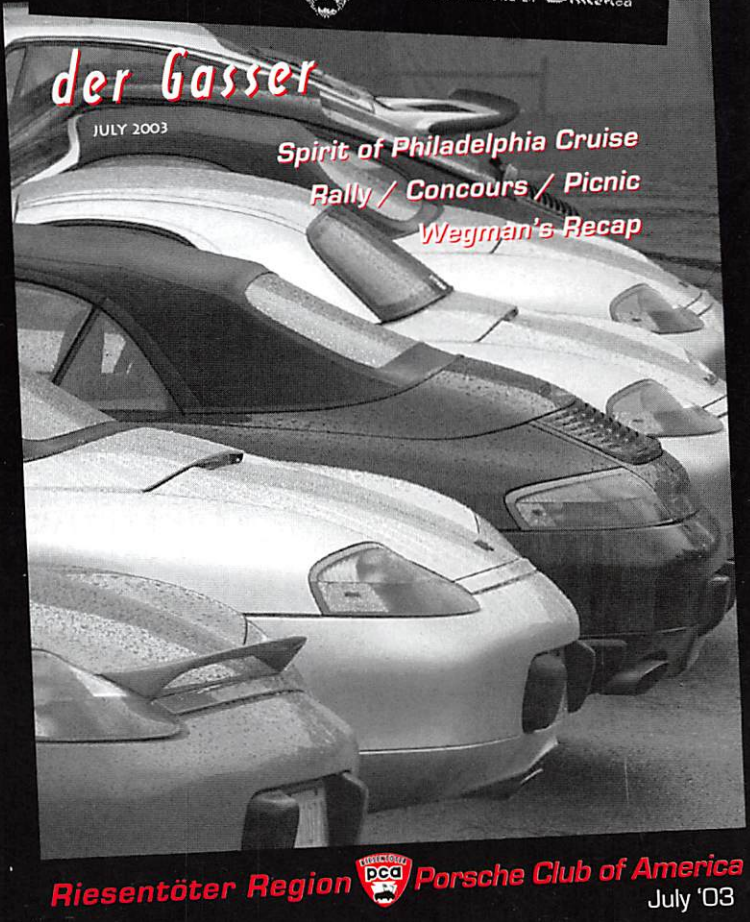
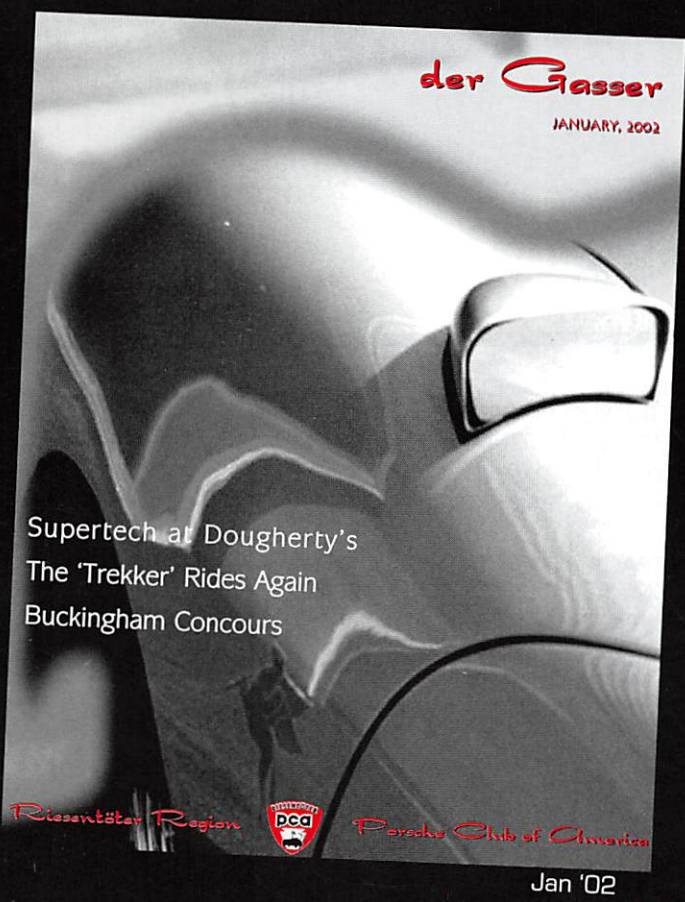
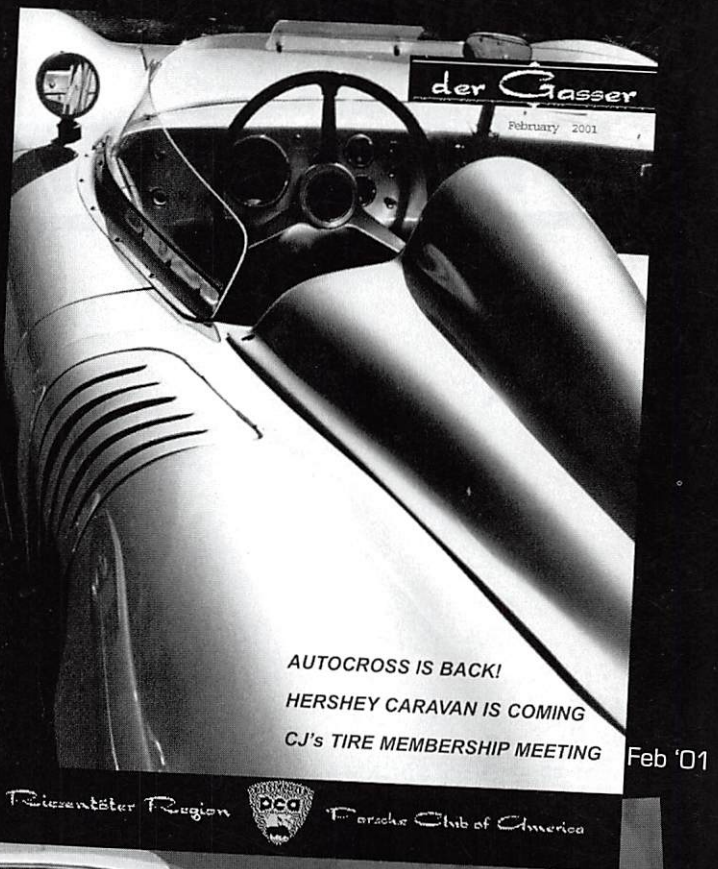
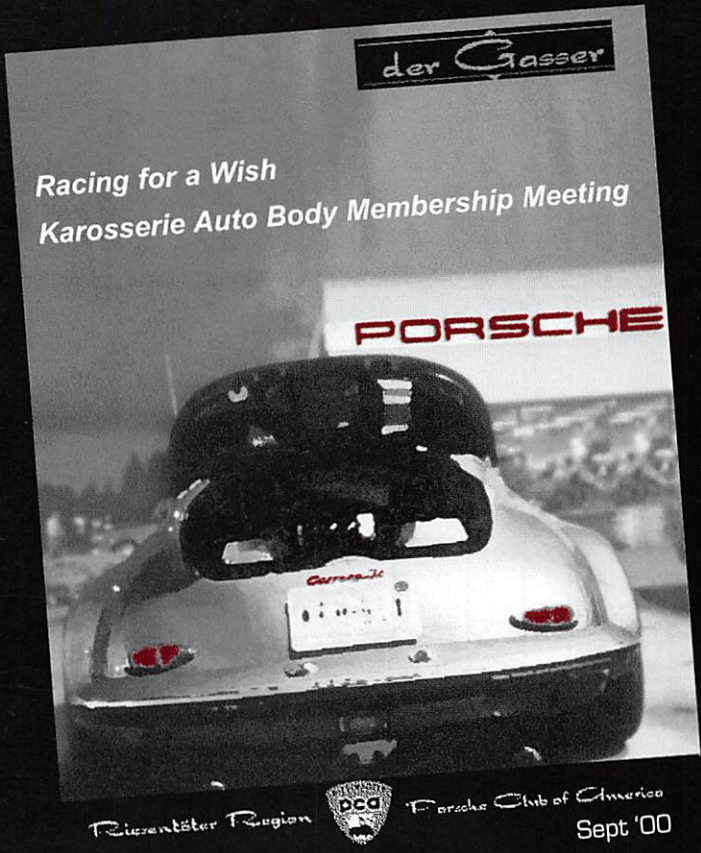
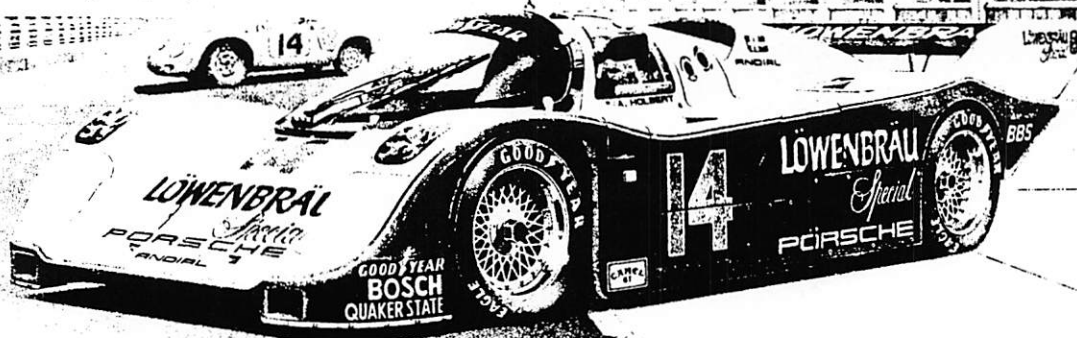


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# HOLBERT'S

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Well, all good things must come to an end and I'm outta here. Of course, the good thing isn't necessarily my stewardship of der Gasser but rather my experience of being its editor.

Even though our cover this month shows samples over four years, I've actually been the editor here for five. That's somewhere north of fifty issues. I feel good about that. While I've felt for a while that with a little more time in my personal schedule I could have done a better job, just looking at the volume of work produced at a decent level of quality gives me a certain satisfaction. But enough of patting myself on the back, now to pat others.

Like most clubs this one seems to work on many different levels. There is the general membership made up of the vast majority of people in the club. They pay their dues and occasionally participate in activities. Or they may not participate. They have broad interests with the chief common one being Porsches. Their ongoing support through membership subscriptions is necessary; without this base the club cannot exist. Thank you.

Going a level up on this pyramid there are those who regularly attend the club's events. These people make the club vibrant. Their active participation keeps the club alive. They bring the passion. They also bring the money. It is this group that makes der Gasser possible in its present form. If they didn't take part in events, particularly Driver Ed events, this magazine would be a shell of what it is. So, a special thanks to these two hundred or so hardcore members. A good representative of this segment is Chris Mahalick. He is not only an active member he has become a regular contributor with funny, irreverent, and well-written articles.

Then there's the Exec. These are members who want to personally contribute and participate to make the club better. Actually, there are many and varied reasons why people want to be on the Exec. My selfish reason was a desire to be creative in a concrete way. To contribute and at the end of the day (or the end of five years) have something to show for it. I think the Exec is actually made up of a couple of types - ones who come in, contribute for a while, and then let someone else take over (I'm in this group). Others form a core that operationally holds the club together. These are people like Mike Andrews, Tom Zaffarano, and Brian Minkin. They set the standard. I owe these people a lot of gratitude. I have been able to come in and do my thing with their support and amazingly little interference. This is all the more surprising since I had very little background in running a newsletter when I started five years ago.

Then finally there is what you could call the kitchen cabinet. These are members who may or may not be currently holding elected office but the thread that binds them is their rabid interest in the ongoing success of the club and their commitment to it. These are people like Bill O'Connell, John Chatley, Fred Bonsall, Art Rothe, and Bill and Debbie Cooper. I owe these people a lot of thanks too. They have guided and supported me throughout the last five years.

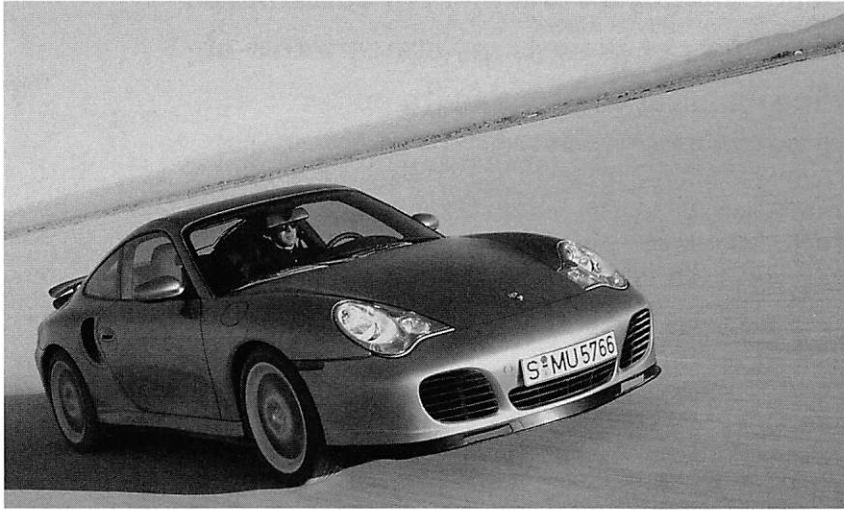
Four other people stand out for particular mention - Tracy Chatley, the editor who preceded me and offered me so much support early on. John Floyd has helped immeasurably with advertising. Doug Mahoney - without Doug's pictures this rag would have been drab indeed. And finally Jim Ream, our printer. Jim has been a great supporter of der Gasser and has always made getting this publication to you a priority. He and his people have continuously helped me on the production end of things where I continue to never know enough. And he's just an all around good guy, the best business partner this newsletter has.

Finally, to everyone in the club and especially our advertisers I want to thank you for your tolerance. Porsche people are not always known for this attribute but my experience has been otherwise. Through late deadlines, editorial mistakes, continuances of articles on pages that didn't exist, wrong dates for events, bad directions to those events, wrong photo credits, and my occasional lack of returning calls you have complained little.

Thank you all.

Jim McNery





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8:00 Meeting

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The Election of officers for 2004: With no positions contested, our election official Bill 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 2004 executive team.



Thank you, Bill and Debbie Cooper, for setting up the Porsche Trivia Challenge. Congratulations: Todd Sager, Brian Minkin, and Bill O'Connell our prize winners.

Special congratulations to Mike Andrews for his success in putting together an awesome Charity event at Watkins Glen for the Make a Wish Foundation. Following the holiday banquet in December, the next general membership meeting will be held on Wednesday 28 January 2004. This will be a VENDOR SHOW with Local and National Automotive Equipment and Service Suppliers to Show, Sell, and Talk Shop with our members. It will be held at Dougherty's Automotive Services in West Chester, (www.das-sport.com). This SHOW / MEETING will provide an oppor-

tunity for our loyal advertisers and club supporters to directly meet and greet our membership. Debbie Cooper our newly elected Vice President is inviting der Gasser advertisers and selected National and local suppliers to participate.

The meeting on 28 January 2004 will begin at 7:00PM with the vendor "show and tell" and Social hour, followed by the business portion of the meeting at 8:00, then more "show and tell". Dougherty Automotive is a long time friend and supporter of the Porsche Club and Riesentöter Region and located at: 720 East Nields St., West Chester. Phone: 610-692-6039. This is a meeting to show your support to those businesses who support RTR, so mark this down on your calendars!

**Please note: There will not be a RTR-sponsored trip to the Philadelphia Auto show in 2004.**



### This Fall's Watkins Glen Make-A-Wish Driver Education Participants



## Track Insurance: Worth the Cost

by Bado Knochenhauer, RTR

Attention all fellow Riesentoter members: May my little cautionary tale serve as a warning to all. Beware of promises of coverage made by insurance agents when participating in Porsche Driver's Education Event.

I had carried insurance both personally and professionally for my automobiles with the same unnamed insurance companies for decades. I had always paid my bills on time and had a long safe driving record, sound familiar? As a result of my long standing business relationship with my insurance provider, I felt comfortable phoning my agent and inquiring whether I needed special track insurance before participating in a Porsche's

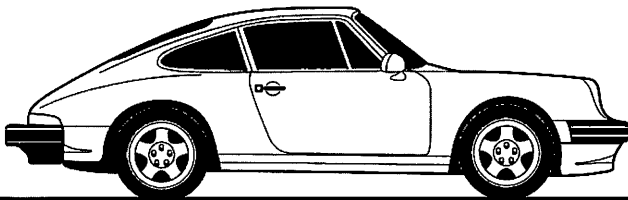
driving training event. After detailing what the course involved and it's stated purpose to make safer drivers, I trusted my agent when he told me I did not need to purchase an additional rider and that, in fact, I was fully covered for driver training under my existing policy. Before heading off for New York, I phoned again and was assured by both my agent and his assistant that even if I left the state, I was fully covered for drivers training.

As you may have heard by now, I had an unfortunate little incident while learning to be a safer driver at Watkins Glen Racetrack and discovered after the fact that my agent's assurances were meaningless – and according to my insurance company I did not have valid insurance to cover the accident.

While I am fortunate to have several attorneys in my family who

will defend my rights as a matter of honor and took pleasure in making life difficult for the unnamed agent and insurance company – I was still forced to file suit, pay for depositions, and wait two full years before the case was settled out of court for what I was entitled to from the beginning – namely the value of my Porsche before the unfortunate incident.

I hope with this article to stand, therefore, as a handsome example of what *not* to do with insurance agents before attending drivers' education. Do not accept verbal assurances that you will be covered and do get promise of coverage in writing that includes the location of the driver's training. Or, better yet, buy extra track insurance beforehand, buy a little peace mind and save yourself the cost of putting a daughter through law school!



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## Me & You and A Dog Named Boo - Part II

(continued from October issue of der G)

by Christopher Mahalick, RTR

If there ever was a Holy Grail it had to be Interstate 70. Dakota and I had spent the last three hours traversing Colorado's finest mountains on roads so twisty that at times it felt like we were going in circles. Getting nowhere fast. Once the signs for Interstate 70 began to appear I knew that we would finally be changing from a "Rally Catalunya" style of driving to the more unorthodox "Smokey and the Bandit Interstate Blitzkrieg" style.

The major goals of the Federal Aid Highway Act of 1956(which

**Kansas is creepy.  
I was left feeling a  
bit unnerved upon  
viewing the broken  
lock on the rear  
entrance door.  
Probably just  
collateral  
damage  
from  
the  
last  
multiple  
homicide  
incident.**

was responsible for the funding of our current interstate system) were to provide for the evacuation of major cities in case of enemy attack while enabling the movement of military troops and equipment responding to said attack. And while not in these original goals, the American public received one more "undocumented feature". The creation of some Nationwide, coast-to-coast, Canada to Mexico

drag strips. Now, I know that I have denigrated American cars in past articles, but the open road has it's own, unique set of automotive requirements. As such, the ultimate car for these roads (at least in my eyes) would be a Ford Crown Vic. With the following modifications: front bench seat replaced with a set of Sparco Evos, big tires and wheels, stiffer suspension, and a lightly "breathed upon" five liter assembled in one's garage using parts ordered from the Ford SVO catalog. In a nutshell, a combination rail dragster/NASCAR stocker that would be good for 1200 miles between rebuilds. And what was I driving for my passage? A sport-ute.

Armed with only my wits (not many) and a Valentine One radar detector, I reasoned that we should be able to scream back to Pennsylvania in two days.

Once on the Interstate we hit the loud pedal and were finally heading East. The sights were great as we passed through the mountains towards Denver. A big surprise was how close the resort of Vail is to the highway. Call me weird, but I wouldn't want my million-dollar ski house to overlook a four-lane Interstate. Would you? I guess that's why they say "Vail is for Millionaires and Aspen is for Billionaires".

About four hours later we entered the "longest state in the union". Kansas. Flat. Never ending stretches of road punctuated only by cornfields, and then still more cornfields. Kansas is creepy. Even creepier if you have read Truman Capote's "In Cold Blood". One could easily imagine the ghosts of the Clutter family, Perry Smith and Will Hickock restlessly wandering these open plains. Well, at least I could. Being a Samoyed, Dakota is probably better versed in the works of Dostoevsky and Chekhov.

With these thoughts in mind we entered the town of Salinas to stop for the night. The good news was that we found an Econo-Lodge that would allow dogs. The bad news was that we found an Econo-Lodge

that would allow dogs. Now I don't expect a lot from "off-ramp hotels", but I was left feeling a bit unnerved upon viewing the broken lock on the rear entrance door. Probably just collateral damage from the last multiple homicide incident. Nonetheless, our stay was uneventful, and we awoke at four in the morning, ready to hit the road. Personally, I consider 10:00 A.M. to be the "crack of dawn", yet when there are miles of highway ahead, I can wake up earlier than the Marines.

At five o'clock in the morning, on the interstate leaving Salinas, Kansas, there is only one way to drive. As fast as you can. As in get out of Kansas ASAP. And that we did, forging on towards Kansas City and points east. We finally left Kansas about four hours later and were making decent time until the

**He started to whip the  
trailer in our direction  
every time we tried to  
pass. At first it was  
scary, but it became  
kind of amusing.  
Dakota and I became  
mesmerized watching  
this lunatic perform  
a traditional  
"redneck ballet".**

rain hit. As in torrential downpours. What started as a slight drizzle in St. Louis became a full-on Monsoon as we entered Illinois. So much for the two-day plan. Instead of hammering down the highway like a NASCAR driver on a "moonshine bender", we had to resort to slowing down to speeds that would have made moped riders look fast. Visibility was so severely limited that we had to follow the tail lights of the cars in front of us in order to stay on the road. And so it went.

*continued on next page*

**Boo** - continued from previous page

For the next five hours. By the time we hit Indianapolis the rain was coming down in sheets. It was so bad that it looked like the road was going to wash away. The radio was telling us that this was a record amount of rainfall for the Indianapolis area, reinforced further by the sight of a large dump truck submerged to its door handles in a construction zone off to the side of the road. By evening, the rain began to subside and we found ourselves on the outskirts of Columbus, Ohio, where it was time to stop for the evening. It was great to finally get out from behind the wheel, even if we were in Ohio. Essentially, an uneventful area, an uneventful hotel, and an uneventful night. But that would change soon enough.

Our third day started out as a nice, sunny, late summer morning. Traffic was light and we were finally able to stomp on the gas and get down to the business of getting home to Pennsylvania. About a half hour into the drive we met up with a pickup truck sporting Kentucky tags traveling at a high rate of speed, so naturally we followed behind. As luck would have it, he gave us a "high speed tow" all the way into Pennsylvania. We were going so fast that the state of West Virginia is now remembered as only a blur.

And finally we saw it. "Welcome to Pennsylvania". As we were entering the state my cell phone rang. It was Dakota's family, calling to check on our progress. A quick search of Mapquest on their end indicated that we should be home at around three-thirty that afternoon. A challenge if I ever heard one. Something snapped in my head, and from that point on we traveled at speeds that would have landed not only myself in jail, but Dakota as well, for his not attempting to slow me down. We hit a construction area within about an hour. Curses! Foiled again!

As the left lane was closed ahead, I gunned the engine in order

to get around a Black Dodge truck towing an empty car trailer. It seemed like an innocent enough move to me. I thought everything was fine until I heard someone yelling. I looked in the mirror and noticed that the guy in the truck was yelling obscenities at Dakota and I. Guess he didn't like being passed by a Japanese sport-ute with Colorado tags. And he continued his screaming until we cleared the construction zone. It was at that point that I decided to display my maturity by giving him the "one fingered salute" as he passed by. Not a good move. He became so agitated that he started to whip the trailer in our direction every time we tried to pass. At first it was scary, but by the fifth time it became kind of amusing. It got to the point that every time I would put on my turn signal, he would retort by wildly swinging his trailer

into my desired lane. After a while, Dakota and I became mesmerized watching this lunatic's performance of a traditional "redneck ballet". And then it was over. He exited the highway, and it was once again time to pick up the pace.

From the time we got on the Pennsylvania Turnpike at New Stanton until the time we exited in Downingtown it was all about the speed. Pedal to the floor, we traveled along at triple digit speeds for about two or three hours. What a rush! And in the end, we arrived home at one thirty, a full two hours ahead of schedule.

The dog and car were delivered safely. Mission accomplished.

So if anyone needs pets or elderly relatives delivered across the country in a safe, conservative manner, just call me.

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## Porsche Announces Second Porsche Rennsport Reunion

ATLANTA, GA - Aug. 12, 2003 - Keeping a promise to America's Porsche owners and racing fans made in 2001, Porsche Cars North America, in conjunction with Brian Redman and his Intercontinental Events, Inc., today announced Porsche Rennsport Reunion II, to be held April 23-25, 2004, at historic Daytona International Speedway in Florida.

After sports car and motorsports enthusiasts packed Lime Rock Park in Connecticut to see more than 50 years of history-making Porsche racecars and drivers in 2001, Porsche promised to hold a second event in three years time. The Company will fulfill that promise and chose "The World Center of Racing" because of Porsche's rich history at that track.

Porsche's first win in the Rolex 24 at Daytona in 1968 was not only an important part of Porsche's U.S. racing heritage, but was significant for auto racing worldwide as it marked the first Porsche overall victory in an international 24 hour sports car endurance race. Porsche-powered cars have gone on to score a record 20 total overall victories in the Daytona 24 Hour race including this year's win by the Racers Group Porsche 911 GT3 RS.

"Porsche and Daytona International Speedway enjoy reputations steeped in tradition," said Jim France, Chief Executive Officer of International Speedway Corporation, the parent company of Daytona International Speedway and 11 other major motorsports facilities. "With that, it's only natural that the two would come together for such an exciting event as the Porsche Rennsport Reunion II.

We're thrilled to have Porsche and its many owners and fans visit "The World Center of Racing."

Porsche Rennsport Reunion II will be open to the public and will bring together an unprecedented gathering of significant Porsche vintage racecars owned by private collectors, Porsche Club racers, former Porsche factory drivers and a selection of historic cars from the Porsche Museum in Stuttgart, Germany. It will feature a three-day program of on-track competition plus a concours d'elegance, which will be open to the event's participants by invitation. In addition, special activities are planned commemorating the 50th Anniversary of the Porsche 356 and Porsche 550 Spyder, and the 40th Anniversary of the Porsche 911.

Additional details of the Porsche Rennsport Reunion will be published on Porsche's web site ([www.porsche.com](http://www.porsche.com)).



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# Porsche Winter Storage

by Bill Hawe, 914 Club

For some of us the onset of winter brings that emotion-laden task of storing the Porsche for the winter. This is a somber event. It is best done alone so one may share those last moments with the Porsche without distraction. And, this way if one gets too emotional about it the family and friends won't be there to witness it and become convinced you really have lost it.

## **People basically say that you do more harm than good by storing the car.**

There appear to be several very different schools of thought on winter storage of Porsche's. I've yet to see a definitive statement on this topic. In general the schools of thought cover increasing amounts of work, both in the fall and the spring. The schools of thought I've seen include:

Drive it, don't store it Store it, but keep it alive Preserve it until spring. I'll cover each here. But I'll spend most time on preservation techniques. If you have any other suggestions, send them in and I'll include them here, with due credit of course. Item added: 4:45PM 11/19/95

### **Drive It!**

These people basically say that you do more harm than good by storing the car. They point out that storing a car encourages seals to dry out and so forth. They also observe that it's more fun to drive the car than look at it in a garage. They comment that the "fun quotient" for ownership of a Porsche is defined as the total number of hours you have driven it over its life divided by the length of time you have owned it. With that definition, the more you drive it the higher the fun quotient.

Others counter that in places such as the Northeast salt, sand,

gravel, ground up car parts, etc. are used by the Highway Department on the icy roads to increase both traction and business for body shops. Thus, they point out that the so-called fun quotient needs to be modified based on "hours of paint chip-free driving". They also observe that one can obtain an interesting education in chemistry by watching what road salt does to the various aluminum alloys found throughout a Porsche. It should be pointed out that there exists a minority of people who are oblivious to all this. They say that of course you should store your Porsche for the winter and then get out the "winter Porsche" and drive that one until spring.

## **Here are a few suggestions based on my personal experience and comments from other owners. I offer no warrantee with these ideas. They are merely techniques I have used. Note that this is oriented towards short to medium term storage, such as the winter.**

### **Store it Alive!**

The idea with this approach is to store the car (in doors of course) but try to keep it fairly operational. Basically this means periodically starting the car, running the air conditioner, etc. It may mean taking it for a brief drive if the roads are clear. The theory with this approach is to attempt to keep the car operational and prevent dried out seals, etc.

### **Preserve It!**

This is where it gets complicated. Here are a few suggestions based on my personal experience and comments from other owners. I offer no warrantee with these ideas. They are merely techniques I have used. Note that this is oriented towards short to medium term

storage, such as the winter. Additional steps need to be taken to allow successful long-term storage.

### **Change Oil**

It's important to put fresh oil and a new filter in the car. Otherwise, contaminants in the old oil will have a field day corroding the insides of your engine.

### **Gas Up**

Make sure the tank is as full as possible to prevent undue air in the gas tank. Air (along with its moisture) will result in condensation in the tank. We don't want that water in the gas and the injection system. Use a gasoline stabilizer such as Stabil. Put this in before putting in the gas. Run the engine a while to make sure that the stabilized gas has filled the entire injection system.

### **Over-inflate Tires**

Inflate them to perhaps 40 or 45 psi. I have not seen any problems of flat spotting from storage with today's radial tires. However, if you feel more comfortable, you roll the car a little every 2 weeks or so. (Don't jack it up and rotate the tires. If you do, when you lower the car the suspension will be loaded up.) Check the pressure every few weeks to watch for slow leaks. Some people put the car up on jacks. I don't. I've heard some say that this makes the suspension to sag and shouldn't be done. Perhaps that's true. I've noticed no problems from letting it sit (for the few months).

### **Clean Interior**

Spend some time and get everything really clean. Clean the glass, inside and out. Clean the carpets. Clean and condition the leather. Clean behind the pedal cluster. You won't believe the dirt you'll find. Clean all the nooks and crannies. Don't forget to also clean the trunk, etc. There is a full driving season of junk and dirt in the car. When spring comes you won't clean it. You'll hop in and drive it. You might put some mothballs inside the car (more on this below). And you might put a bag or two of the silica gel, which absorbs any moisture in the air.

### **Adjust Seats**

This item was kindly submitted by Michael G. Monin (mike@cardinal.mtc.ti.com). Retract your security cover (944, 924, 968) and bucket seats. Notice how the security cover stays in place does not sag and easily retracts into its holder [tension]. Notice how the bucket seats spring forward when the adjustment lever is operated. The security cover and bucket seats use springs for tension. SPRINGS have memory and will lose their original tension strength if they are compressed for any period of time. Therefore, I always retract the security cover into its holder and I let the bucket seats retract fully forward. This puts the least amount of compression on your springs.

### **Wash Car**

But... do not put it away wet! This is tricky if you try to drive the car right up to that first snow day. You should never put your car away wet unless you want to encourage rust to form everywhere the water collects. You might try anticipating the advent of snow and cleaning the car and driving it a little to dry it out before storage. But then how to get the dust off before storing it? Interesting problem, heh!? A gentle wipedown with wet/damp towels followed by drying (with towels not chamois) can work if the car is basically clean to start. When you clean the car use this opportunity to make sure that all the drains work. It's not uncommon for drains to clog up during the fall with leaves, etc. There are surprisingly more drains in the car than you think. Some have amazing routes they follow.

### **Wax Car**

Maybe... It may be difficult to get in a good waxing of the car depending on the temperature when you store it. High quality wax will be too difficult to put on when it's very cold. But, you may luck out and get this done.

### **Clean Wheels**

And we mean really clean them! Brake dust is very corrosive. You do not want this sitting on your wheels for the winter. Remove the wheels

from the car. Clean the outside and the inside. The cleaning process is slightly different depending on the type of wheel you have. Some amount of wheel cleaner such as P21-S may be needed to get the insides really clean. Once they are really clean, wax them. Wax the both the insides and the outside. If you have Fuch's allows you don't need to wax the black center. However, put a small amount of Vaseline on a cotton cloth and rub it into the black center until there is a nice sheen (with no build-up). That advice is straight from the owner's manual. Clear-coated wheels should be waxed completely. If you are ambitious, put two coats of wax on them. If you keep your wheels

**I'm of the school which says don't start the car during storage. Starting it puts lots of thermal stress on the engine parts and most engine wear happens in those first few minutes when a car is started because the oil hasn't fully circulated.**

waxed like this you will find that brake dust does not adhere to them as it otherwise might. They will clean up much easier year-round. You may not ever need to use chemicals such as P21-S if you follow this process.

### **Condition Rubber**

Use a good rubber conditioner to preserve all the trim you can find on the body. Some of the popular name brands from the auto parts stores tend to either put on greasy coatings of silicon (Ugh, we don't want that!) or tend to build up over time and actually make the trim look worse over time! Silicon isn't particularly good for your paint at all. I'd stay away from that type of product. As with waxes, we could get into the religions of what type of

conditioner is best and what specific famous brand name he was talking about. But, we won't, for now anyway....

### **Cover Openings**

You should seal up the exhaust tips to help prevent rust, etc. inside the exhaust system. Close the heater vents, etc. Now a question, do you store this car in a place where furry little varmints might decide to setup house keeping? Mice like to make nests on 911 cylinders. While the mouse may get

**There are various critter defense mechanisms that can be employed.**

**A cat works, sometimes.**

blown away when you drive the car in the spring. His happy little home will do a great job of preventing any cooling of the cylinder. You'll be tearing this engine apart for a rebuild before summer arrives! I've actually seen such a 911 engine. Not a pretty sight.

There are various critter defense mechanisms that can be employed. A cat works, sometimes. But keep in mind that the cat will like to roost on top of your car. And, that nice wax job we talked about will mean he has to work his claws fast and furious to scamper up the side of the car! I have seen people encircle the car with mothballs on the floor. And I mean surround it with a gap-less wall of mothballs in a ring of defense against unauthorized intrusion. The mice don't like it to cross this line in the sand. This can be augmented with some traps. But keep in mind that traps work my attracting the mice not scaring them away. I suppose you could try one of those "car bags" which completely encloses the car. However, I think that would do better at keeping dust out than mice. Mice like to chew through things like that and hide inside. If they get inside you'll never see them or their droppings. This brings us to the topic of periodic inspection. Every 2

*continued on page 12*

# Autocross

## Tempus fugit: Time flies!

In my closing article as autocross chair, I would like to share my experiences of this past year - and what a year it has been.

When I first told people I was the new autocross chairperson the response was "Do you have any idea what you have gotten yourself into?" and of course I didn't have a clue, except for a naïve belief I might live through this.

I spent the first five months hunting for a site (any site), all the while writing anecdotes, stories, designing crossword puzzles and trying to keep interest in autocross alive by publishing other club dates and events, and then it happened.....The Vet!

All of my groundwork and connections paid off, and my mind swirled, "What was really involved in running an Autocross Event? Who can I call for help? Am I alone here???? ..... and the work began.

Well, not only did RTR come out to play, but so many stepped up and gave freely of their time and expertise to support the rebirth of the Autocross Program.

- Longtime members volunteered to share their skills and stories with the "new guys".

- The initial School and Autocross Event brought out club members that hadn't participated in years (thank you, thank you, thank you), we had over a dozen SCCA members volunteer their expertise as instructors and in-car mentors, and loan us fresh cones, and they are still driving with us.

- So many of the first-timers who came to the July School Event have turned into autocross enthusiasts and have made all three of our events. I am proud to say we will start the 2004 program with an AX School event and we expect and even greater turnout.

- Before we had the Vet, we journeyed to Central PA Region for friendly challenges, and now our neighbors travel to Philadelphia to participate in our events too.

- Sponsors have stepped up because they know Autocross is a prime driving skill-builder and they know the more we drive the more we will need their services.

It has been a great year for

autocross and me. My personal goal was to have a program that brought out the membership to play together and have fun while learning to drive autocross. The gift for me was meeting and working with all of the terrific people who came out to help and participate.

I never expected I would be scheduling Porta-Potties and Lunch Trucks, or speaking into a PA System to a hundred people or bathing hundreds of old cones with Lacquer Thinner to scrub off the black tire marks and restore that neon luster. Who'da thought we needed new cones, cuz if you can't SEE the cones, you DNF, or that I'd learn about object fixation...Don't stare at that cone, or you'll HIT it for sure.

Next year I will be giving that special attention to my businesses, but I am proud of the program that developed this year and look forward to its continued growth as Pat Wayman takes over for 2004.

Jolene



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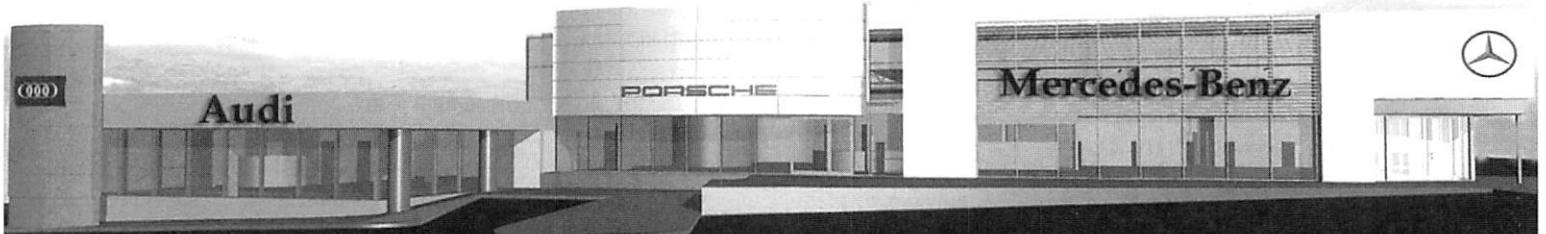
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## Winter Storage *continued from page 9*

weeks or so, it's probably a good idea to take a look at the car. Have any leaks developed? Have any mice setup house-keeping?

### To Start or Not?

I'm of the school which says don't start the car during the storage. The reasons are starting it puts lots of thermal stress on the parts that are all probably sitting around 30 to 40 degrees. Most engine wear happens in those first few minutes when a car is started because the oil hasn't fully circulated. It's questionable that if started you will ever get the car hot enough to burn off the moisture, acids, etc. the car is creating while running. This stuff ends up contaminating that clean oil you put in the car. Have you ever noticed the inside of the oil filler cap when the weather gets cold outside? Did you ever notice any moisture or gummy residue? This stuff doesn't get burned off when it's too cold.

930 turbo owners should read their owner's manual carefully. There's a "maintenance item" in there which says (and I am not kidding about this!) that each time the car is run it should be either (1) run at highway speeds for a while, or (2) given a least one full throttle, maximum acceleration in first gear. Since the car comes from the home of the Autobahn we can only guess what they mean by highway speeds. The reason Porsche states for this procedure is to assure that any moisture which has developed in the wastegate and wastegate exhaust is burned off. Way cool! "But officer, it says right here in my owner's manual that I am supposed to drive this way every time I take the car out! Really!" This moisture will develop in your engine, transmission, exhaust, etc. if you just start the car

and let it idle for a little while. So, I'm of the school that does not start the car.

### Remove Battery

For several reasons you really should remove the battery from the car. Usually the car is stored in an unheated garage. The cold will do a number on discharging the battery and killing it. Some people leave the battery in the car and plug in a trickle charger. I prefer to remove the battery completely and store it inside the house in reasonably warm place. But not a hot place. Don't store the battery on concrete. That will discharge it. Put a block of wood underneath it. Trickle charge the battery while storing it.

The other reason for removing the battery is so that you can clean the battery tray and surrounding area. It's not unusual for there to be some battery acid there. We want that out of there. If you store your battery inside your house, please keep in mind that the trickle charging will generate (explosive) gases. So don't store it near the furnace, sources of electrical spark, a heater, etc.

### Brake Fluid

Guess what? You really should change the brake fluid. It is hydroscopic. This basically means it loves to absorb moisture. Moisture sitting in the equipment over the winter means corrosion. This means brake problems. Porsche, along with all car manufacturers, recommend changing the brake fluid at certain intervals. However, as was the case with the engine oil, storage allows contaminants to remain in the system without being burned off or flushed. Thus, it is important to put the car away with fresh fluids. If the car has been used on the track this is even more important.

It's probably not a bad idea to change the transmission (and differential) fluid as well. Although, I think this is perhaps less critical than the engine oil and the brake fluid. Certainly good maintenance will have you putting new fluids in the transmission, differential, brakes, etc. at least once a year anyway. So this may be the time to do it.

### Cover Car

Clearly the car should be covered to keep dust, and sunlight from a garage window, off the car. Also keep in mind that sunlight and ozone are very bad for rubber. While the car cover will protect the car from the sunlight, it may not cover the tires. In addition, ozone produced by sparks and electrical arcing from electric motors will deteriorate rubber. So, don't store tires, or the car for that matter, where it is exposed to this. Tire manufacturers such as BFGoodrich mention this in their storage procedures. Incidentally, the October, 1995 issue of the BFGoodrich Technical Newsletter mentions that BFG R1 tires may be stored over the winter with no ill effects. However, BFG cautions against exposure to sunlight and ozone as mentioned above.

### Optional Items

Some people suggest that each spark plug should be removed and the cylinder interior "spritzed" with a small amount of very light oil to prevent corrosion. Then the spark plugs are replaced. If you're motivated, go for it. I have heard of people spraying light oil such as WD-40 on the brake rotors under the theory that it will prevent them from glazing over with rust. They say it burns off in the spring. I'm not so sure about this. I don't do it. I don't put away the car with the rotors wet. My rotors are not rusted in the spring.

That's it. Good luck.



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## Cosmetic Treatments for the Coming Season

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

As winter approaches, so does the time when many of us choose to put our beloved Porsches into hibernation. But before we put them away, we must take some steps to make sure they stay in perfect condition (or at least don't get worse). In this column, I will focus on cleaning and conditioning of the car for storage, but leave the mechanical aspects for others to address.

Wheels are the first area to work on. To clean them the right way, remove them from the car and clean the inside as well as the outside. Finally, wax both inside and outside. (I suggest using a carnauba wax to achieve maximum durability.) While you have the wheels off, take some time to wash the wheel wells, brake assembly (making sure it's cool), and undercarriage. This is where a pressure washer really pays off. As a last step, dress/wax the wheel well

plastic.

Next, clean and condition the interior. Remove all spots and stains from carpet, fabric, vinyl and leather. Just like your laundry, the longer a stain has time to set, the tougher it will be to remove. Then, vacuum the interior thoroughly. (Don't forget to get into the seat cracks.) Next, shampoo the carpet, mats and fabric, taking caution not to soak them. (You don't want to promote mold or mildew or loosen the glue.) Then clean the leather and vinyl.

After all the hard surfaces are clean, warm up the interior of your Porsche. Finally, condition the leather with a high quality cream. Spread it evenly, with a light touch, but this time don't buff it off as you usually would. If your seats are very dry and have become stiff (BMW leather tends to do this), then this is the perfect opportunity to soften them up, since no one is going to sit on them for some time.

As a last step for the interior, treat the vinyl surfaces with a high quality vinyl dressing. I also suggest putting in some bags of desiccant.

Always place them on a plate or in a bowl, never directly on leather or carpet. Instead of desiccant, you could use an electric dehumidifier to keep the interior dry.

Now the final question everyone seems to have: "Should I use a cover?" The answer is yes, but will your Porsche hibernate indoors or be exposed to the elements? For interior storage, I recommend a 100% cotton cover with a flannel lining. (If you have a cabriolet, skip the flannel unless you enjoy cleaning lint off your soft top.) For exterior storage, I suggest a Noah or Ultraweave cover that is custom made for the best fit. Another alternative is a sealable bag that you drive your Porsche into and seal as you would a Ziploc storage bag. These work very well (especially at preventing rodent infestation), but as far as I know are made only for interior use.

Tip of the Month. In prepping for storage, plug the exhaust system to prevent mice from making a home in your Porsche's tailpipes.



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ATLANTA - October 17 - Just like the American Le Mans Series event in late June at Road Atlanta, Friday's GT qualifying session started with a steady rain falling. The rain caused the cancellation of qualifying in June, but this time, the rain only lasted a few minutes, and alert tire changes reacting to a rapidly-drying race surface led to drama over the last five minutes.

Sascha Maassen, driving the #23 Alex Job Racing McKenna Porsche 911 GT3, started qualifying on intermediate Michelin Pilot rain tires, but came in for racing slicks as the rain let up about half-way through the 20-minute session. In the last three laps, Sascha cut more than two seconds off his time to grab the pole from his competition. Maassen and co-driver Lucas Luhr have already clinched the ALMS GT drivers championship. "I was off the driving line several times before finding the dry line around the track," said Maassen, who is the winningest driver in ALMS history with 20 first-place finishes. Both Lucas and I don't feel well, so completing the 10-hour event with just two drivers will be a lot of work."

Second was Alex Job Porsche teammate Timo Bernhard, who had held the pole position for co-drivers Jorg Bergmeister/Romain

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Dumas until the last lap, while UPS Porsche Junior team driver Mike Rockenfeller put the YES Network Orbit Racing Porsche in third spot for co-drivers Leo Hindery/Peter Baron. Robin Liddell, who stayed out on the intermediate rain tires rather than changing to slicks, led the field briefly before settling for fourth position for co-drivers Alex Caffi/David Warnock in the PK Sport Porsche.

Johnny Mowlem, who also had the fastest qualifying time for a brief period during the session, was sixth in the White Lightning/Petersen Porsche he will share with Craig Stanton,

while local Cumming, GA driver David Murry put the J3 Racing Porsche he co-drives with Justin Jackson and Brian Cunningham seventh on the GT grid.

Petit Le Mans will be broadcast live on Speed TV starting with coverage at 11:00 AM Eastern Daylight time on Saturday, October 18 with seven hours of racing action (11:00 AM - 12:30 PM; 3:00 PM - 6:00 PM, and 7:00 PM - 9:30 PM). The entire 10-hour event, along with Friday qualifying, will be broadcast live online on the American Le Mans Radio Web, which can be accessed on the Web at [www.americanlemans.com](http://www.americanlemans.com).

*continued on next page*

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Appointed Members

Der Gasser is published with the intention of being in members' hands on the 15th of the monthly. 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 25th of the month previous to 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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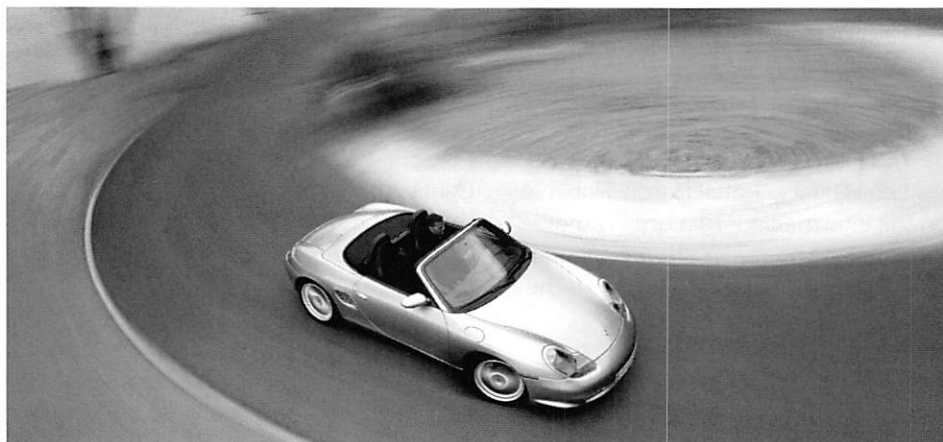
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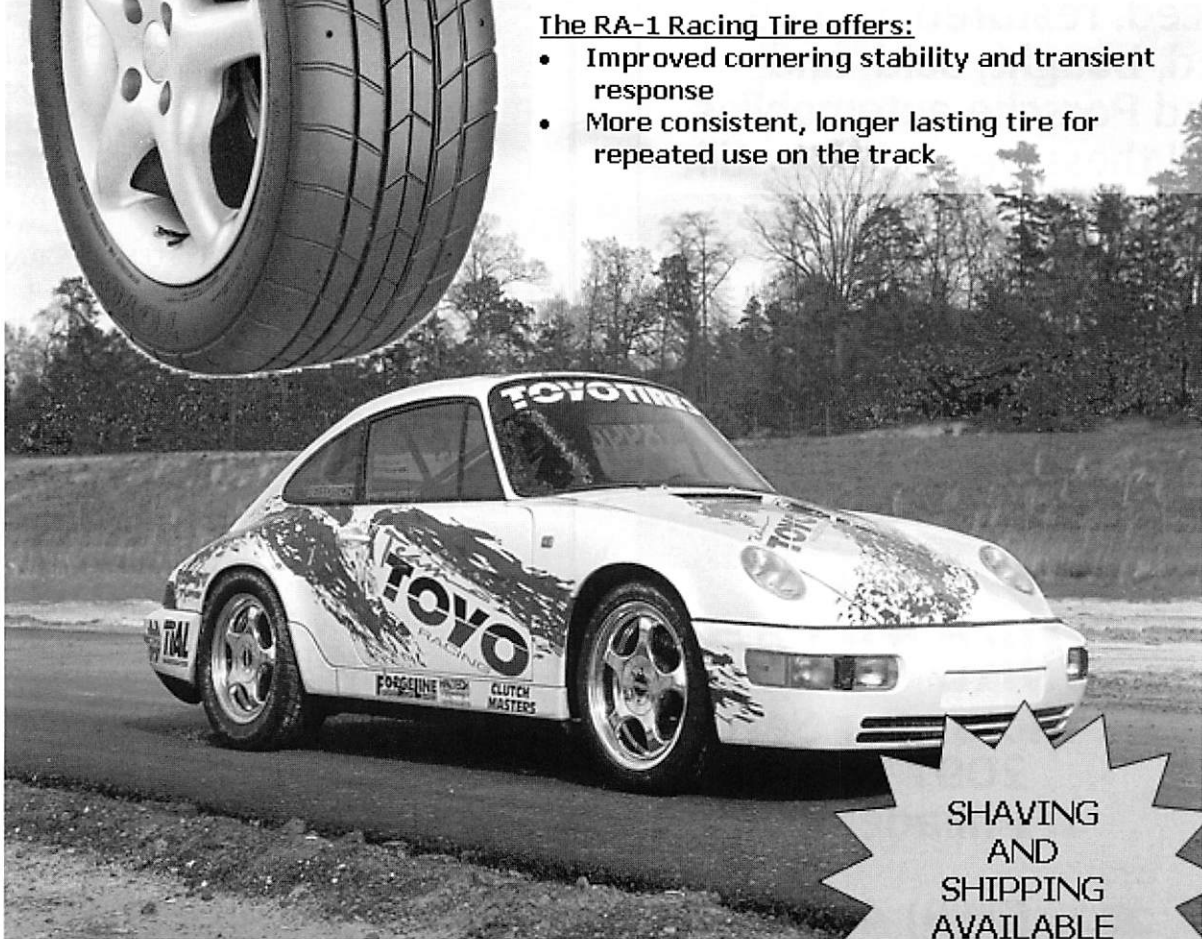
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