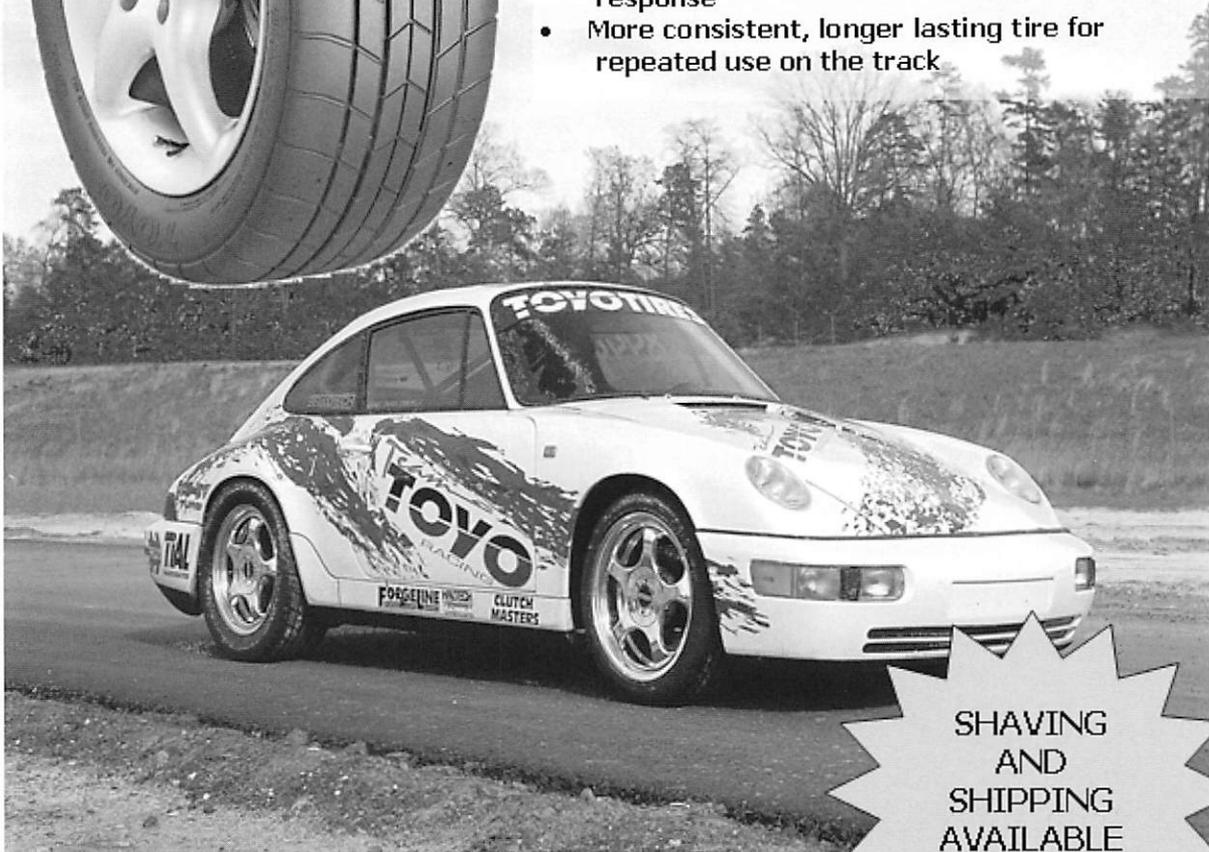
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Montgomery/Chester Counties: Kimberton 610-933-5984 • Limerick 610-409-0400

Lancaster County: New Holland 717-354-3193 • Lititz 717-625-3700

Or request information on line at www.cjtire.com.

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@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 # _____ - _____ - _____

Photo by Doug Mahoney

Science Hits The Road

Braking Out

by Dave Greene, DreamCarParts.com

Driving hard and fast is one of the greatest thrills in life. Being pulled back in the seat while the engine screams continually louder can inspire the meekest among us to unleash a savage animal; an untamed beast comes out to show its true colors with an evil grin, a crooked smile, and a heavy foot. Life is good.

But, as all good things come to an end, you may also need to stop fast. Hopefully, not because of flashing red and blue lights in your rear view mirror, but rather because you are pulling in for fresh tires and a fill-up. Regardless of your reason for braking hard, you don't ever want to press the brake pedal and wonder.

Brake pads work by transferring the energy, or momentum, of your car into heat. There is a pad on each side of the brake disc (a.k.a. 'rotor'), or if you have drum brakes then there are two pads inside the drum. Pressing the brake pedal down makes the pads squeeze the disc or drum; the friction and pressure of the pads squeezing the disc or drum releases a lot of heat. This concept is demonstrated by rubbing the palms of your hands together very quickly; your hands will get very warm.

Brake pads are a very personal choice, dependent on your driving style, braking needs and risk tolerance. There are many different materials used to make brake pads, each with different operating temperatures and performance capabilities. The harder you drive and brake, the hotter your brake pads will become. Brake pads being used outside of the operating temperature will perform poorly and can deteriorate or fade. (Fade is a term that describes reduced braking ability, and it is caused by a variety of factors. Please visit [\[carparts.com/tech/pads\]\(http://carparts.com/tech/pads\) for more info.\)](http://www.dream-</p>
</div>
<div data-bbox=)

The most conservative pads available are made from organic materials. Organic pads are designed to be a low cost, low noise pad that operates at low temperatures (under 350° F) with acceptable performance. If you are the original owner of a 1966 Dodge Dart that has fewer than 50,000 original miles, these pads are perfect.

Fading is a big problem with organic pads. The materials in the pad get hot and burn, causing that burnt-brakes smell, and releasing a lot of gas. This released gas, sometimes called outgassing, creates a thin layer of air between the pad and the disc/drum. Outgassing reduces friction and braking ability, an effect similar to the air on an air hockey table.

Semi-metallic pads are a common alternative for moderate drivers,

and are good for street use. These low-cost pads are designed to offer great braking performance at low temperatures, with minimal noise and dust. Kept at low temperatures these pads should last a long time.

Most semi-metallic pads can operate up to 900° F, but are susceptible to fade above 500° F. At higher temperatures outgassing can be a problem due to the organic content, and if the pads exceed 1000° F the metal in the pads can actually begin to melt and cause severe damage.

Due to the low operating temperatures of organic and semi-metallic compounds, these pads are good for only one or two panic stops. Slamming on the brakes causes the pads to reach very high temperatures, and can actually burn the surface of the pads and the disc or drum. The end result is a layer of carbon on the surface of both pad and disc/drum, *continued on page 15*

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If Virginia is for lovers, then VIR is for Driving!

by Manny Alban, Zone 2 Rep.

Close to 230 driving enthusiasts converged on VIR (Virginia International Raceway) during the first weekend in April. They were there to participate in the second annual Zone 2 "Drive 'till you Drop" Driver's Education event. If you weren't able to make it down to be part of the fun, here's some of what you missed. On Friday, we had an Instructors School that was open to all Instructors and Instructors in Training. While the Instructors were encouraged to ride with one another, they were also mandated to attend the classroom sessions. In the classroom, Bruce Reichel, BSR Chief Instructor, went over the new log book as well as reviewing tools for teaching students.

If the Instructors weren't in the classroom, they were more than likely on the track. Close to 140 entrants participated on Friday. After the track exercises were complete, everyone retired to G&W Motorsports Complex where Cole Scrogam and past Porsche Cup Winner Price Cobb, hosted an open house complete with a bevy of race cars to gawk over and plenty of food and drink.

On Saturday, the students as well as some Instructors arrived. Suddenly, the paddock swelled from 140 to 230 cars and tow vehicles. Lynn Eckels, Registrar, along with Anne Marie Trew handled registration as swiftly and effectively on Saturday as they did on Friday. In addition, Carl Thompson of Jennifer Pallas-Rodriguez also helped out. All the students were given brand new Drivers Education Log Books to keep track of their events and for Instructors to write comments of their performance.

After a Drivers Meeting, the students headed to the classroom and the Instructors back to the track. We were fortunate to have almost twice as many Instructors as students. So, when an Instructor had to leave early, we had a replacement immediately. Each entrant received three 30 minute sessions on both Saturday and Sunday. Additionally, we had Track Parade Laps on all three days. This allowed many of the drivers to show their family and friends what the track looked like from inside the car,

albeit at parade speeds.

After the track activities on Saturday, the Zone had plenty of beer and munchies. Those who stayed around (and there were many) got to enjoy a free beer, delicious treats and plenty of bench racing. It is also important to mention that G&W Motorsports (which is located inside of the VIR complex) agreed to stay open during the event to support the participants. They managed to fix suspension problems, oil leaks, brakes, etc. For many, this was a godsend, as they had traveled from far away and a mechanical problem could have meant the end of the weekend for them. Kudos to the top notch crew at G&W. They made many more fans over the weekend at VIR.

There were also notable guests at the event. Tom Bobbitt, PCA National Vice President, Pete Tremper, National DE Chairman, and Kurt

Gibson, Zone 10 Rep. Additionally, many Zone 2 regional representatives to include Laurie Tarsia, Chesapeake Region President; Gary Bell, Blue Ridge Region President; Jennifer Pallas-Rodriguez, First Settlers Region President; Carl Thompson, Delaware Region President; and Tom Trew, Potomac Region Vice President.

A big thanks goes out to Gary Church, Chief Instructor and the Chief Visionary Officer behind this event, Steve Timmins, Event Chair, Lynn Eckels, Registrar, Anne Marie Trew, Registration, David Derr, Chief Steward, Mike Weller, Asst. Chief Steward, Scott Claybaugh, Pit Out, and Kevin Moak, Chief Tech Chair. These folks make my job of being Zone 2 Rep. very easy. Additionally, a thanks goes out to all those members who helped with Tech, Registration, and Instructing. I hope to see you all again next year.



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Porsche 980

Although its existence is denied by Porsche officials, rumors have been circulating throughout the German automotive press for some time now about a new supercar currently in development. Details are sketchy, but early guesses pin the horsepower number around 700 and the top speed at over 220 mph. Power will likely come from an enlarged version of the 4.5-liter aluminum V8 from the upcoming Cayenne SUV. Unlike the GT1 that was more race car than street machine, the 980 will likely incorporate standard luxury features like a leather interior, airbags, and a satellite navigation system.



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

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

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

85 911 Turbo-Body Carrera Cabriolet, ID # WPOEB0918FS170194, riple black, 17" three piece Fikse forged wheels, Recaro electric seats, custome McIntosh CD head unit, amp, 5 speaker sound system; pwr: windows, mirrors, locks. Factory a/c, cruise. Four point roll cage. 57,800 miles. Always garaged & covered; no snow/smoke/rain. \$37,500. Don Patt 610-398-9888, donpatt@pattwhite.com 5

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

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 & pullies 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-BO91XHS161595. 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

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

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

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, WPOAA2998SS320821, 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 Metalic, Grey interior. 10K mi, no damage or foul weather. Turbo tail, sport seats,cd changer, K&N filter, Hi Fi sound, Motor Sound, rim caps are painted, bra and car cover. A beautiful car that must be seen. More pictures available by e-mail. \$66,000 OBO C. Benjamin 215-641-1322 cdb@adelphia.net 5

99 Carrera 911 Coupe, Arctic Silver Metallic/Graphit Grey w/partial lthr, hifi sound pkg/with 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

996 C2, One meticulous owner, garage-kept, under 9000 miles, Arctic White/Gray Leather,



Aluminum Trim Kit, Factory Aero Kit, 18" Turbo-look wheels w/colored crests, 3 Spoke Sport steering wheel, Chrome

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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

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Haulmark 20' enclosed car trailer . Dark blue, wood panel interior, right side door, beaver tail, two years old and in excellent condition. \$4500.00 267-880-0350. Scott 5

Tires, New Hoosier tires-purchased April 2002. 225x50x15 DOT R3S03. I have 6. \$155.00 each. 267-880-0350 Scott. 5

WANTED

Wanted - Bentley's Porsche 911 SC Service Manual, please contact John Floyd at 610-399-3265. 3

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



We Get Letters...

Dear Porsche Owner:

The new Porsche magazine "9" is working on a directory of independent Porsche repair shops for an up coming issue.

If you or other members of your club can suggest a Porsche shop please e-mail me back with the shop name, manager's name, address, phone and website if they have one.

Thank you for your help,

Brian Minson
Publisher
9 Magazine
<http://www.9magazine.net>



Science Hits The Road
continued from page 12

reducing braking ability and potentially deteriorating the brake pad.

Carbon fiber enhanced semi-metallic pads complement a much more aggressive driving style. These pads are made for a variety of applications and can perform well on the street or on the track. A combination of very little organic material and a high operating temperature (1100° F and up) make these pads highly resistant to fade.

For vehicles that ride on a trailer until arriving at the race track, a more serious brake pad is probably necessary. Full race organic pads are available, and work very well at high temperatures, above 1000° F. The drawback is that below this temperature they have little or no braking ability. Some full race organic pads do operate at lower temperatures but they wear out very fast and are still not suitable for street use.

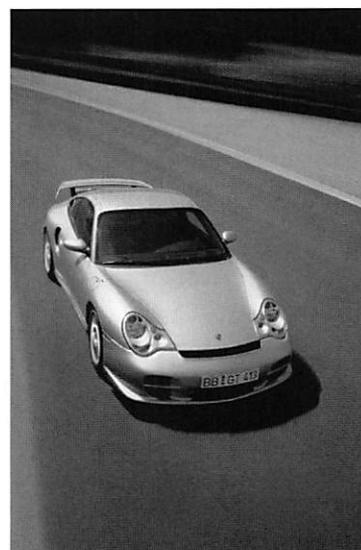
The brake pad compound of choice for Formula One is carbon fiber. These pads have superior temperature resistance, operating up to 3000° F without any fade! One of the best compounds available for track use, carbon fiber pads are also one of the most expensive materials available to support the braking needs of the most aggressive drivers.



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May 26
7:30 - Social
8:00 - Meeting



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Der Gasser is published with the intention of being in members' hands one week before that month's membership meeting. Editorial policy is to print as much locally produced material as possible. If we don't get it into this month's issue, we will try next month or the month after. Please include a SASE if return is required. All material for print should be received by the Editor by the first of the month it is to appear. 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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liance to show through. This rugged, 8-mil thick film protects painted surfaces from chips, scratches, abrasions, bug acids and weathering, while conforming to original vehicle design and surface contours. Major automobile manufacturers use this same film because it provides the best paint protection, is durable and impact resistant and works with all base coat/clear coat paint systems.

Let's address some of the most frequently asked questions.

Q. What if I want to take my car to the car wash or have it waxed?

A. You can do anything to the Invisi-Shield that you can do to the rest of the car's paint. You can take it through spray washes, wax it, buff it...just don't pick at it.

Q. How much of the car is protected?

A. The front bumper & grill; approximately one foot of the hood & fender area; the front of the side-view mirrors. Also available are pieces to protect the vulnerable bottom areas behind each wheel (all four) from kick-up.

Q. Will it really stop rocks from chipping the front of my car?

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made was originally designed by 3M to protect the leading edges of aircraft propellers from debris. It is much less challenging to protect your vehicle's paint than a propeller spinning fast enough to keep an airplane aloft and moving several hundred miles per hour through dusty air or a rainstorm.

Q. What if I want to take it off later? Will it pull the paint off?

A. No. The product was designed with removal in mind. It can be removed from factory paint in a matter of minutes with no damage to the finish.

Q. Will it change the "look" of the paint color on my car?

A. The material is 99.5% clear. On any color darker than stark white, you can't see the film. On a stark white car, you can see that 0.5% of color, but it's "invisible" a short distance from the car.

The "invisible bra" is already being installed as an accessory by a number of Porsche dealers across the country and will soon be available from some New York dealers as well. As far as I know, my shop is the only one designated as a "certified installer" in the Metropolitan Area. As more are added, I will update you.



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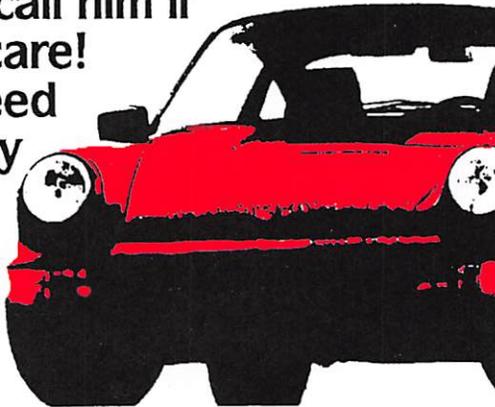
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