



der Gasser

NOVEMBER/DECEMBER, 2002

A Bear of a Time at Pocono

How to Really Fix Your Valves

Big News: Banquet Date

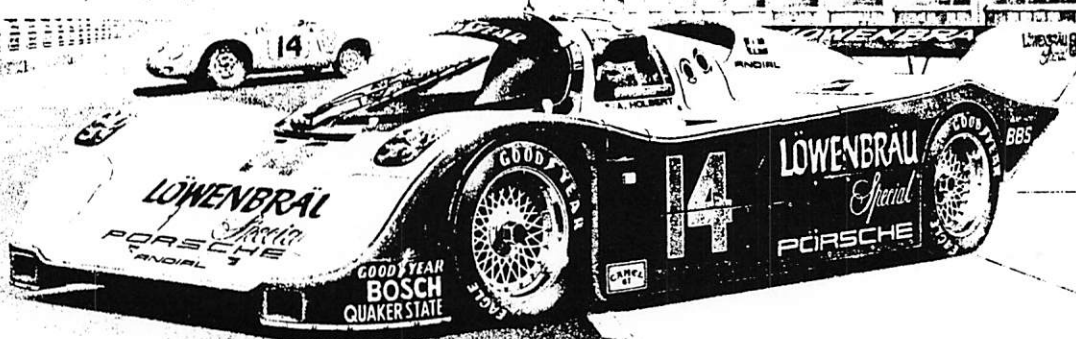
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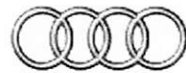
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Cover Photo - DE at WG (Doug Mahoney)

Calendar of Events

New Date!
New Location!

NOVEMBER

27 NO MEMBERSHIP MEETING THIS MONTH -
Come to the holiday banquet!

DECEMBER

8 Holiday Banquet - Yellow Springs Inn
See page

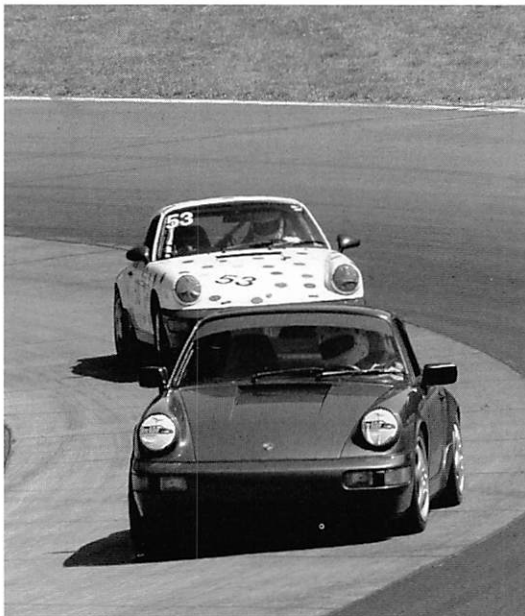
See RTR Driver Ed Application on page 11 and
www.rtr-pca.org for the latest updates.

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Doug Mahoney

As Always
There Will
Be No
Membership
Meeting
In November
But Be Sure
To Make Plans
for The Holiday
Banquet
(see page 1)

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R. CRAIG ROSENFELD
Dealer Principal

The election meeting went very smoothly this year. With no positions contested our election official Debbie Cooper read the proposed slate and then called for a hand vote...ALL were in favor of the slate as read. Best wishes to the 2003 executive team and thank you members for reconfirming your support to me as your vice president.

Thank you Brian Minkin for your report and slide show on the 2002 Pittsburgh Vintage Grand Prix and thank you Bill and Debbie Cooper, for setting up and running the election and the Porsche Trivia Challenge.

Congratulations to Karen Zarinsky, Kenny McNeil, Brian Smith, and Todd and Greta Sager our winner of the; Porsche Trivia Challenge and special congratulations to Mike Andrews for his success in putting together an awesome charity event at Watkins Glen for the Make a Wish Foundation.

The next membership meeting is in January and the Tradition continues...

Our first membership meeting of the year will be at the Philadelphia Auto Show (<http://www.phillyautoshow.com>). The meeting date is Saturday January 18, 2003. The Show is at the Pennsylvania Convention Center in Philadelphia. Members interested in attending the show **FREE** must contact me to be added to **THE FREE ADMISSION LIST** that will be checked at the Center's Will Call Desk. (This process is the same as last year and is the request of our host). No actual tickets will be issued. There is a limit of 2 adult admissions per member plus children. This is a great perk from our friends in the

Automotive Dealers Association of Greater Philadelphia!

You can find out the meeting room location at the Will Call Desk. The monthly membership meeting will begin at 5:00 P M sharp. 'Soda and chips' will be available in the meeting room.

**To Sign Up For Free Admission Please
EMAIL OR CALL Me
(tzaffarano@aol.com) (610-644-7588)
NOT LATER THAN NOON
FRIDAY JANUARY 17.**

**PLEASE INCLUDE THE NUMBER OF
FREE ADMISSIONS REQUESTED**

License Plate Update

If you were one of the first 304 applications (all received before Sept. 20) you should have received your plate by now. A second batch of 17 was processed on November 1, these should follow shortly. The program will continue with some modifications through at least 2003. More information later....

Lastly...have you seen the Lands End/Reisentöter golf shirts for sale in the Goodie Store? And just in time for Christmas—woman's sizes too.



What a month. Is it the time of the year or just the times. Things seem to be going at such a fast clip.

But at least we have some fun and interesting articles this month. RTR's own Chris Mahalick's *Carrera Valve Adjustment ... Pennsylvania Style* is certainly a new look at the problem of keeping your car in shape. And John Floyd is back with a recap of Pocono in the fall. It turns out to be a bear of a story.

A picture layout of the Make-A-Wish First Annual Charity Driver Ed Event is on pages

8 and 9. Another great job done by Mike Andrews and the DE crew for a great cause. There's a Turbo story on page 4 while an article on Porche's 40% increase in profits is on page 5 along with an update on membership news from Brian.

Some interesting letters on page 12 and notes on the Porsche Driving Experience and 911 temperature guages are on 13. Hope your holidays are good ones.



2003 Porsche 911 Turbo



The 2003 Porsche 911 Turbo continues a performance legend begun when the first 911 Turbo was introduced to North America in 1976. With a 415-horsepower (SAE) twin-turbo engine and advanced all-wheel drive, the latest 911 Turbo takes its place in the top echelon of the supercar category.

Derived from the Porsche GT1 racecar, the 3.6-liter, horizontally opposed cylinder engine sustains 415 lb.-ft. of peak torque from 2,700-4,600 rpm. In place of a conventional throttle cable setup, the E-Gas elec-

tronic throttle transmits pedal position to the engine control unit. Power drives through

a standard six-speed manual transmission. The advanced Tiptronic S five-speed automatic transmission is available as an option.

The 911 Turbo can accelerate from 0-62 mph (0-100 kph) in just 4.2 seconds. On the test track, the 911 Turbo can sprint from a standstill to 100 mph (160 kph) in only 9.2 seconds and achieve a top speed of 189 mph (305 km/h).

An optional engine enhancement performance package increases the twin-turbo engine's output to 444 horsepower (SAE) and 457 lb.-ft of

torque.

The standard Porsche Stability Management system (PSM) can detect a loss of grip at the front or rear and reduce instability by applying braking to individual wheels and, if necessary, altering engine power.

The upper part of the two-piece rear stabilizer wing automatically rises at speeds above 75 mph (120 kph) and lowers at speeds below 50 mph (80 km/h).

The standard aluminum hollow-spoke alloy wheels measure 18 x 8 inches in front and mount 225/40 ZR18 tires; the 18 x 11-inch rear wheels mount 295/30 ZR18 tires. Also derived from the GT1 racecar, one-piece, four-piston monobloc brake calipers reduce unsprung weight and heat and feature 13-inch (330-mm) vented, cross-drilled discs front and rear.

Standard Bi-Xenon headlight clusters feature xenon high-intensity discharge headlights for both the low and high beams.

Source: PCNA



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Porsche Boosts Profit by 40 Percent

Stuttgart. Despite the ongoing high level of development expenditure, Dr. Ing. h.c. F. Porsche AG, Stuttgart, has boosted pre-tax profits in the 2001/2002 year of business ending on 31 July by 40 percent. This is the result of the Annual Accounts compiled by the Company's Board of Management and duly audited by Ernst & Young, Deutsche Allgemeine Treuhand AG, Wirtschaftsprüfungsgesellschaft, Stuttgart, which will be submitted to the Supervisory Board of Porsche AG in its meeting on 25 October 2002 for examination and approval.

The pre-tax result of the Porsche Group is therefore up significantly to 828.9 million Euro following 592.4 million Euro in the previous year, the Company also benefitting from its currency hedging strategy pursued successfully for a number of years. The annual surplus (result after taxes) is up within the Group to 462 million Euro following 270.5 million Euro in the previous year. This even greater increase by 70.8 percent in relative terms versus the pre-tax result is attributable to the fact that the corporate tax reform in Germany took effect with the Porsche Group for the first time as of fiscal 2001/2002, reducing the level of taxes accordingly.

The pre-tax profit of Porsche AG also increased significantly to 823 million Euro following 517 million Euro in the previous year. The annual surplus amounted to 518 million Euro following 268 million Euro a year before, benefitting from significant payments made by the Group's subsidiaries.

In fiscal 2001/2002 the Porsche Group delivered 54,234 sports cars to customers (down by 0.6 percent). Sales were up by 9.4 per cent to 4.86 billion Euro, in particular due to the better product mix. The inclusion of Porsche's Financial Service Companies in the accounts for the first time contributed 240 million Euro to overall sales.

Porsche looks at the development of the current 2002/2003 fiscal year full of confidence. Demand for both the Porsche 911 and the Boxster remains positive. A further contribution will be made for the first

Membership News

by Brian Minkin, Membership Chair

I would like to welcome all the new & transfer members who joined Riesenötter in October of 2002. I encourage you to enjoy the benefits of membership and look forward to seeing you at an event. The region has 1296 active members.

New Members

BARRY J BENTLEY	1997 911
JEFFREY H BORNHOLDT	'88 911
JOHN BURKE	1999 911
DANIEL R CERVEN	1998 911
ROBIN COPPINGER	1986 911
CHRIS COSMAS	2002 C4
PHILIP S DEMING	1996 911
BARRY G FEIERTAG	1996 911
LEONARD FEINER	1975 911
WILLIAM S GORDON	1986 911

CAROL GOTRO	1999 Box
JOSEPH M HANKINS	2002 911
LEWIS C LEDYARD	1988 911
MARTY LEVIN	1990 911
BRIAN MINOT	1988 944
PAUL D RIALS	1987 911
LARRY J RICCI	1988 911
JOHN SAWAYA	1997 986
DALE R SCHOBER	1987 911
GEOFFREY R SHARPLES	'80 930
TIMOTHY SMITH	1997 Box
STANLEY S WULC	1996 911
ANDREW D YOUNG	1980 911

Transfers From Other Regions

SCOTT HOOVER	1992 911
JAMES D MC CARTHY	1986 911
TULLIO SIRAGUSA	1999 911
EARL W WANKLIN	1970 911
ROB J WILLIS	1988 924



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time by the Porsche Cayenne entering the market in December of this year. Introducing this sport utility

vehicle, Porsche will continue to grow in terms of deliveries, sales and profits.



Fall Pocono Drivers' Ed

by John D. Floyd, Editor at Large

Riesentöter successfully concluded its scheduled DE series at Pocono the weekend of Sept 28 & 29 with the enthusiastic participation of 100 registered drivers. While the weather was a little brisk at the start of the day (the thermometer/clock in Blakeslee read 39 degrees at 6:30 AM Sat), overall the weather gods

This bear looked huge, and to watch it climb into the dumpster to forage was an incredible sight. What was more incredible was looking out and seeing Tom Zaffarano about 20 yards away, taking pictures.

were significantly kinder to the DE participants on Saturday and Sunday than they were to the folks at the track on Friday, Sept 28, when monsoon-like conditions eventually forced the closing of the track early. The run groups were pretty evenly represented – 19 in Red, 15 in Black, 20 in White, and 23 in both Blue and Green. Fortunately for all the participants, there were no “incidents” (DE speak for an accident). As usual, the RTR organizers effectively and efficiently handled the logistics of registration, the required “grid tech” safety inspection of the cars before they’re allowed on the track, the drivers’ meeting, and the required classroom sessions for first-timers as well as blue and green drivers. Special thanks to all the Riesentöter members who volunteered at this and the other DE events this year. Your help contributes significantly to the success of our events. Thanks to - and sincere apologies to anyone overlooked - Track Chairman Mike Andrews;

Chief Instructor Jim Zelinskie and Kurt Faller; Registrants Bruce and Dawn Reim, Chip Grimes, Doug Fero, Carol Reynolds, Dana Kovalevich; Grid Techers Ed Kovalevich, Myles Diamond, Chris Mahalick, Ken Nielsen, David Ehm, Rick Owens, Maureen McVail, Terry Lefco, Dan Rufer, John Raidy; and Tech Inspectors Mike Andrews, Myles Diamond, David Ehm, Ed Kovalevich, Brian Smith, Jeff Yoroshko, Mark Winkle. And lastly, to all the instructors who willingly put their lives into hands of the Green & Blue students – a very special thank you!

In the Marbles...

For a “newbie” such as myself, DE’s are multi-instructional. Not only are we receiving the benefit of excellent driver training, occasionally one can learn more about one’s car mechanically, as well as other types of driving activities. This weekend was one of those. Usually the garage space at Pocono is available exclusively to the RTR clan for our scheduled DE events; sometimes, however, interlopers from other DE events preceding ours manage to glom garage space before we can. Saturday, however, space was shared with the REDUC (pronounced red duck) group. Interesting lot, they – walking around in their action-figure suits, making even the slightest person look like something sculpted by Mattel. Unlike poseurs in their Porsche jackets and hats, these outfits are functional, because REDUC is a sportbike (motorcycle) club striving for an objective similar to DE – to advance the sport of safe motorcycling through the promotion of controlled and supervised track activities, which then hopefully translates into safer street riding. And I saw how well these action-figure outfits protect their wearers – 2 of whom would have been really scraped up were it not for the built-in protection of their racing suits. Their riders are divided into 3 groups – beginner, intermediate, and advanced, and it’s interesting how they handle the

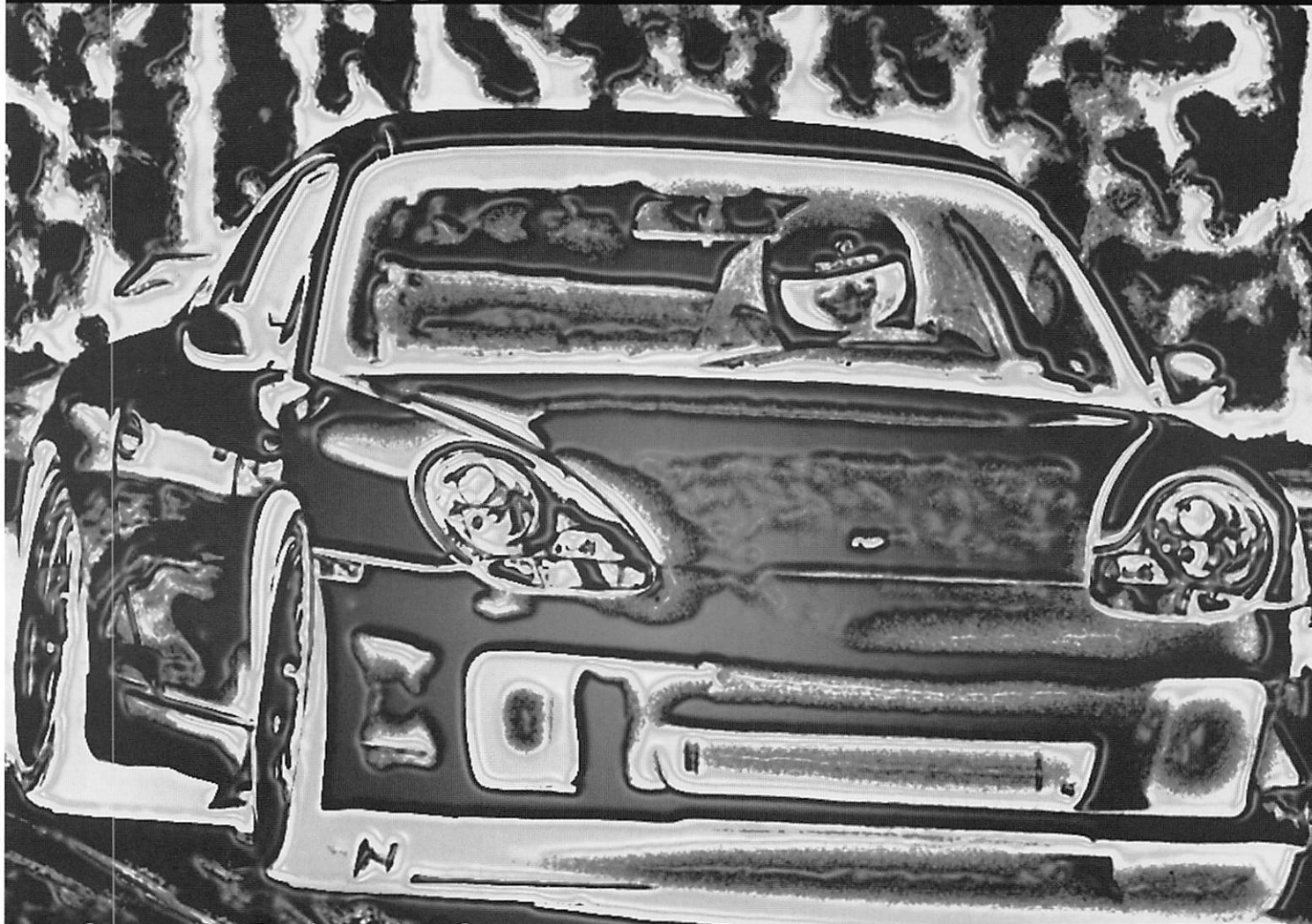
instructor/student arrangement. The students ride their own bikes solo, and their instructor rides among them, observing and then later giving them feedback. The REDUC name originated from when the organization was founded – most of the founding member rode red Ducatis. I never realized what a wuss I was until I watched the advanced group, bikes leaning over at gravity-defying angles, rider’s knee scraping the ground through the turns. As exciting as my SC is, it seemed rather tame by comparison...on Sunday, another



motoring group arrived- the RCCA –the race car club of America, a group dedicated to providing “the thrill of racing without the agony of expense.” A very interesting concept, they claim that one can participate in 10-12 races a year for under \$7500 – and that includes the purchasing and servicing of a single-seat, rear-engined race car capable of speeds in excess of 140 MPH. It is similar to one-design sailboat racing – the whole objective is to minimize the effect of the car in the racing equation – it’s not how deep one’s pockets are, it’s the driver’s skills. The cars, which are open-wheeled and look like miniature Formula 1’s, are all 1600 CC, use a specified camshaft with specified lift, and use a flywheel of a uniform weight. These rules enable cars that are 5, 10, even 15 years old to remain competitive. Supposedly mechanically simple, maintenance costs are minimal. And here’s something for you track-tire users to think about. Tires used to be the biggest expense, with drivers going through up to 3 complete sets per race weekend. Now competitors are restricted to using a tire capable of lasting the racing schedule. Can’t you just see the Hoosier folks going white? I can’t

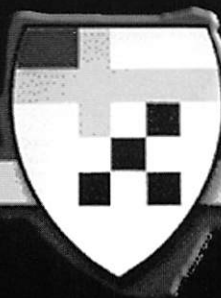
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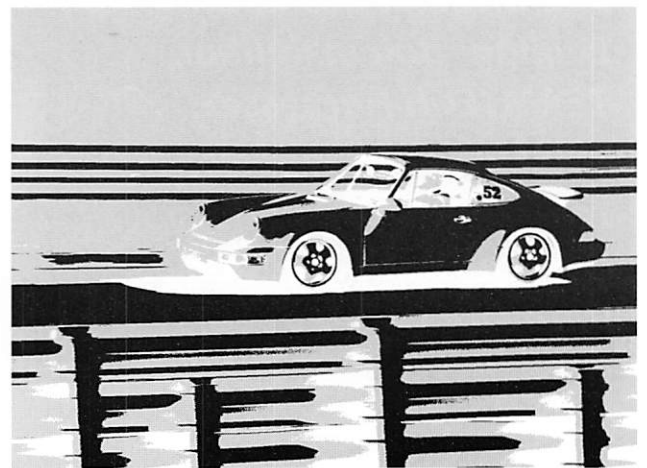
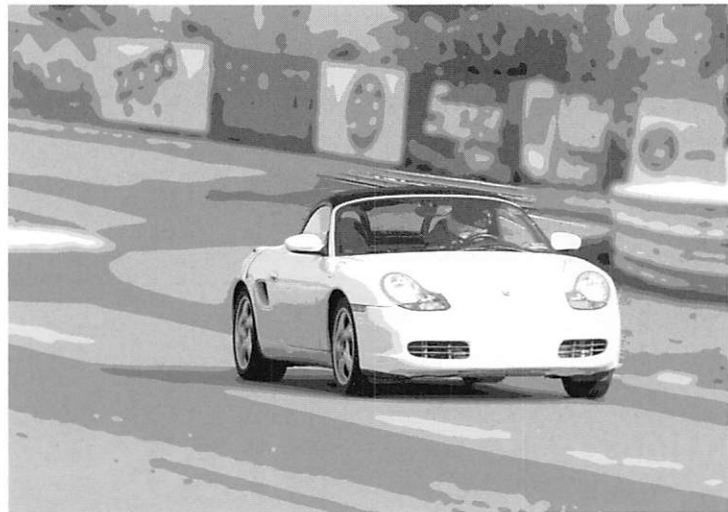
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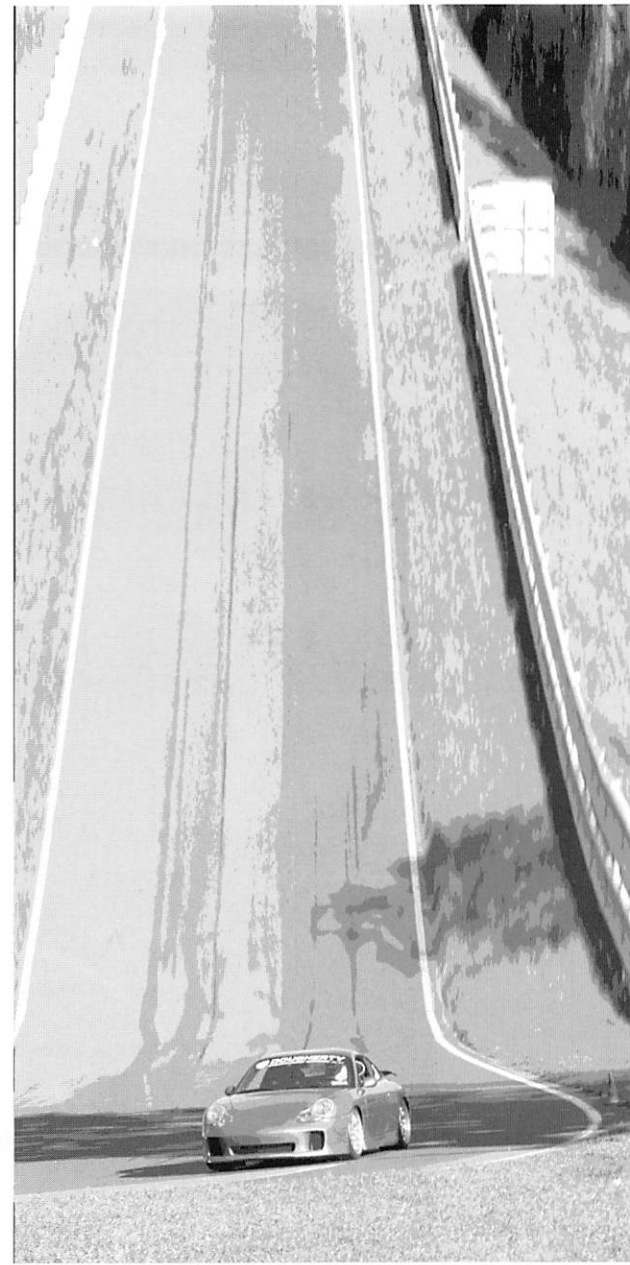
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October's RTR
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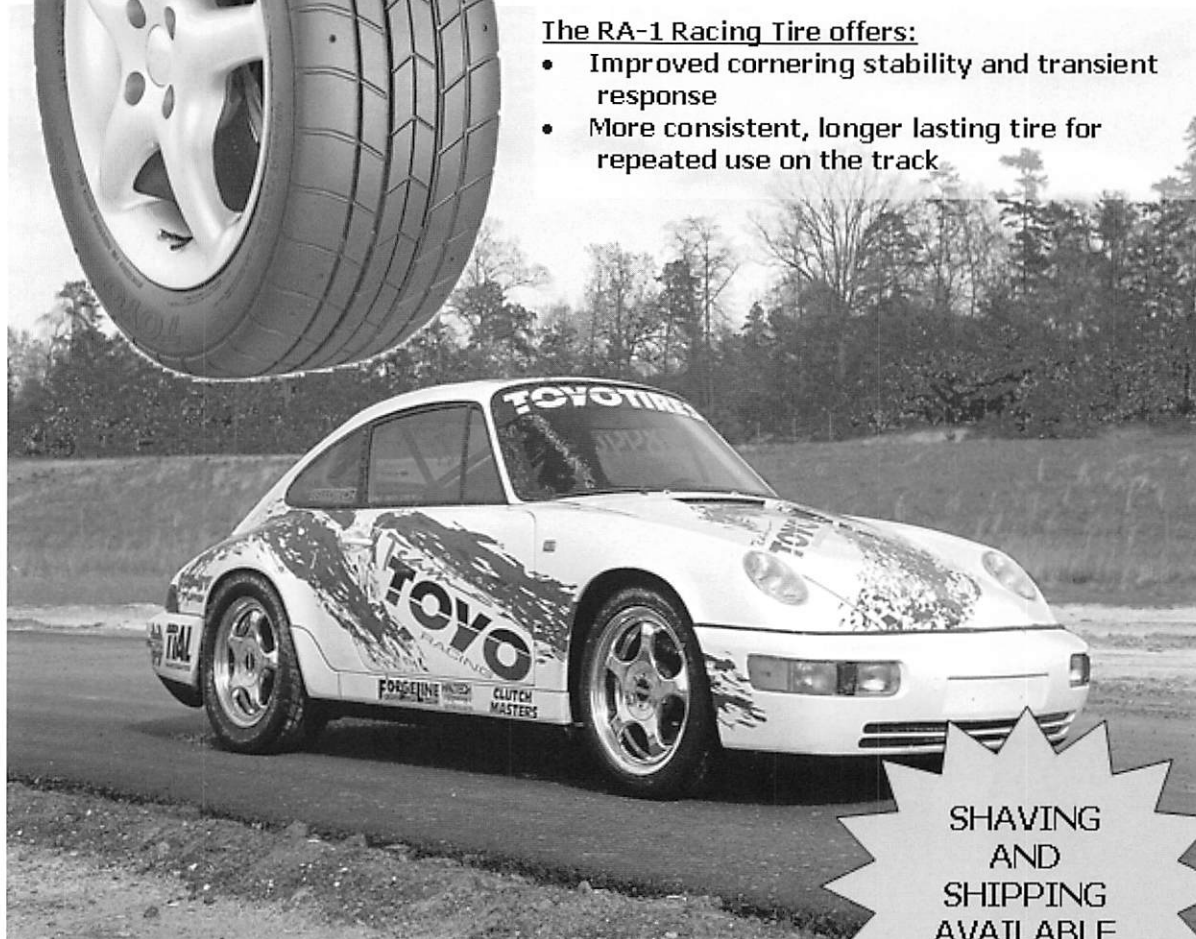
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Carrera Valve Adjustment..... Pennsylvania Style

by Christopher Mahalick, RTR

"\$300 for a valve adjustment!???"

This phrase has probably been uttered by just about every Porsche owner at one time or another. The fact is, the engines in our cars offer very little in the way of access, thus requiring some extra shop time for

Being the car owner, I had to perform these menial tasks while my "helpers" kicked back and downed immeasurable quantities of Yuengling.

even the most mundane of maintenance tasks.

As I am really cheap (and poor!), I was determined to avoid paying this dreaded tariff when the time came to adjust the valves in my 1984 Targa. I figured that by enlisting the help of some fellow club members the expense would be able to be significantly reduced. And I am going to share with you just how this was done.

What you will need:

- One Porsche in need of a valve adjustment
 - One Bentley manual
 - A decent set of tools
 - Some experienced help
 - A warm, well lit garage
 - Two to three cases of Yuengling Lager (Must be cans!)
 - Martini Fixin's
 - A nearby bar that serves food late
- Armed with the above, you are now ready to tackle the project.

Night One:

Getting Started

This is generally known as the prep night. It starts out pretty slow, since you have to remain relatively straight until you get the car safely situated on either a lift or on jack stands. Once the car is safely in the

air, you may crack open your first can of that liquid gold we know as Yuengling Lager. Generally you'll want to have at least two of these before delving into that bloody small engine compartment.

With hands slightly numbed by the impending buzz, you must first remove those items that interfere with valve cover access. As far as I can remember, we needed to remove the heater duct from the top of the engine, the air conditioning compressor, and the sheet metal that runs down the sides of the engine. Oh yeah, we also needed to remove the catalytic converter(smirk, smirk). And I think we drained the oil as well. And didn't we disconnect the battery at one point?

Being the car owner, I had to perform these tasks while my "helpers" kicked back and downed immeasurable quantities of Yuengling. It took about an hour and a half including beer and bathroom breaks to get to the point of removing the valve covers. This is a relatively painless process, made even more painless by the fact that you should already be about a six-pack in at this point.

With the valve covers removed, it is generally time to wrap up for the night. This is a good time to open another beer and begin the process of deciding which bar to go to for some more beer and chicken wings. All in all, a painless night.



Night Two *This Night We Really Tear Into Some Beers*

At this point we have the valve covers removed and are ready to perform the actual valve adjustment. The experienced member of your crew will generally

perform this operation, but will most likely need to be plied with a pitcher of Martinis. So while one member prepares the Martinis, the car owner is then assigned the undignified task of cleaning the valve covers in the parts washer. Make no bones about it, a serious buzz is required for this chore. Generally, two or three Yuenglings will get you ready to perform this task, made only more challenging by the need to keep parts'

solvent from getting on your beer can. If all goes well, the valve covers will be all cleaned up at about the same time the adjustment is complete. Now you can replace the valve covers and treat yourself to a

Generally, two or three Yuenglings will get you ready to perform this task, made only more challenging by the need to keep parts' solvent from getting on your beer can.

celebratory beer...or two...or three.

With all the beer and Martinis being consumed, the team is generally quite happy. Time to call it a night and retire to the nearest bar that serves food late.

Night Three:

The Final Assembly

Again, the problem here is that you have to remain relatively straight while re-installing the components removed on night one. Provided you maintained some level of sobriety in the early parts of that evening assembly should be a no-brainer. With the car back together, and filled with fresh oil, you can re-connect the battery and fire it up. When starting the car for the first time it is advisable to have the most sober member of the team stand by with a fire extinguisher. Luckily for us, there was no fire, so to reward ourselves for a job well done we crack open a few more Yuenglings and begin to clean the garage. Once the garage is clean, and more beer is consumed, we decide to call it a wrap.

Then we head to the nearest bar that serves food late.

And that's all there is to it. Three nights of hard work and a completed project to fill you with pride. I hope this will put you in the proper mindset for your next valve adjustment. Or you could just pay to have it done and go directly at that case of beer and pitcher of martinis. But it is nice to know you have choices.



TECH?

Steve,

Attached is an article that was in the West Chester Daily Local paper on Nov. 1, 2002.

As you will see, it was written by the winning Navigator from the event.

I am in the process of joining PCA, Riesentoter, and hope to see you at future events.

Thanks for the Chapter's warm hospitality!

Regards,
Lou Zotti



Hi:

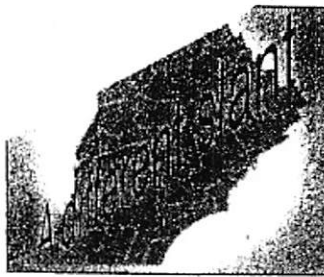
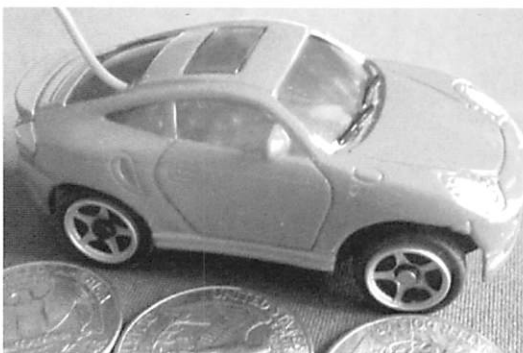
For those who like car toys - Radio Shack is marketing Micro RC Cars called Zip Zaps - Two of the body styles are for the Porsche 911 Turbo (one red and one silver).

While not perfect in detail, it certainly is cute. I not sure how else to describe a model with which you can do AX on a coffee table and have room to spare (It's the right hand turn of the edge that's the killer).

Beyond the two frequencies (if you want to race two of them), there are a number of options that are available to "tune up" the car including motors, gearing, tires and suspensions.

I attached a picture with three quarters as reference. Further info can be found at www.zipzaps.com.

Doug Mahoney, RTR Web Master



GINA ZOTTI

Like father, like daughter

I've always known I have a competitive edge to me. My friends would complain I could never play a game just for fun - I always had to be the winner. Now I see exactly where I got it from.

My father recently purchased a 1990 Porsche Carrera 2. He'd been waiting for that day for as long as I could remember. He always blamed me, being the second child, for having to get rid of his other Porsche in the first place; one baby could fit in the tiny confines, but when I arrived my parents knew a more family-type of car was needed.

Within days of his new "baby's" arrival, he'd heard about the regional chapter of the Porsche Club of America's annual fall rally, which was set to kick off at the King of Prussia Mall, minutes from our house. He originally went over just to check out the other cars. That was until he called me to come over in a hurry because if he was to join the rally, he needed a partner. Our competitive natures had a calling.

Dad knew I'd be his perfect navigator, since the two of us have spent countless hours driving around together. Just starting my work here at the Local News, I'm also just starting to learn the roads of Chester County, where the majority of the rally took place.

So with pencils, maps and calculator in hand I pulled into the parking lot, my jaw dropping at all of the new and old Porsches waiting in line to start the rally. There were 1973 911s to the latest 996 Turbo, which I'm sure cost more than my entire college education.

My surprise, though, was probably nothing compared to the residents of Chester County who saw the various cars with chalked-on numbers on the windshields zooming past their homes on the back roads of East Whiteland and Charlestown.

There were also some glances of curiosity by onlookers when five Porsches filed into the Mobil station in Great Valley at one time, only to leave moments later with one dollar's worth of gas.

The rally had other tasks, including picking up candy from an apartment at the Wynterbrook complex, counting flowers at the arch at Valley Forge National Historical Park and bringing back one screw (with a receipt) from the Home Depot in Frazer.

It was a Time-Speed-Distance Rally, definitely not a race. Speeding is discouraged because then the total time would be too short. A calculated ideal time was determined by the speed limits dictated on the roads, which were laid out turn-by-turn in the directions, which spanned almost 60 miles.

Most of all, it was a way to enjoy the new car through scenic Chester County as well as get to know other Porsche enthusiasts in the five-county area.

The club was welcoming of us as new members at the brunch at rally's end at the America Bar and Grill at the Shops at Lionville Station.

They told us to come back any time, until they realized what competition we were in - becoming the first place champions of the 2002 Riesentoter Fall Rally.

I hope they let us enter again in the spring.

It was probably just beginner's luck, they said.

We didn't need to tell them that my dad and I can't do anything just for fun. We were out to win.

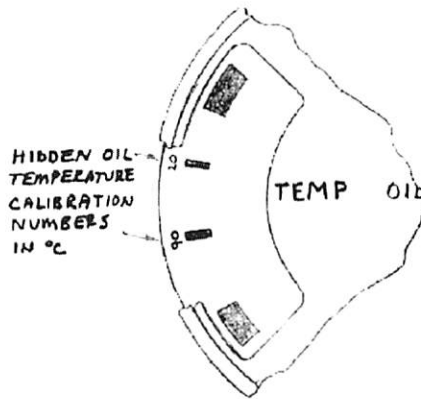
Gina Zotti is a Daily Local News staff writer.

Reading a 911 Oil-Temperature Gage

Michael Budinski, Niagara Region PCA

For many years, Porsche 911s used a VDO oil-temperature gage without any digits – just several dashes and a red zone. Without any numbers, it is difficult to accurately determine the temperature of the engine oil.

Although direct reading gages (and sending units) are available after market, these gages are expensive (about \$100.00) and require installation. I recently learned a trick to determine the exact temperature scale on a 911 VDO oil-temperature gage. As shown in the figure, very small numbers are printed on the left side of the oil gage scale just out of view. These numbers are temperature calibration values for the gage (in Celsius). Each gage is individual-



CUT-AWAY VIEW

USING A SMALL FLASH LIGHT AND POSSIBLY A MAGNIFYING GLASS VIEW GAGE FROM THE SIDE TO SEE GAGE CALIBRATION NUMBERS

ly calibrated and the temperature scale varies from gage to gage.

Reading these numbers requires a small flashlight, good eyesight (or a magnifying glass) and a very flexible neck. However, once you locate

the scale, marks may be transferred onto the top of the gage to provide reference temperatures. During normal operation, the 911 engine operates between 180 and 250°F (82-121°C).



Porsche Driving Experience Relocating to Birmingham

New Home to be Barber Motorsports Park

ATLANTA, October 29, 2002 -- Porsche Cars North America, Inc. (PCNA) today announced it will relocate the Porsche Driving Experience (PDE) to Birmingham's new, multi-million dollar Barber Motorsports Park. The announcement comes as the park prepares to open the gates of its 700-plus acre facility next year. Accelerated interest in the PDE performance-driving programs and the Panaz Racing School facilities drove PCNA's decision to move from its current locations at Road Atlanta and Sebring, Florida.

"In this case, outgrowing each other has been good for all parties," said Frederick J. Schwab, PCNA President and CEO. "Demand for track time at Road Atlanta and Sebring has increased dramatically and so has interest in PDE. This move allows both PDE and the tracks to accept more participants and make better use of the facilities."

Starting in March of 2003, PCNA will host its PDE program at the park, located off the 459 corridor on I-20. The park will showcase the compa-

ny's first sport utility vehicle, the Cayenne. The facility will enable Porsche to demonstrate the Cayenne's handling both on and off the pavement.

"The Barber Motorsport Park gives PCNA the opportunity to start with a fresh face at an exclusive track that is second to none," said Le Mans and Daytona champion Hurley Haywood. "We all know that our business is based on emotion and the Birmingham track is without a doubt the most beautiful and demanding facility in North America."

"It has been dubbed the Augusta of racetracks with its prime location and manicured landscaping," said Jeff Ray, executive director of Barber Motorsports Park. "We've taken careful measures to be certain the park exceeds the industry's safety standards and is an environmentally friendly and economic contribution to Birmingham."

Fifteen minutes from downtown near the Leeds district and ten min-

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utes from the Birmingham International Airport, the park rests on 740 acres of forested land along the Cahaba River. Only six percent of Barber Motorsports Park will be covered in impermeable surfaces, meaning most of the land will be natural forest or replanted wooded and grassed areas. Measuring 2.38 miles, the circuit is designed in the same fashion as many European racing facilities -- with no paved parking lots or grandstands, an added attraction for spectators.

While in Birmingham, PDE participants will have an opportunity to select from a number of lifestyle packages associated with PDE's preferred hotel, the Wynfrey. The award-winning hotel is Alabama's only AAA Four-Diamond Hotel and has received this coveted award for the

continued on page 15

CLASSIFIEDS

Pictures!

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

PORSCHEs FOR SALE

74 Porsche 911S Targa - excellent condition. Owned since 1988, Silver/Black, fully rebuilt engine w/all upgrades including hydraulic ten-



sioners, dilivar head studs and pop off valve. Transmission rebuilt with new synchros, SS heater boxes, Carrera duck tail, bare metal repaint, interior excellent. Just passed NJ inspection. Always garaged. \$12,500 (973) 763 0295 before 9PM

78 928, Good condition. 5 speed. \$6500 or best offer. 610-239-4280

79 924, Street/DE car. S option group (928 brakes, limited slip, no air/sunroof), rebuilt motor, sport seats, harnesses, 951 struts/bars,



250# springs, 28mm bars, header, custom exhaust, cam, big throttle body. street wheels/tires and 2 sets of track wheels/tires. Car is awesome on the track. \$5,000 obo. Randy 215-997-1762 or mccoehens@aol.com

80 911SC, D.E. car, newly constructed, 2300 lbs., 264 hp, 3.0 twin-plug w/Tec 3 electronic fuel & ignition, cage, Turbo brakes, fuel cell, trick suspension, fresh trans w/new posi, RS interior, new white epoxy paint, more. \$28,000 obo 215-348-9774 Greg Gelcius

1980 911 SC Targa, VIN# 91A0142663 Triple Black, leather @75,000mi. always garaged, Chain tensioner upgrades, pop-off valve upgrade, turbo tie rods, factory short-shifter. Power windows, A/C, power mirrors, H4 lights, Blaupunkt Houston w/ CD, new clutch, battery, front calipers. Great shape, excellent power, tight. Overall, an excellent car. \$15,000. Jason Robbins 23 Latham Parkway, Elkins Park, Pa. 19027 215-635-9915

84 911 Carrera, White/black leather, very good cond. Tail, creast steering wheel, CD changer, built-in radar, painted phone dials. Recent tires and starter. New clutch and rebuilt trans at 77K. Daily driver great for driver ed, 135k hiway miles. \$15,700. 215-297-0784

86 928S Coupe, WPOJB0928GS862707, red/black leather, auto, ABS, A/C, sunrf, Blaupunkt AM/FM cassette, 43K orig mi. New tires, battery, timing belt, water pump, A/C, cover. No snow or smoke. Garage kept. All service records since new. Very exceptional car. Runs & looks like new. \$20,000. Mr. Vassil, 93 Dispatch Dr., Washington Crossing, PA 215-321-1324

96 911 C4 Cabriolet, Guards Red w/full leather interior. Incredibly loaded including walnut interior trim. Original sticker \$96,000. 82K miles, garage kept, all records. Best offer over \$48,000. 610-496-3299

98 Carrera 4 Cabriolet, Six speed, custom dark blue/dark blue/midnight blue full leather, supple, rear seat delate, AM/FM/CD player w/6 disc remote, digital sound, motor sound, lumbar left, factory sport classic wheels, 3500 miles, MSRP \$91,424. As new. \$69,500. Jeff Hayes, 2610 Westview Dr., Wyomissing, PA 610-376-3834 JWHatHCI@aol.com

02 Boxster S, Arctic Silver/Black Leather, 6 Speed, PSM, Sport Package, Heated Seats, 18" Wheels w/Michelin Pilot Sports, CD Changer, Litronics, 7K Miles, Like New, Factory Warranty till May 2006. \$49,950. Bill Cooper, 1148 Saint Finegan Drive, West Chester, PA 19382 610-793-9345, barrett356@msn.com.

928S4, 6.0L Supercharged Racecar: Fresh professionally built 6.0L Devek stroker engine with Vortec supercharger, custom forged pistons. Limited-slip 5-sp, Accusump, Kinesis wheels, custom full race Bilstein coilovers, etc. Fully sorted and race ready. Visit www.supercharged928.com for full spec sheet and pics. Call Byron @ 985-845-4347.

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Black Bra, Porsche OEM for 993. Almost new. \$40. Ray 610.363.3914 or mamray@aol.com

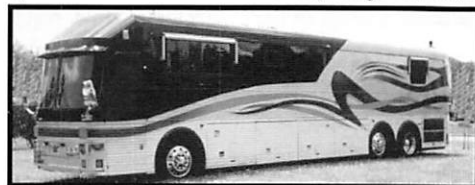
944 Parts - 28 mm torsion bars \$125.00, 4-8"x 15" fuchs reproductions 225/50r15 R1's, \$175.00. BBS RS wheels with center caps, 2-8.5" x 16", 2-10" x 16" for 930,\$1200.00. Other 944 parts available. Dennis 610-562-8956, dennwasser@aol.com

OTHER STUFF

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

91 Silver Eagle Motor Coach. 45', Fully loaded. Has more gadgets and amenities than your own home! New everything! Satellite,



DVD, TV's, leather, tapestries, 10" roof raise, 8 new tires and chrome wheels, custom power awning, BBQ pit, queen bed, security safe, art work, carpeted, plenty of storage, full-size tub/shower, full-size frig, stone and slate tile in bathroom, custom armoire/desk, leather recliners, a/c, generator, camera wireless system, cruise, Bose speakers & more! For more information about this beautiful one-of-a-kind bus, visit: <http://www.themotorcoach.com/>. \$399,500 obo. Donald Bond 800-709-0963.

Race seat for 911 SC. Using 5 point harnesses. John D. Floyd 610-399-3265

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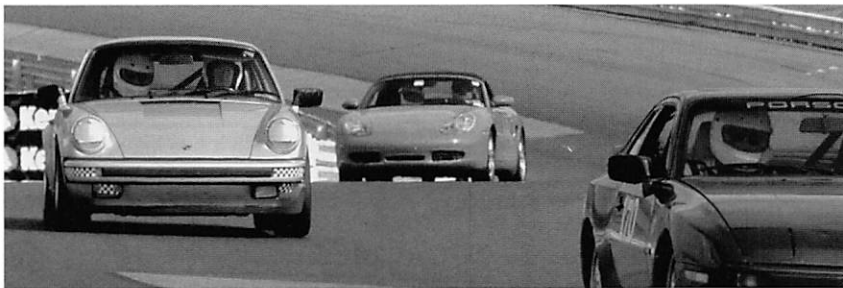


past 16 consecutive years as well as the Pinnacle Award for the past 5 years.

Since its inception in 2000, thousands of enthusiasts have participated in the Porsche Driving Experience. The program features professional drivers and uses the 315-horsepower (SAE) Porsche 911 Carrera Coupe to demonstrate performance, accident avoidance, and safe driving techniques.

Haywood and other professional drivers such as Doc Bundy, Pierre Savoy, Jeff Purner, Dave Murry, Jack Baldwin, and Bill Adam conduct the program. Due to a low 5:1 participant-to-instructor ratio, the drivers are able to offer hands-on, personal attention.

In July of this year, PCNA began offering a "masters" program, which is designed for those who have been through the initial PDE program. It offers participants more track time and advanced instruction. For more information, visit the Porsche Driving Experience Website www.porschedriving.com or call (888) 204-7474.



Doug Mahoney

911 Fender Seal Replacement

Photos & text by M. Budinski, Niagara Region PCA

I have noticed at local PCA concours events, many nicely prepared 911s with severely faded and



Fender to cowl seal

Fender to cowl seal.

cracked front fender to cowl seals. After rectifying the same situation on my '87 911, I decided to write a brief technical article on replacing this seal.

I ordered my seals from Vertex because they are a very cost competitive supplier. I think the parts cost a whole \$5. In general, though, I like to buy any polymeric or elastomeric parts directly from PCNA. I believe the factory is more diligent about accrediting reputable suppliers for polymeric components than aftermarket suppliers.

The steps to replacing this seal

are quite simple. Loosen the socket-head cap screws inside the fender cowl as shown below (accessed by opening the door). Using relatively long fingernails grip the old seal and pull upwards. It should readily slide out. If not, pull on the lip of the fender to help open the slot as you pull on the seal.

Use the old seal to measure the length of the new seal and cut as required. Clean the slot and fender area with a damp rag and then follow up with a cleaning wax (e.g. 3M Light Oxidation Remover). Once clean, coat the trimmed seal with a water-soluble lubricant (e.g. 3M Vinyl and Leather Conditioner), align the seal in the slot, and work it in. Pull on the fender lip to help open the slot. Keep wiggling and pushing until the seal is properly placed. Retighten the socket head screws and wipe off any excess lubricant.



Remote location make the socket head screws challenging to loosen.

January's Membership Meeting - Will Be Held At the Philadelphia Auto Show

January 18

5:00 p.m.

Pennsylvania Convention Center

To Sign Up For Free Admission Please Email or call Tom Zaffarano (tzaffarano@aol.com) (610-644-7588) by noon FRIDAY JANUARY 17

PLEASE INCLUDE THE NUMBER OF FREE TICKETS REQUESTED and read Tom's article on page 3 for more details.

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Appointed Members

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



help wondering if their tire policy was responsible for the large number of spins that I saw – this event was the 8th of 10 scheduled races, and the corner workers were getting quite a workout with the yellow flags...my instructor this weekend, Don Cox, subtly pointed out to me that since I paid full price to attend this DE, I'm entitled to use ALL the track. Seems like I was really pinching. And no, there's not truth to the rumor that I use a sundial as a lap timer...TEACHER's PET- MAYBE – not 15 minutes after Chief Instructor Jim Zelinskie had warned the students in the classroom session about the hazards of taking turn 5 tight, resulting in a spin, Mark Reynolds was kind enough to dramatically demonstrate it in his new GT – talk about a visual aid!...A FASHION STATEMENT- Cartier, Rolex, Movado – nah – VDO! *Anybody* can wear a wristwatch while driving. Try holding your dashboard clock in your hand while driving around the track like Brian Smith did. But don't expect him to show up at the next event carrying a Grandfather's clock...SPECIAL THANKS to Kurt Fallner and Jim Zelinskie for keeping the track drier on

Saturday & Sunday. No EXXON Valdez spills requiring the Kitty Litter brigade...SALES PITCH – an unnamed der Gasser scribe wanted to go out to the staging area, but didn't want to walk. So he asked Myles Diamond for a favor - to borrow Myle's car for the next run group. Myles looked at the guy as if he were nuts, and promptly said "no", whereupon the scribe then asked Myles "well then, could I borrow your bike to go out to pit out?" Myles graciously said "yes"...AT LEAST IT WAS THE RIGHT TRACK - a certain Russian-speaking driver from the Blue Group kept getting the run times incorrect. Turns out the schedule she was using was from Watkins Glen...RUNNING WITH THE BIGGER DOGS... conspicuous by his absence at this weekend's DE was Doug Fero, who was participating in his first Porsche Club Race at Summit Point...CROCODILE HUNTER WANNABE...the most unusual sight I saw this weekend was when I stopped at the Elevations Restaurant on the way home. It seems there is a black bear that regularly visits the restaurant's dumpster. This bear looked huge, and to watch it climb into the dumpster to

forage was an incredible sight. What was more incredible was looking out and seeing Tom Zaffarano about 20 yards away, taking pictures...KINDA LIKE THE THIGHMASTER...rumor has it that a certain 930's steering has "toning benefits" that make the Bowflex look wimpish. Watch for the coming infomercials...RENNLIST WORDS OF WISDOM...a website recognized for a lot of good technical information, it can also be a source of sage observations, such as these seen on the 911 forum - "There are 10 kinds of people in the world – those who understand binary, and those that don't"...Einstein – "The faster you drive, the slower you age"...The speed of light is faster than the speed of sound. That is why some people may appear bright until they speak"...Horsepower is for those who can't keep their speed up in the corners"...KEEP IT CLEAN – best of luck to Chris Mahalick with his new business of car detailing...thanks to all the RTR members who provided material for this column-I eagerly await your contributions next season!



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