

# Der Gasser

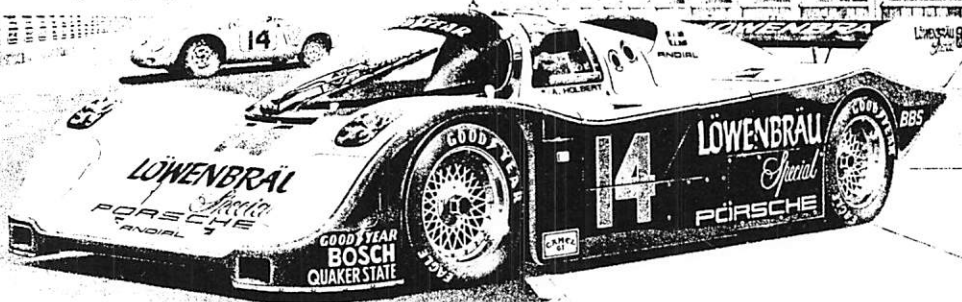
AUGUST 1997



## *Riesentöter 40th Anniversary 1957 - 1997*

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## President's Message

Did you know that racecar spelled backwards is racecar? Don't believe me? Ask your Mom, or your Dad, or your Uncle Bob, or your Aunt Anna. Or read the bumper sticker on my trailer. Or go get a crayon right now and spell it out for yourself. Well, you may not believe me on that, but here's one you'll have to take on faith: Riesentöter's August is shaping up as the month of the racecar. Now that July (vacation month) is behind us, it's time for Riesentöter to roll on with August.

If my timing is correct, when you read this our Drivers' Ed and Club Race at Pocono August 15<sup>th</sup> through the 17<sup>th</sup> will be history. John & Tracy Chatley and Bill & Vicki O'Connell and their respective committee members will have each posed with the Club-appointed sculptor who will be casting life size bronzes of them to be presented at the Holiday Banquet (to be held this year at the Doylestown Country Club on December 13<sup>th</sup>.) It is hard to fathom how much work goes into putting on one of these weekends. A big tip of the full-faced helmet goes out from me to each one of these fine folks. Please join me in the gesture and thank them when you see them. It's people like these that make Riesentöter a success.

Although the Club Race Weekend is now just a sweet memory, you still have time to join us for the RTR Picnic on Sunday, August 24<sup>th</sup> from 1:00 to 6:00 at Lenape Valley Swim Club in Chalfont and for our August meeting: "Racecars at Rosen's" on Wednesday, August 27<sup>th</sup> starting at 7:30 at Don Rosen Porsche in Conshohocken. Details of both of these great happenings can be found in this issue of *Der Gasser*. Don't miss either one!

Speaking of racecars, I had a great time at the Pittsburgh Vintage Grand Prix over the weekend of July 19<sup>th</sup> and 20<sup>th</sup> racing my 356 through the beautiful hills of Schenley Park with the Vintage Sports Car Club of America. What an event! Those Pittsburghers turn out in huge numbers for this and really make the racers feel welcome. It was quite a treat to receive applause from the enthusiastic fans while slowly motoring back to the paddock on the cool down lap. I had an outstanding race with a Mercedes 190 SLR and an Austin-Healey 100/6. Having qualified behind both of them, I managed a satisfying finish ahead of them. I have been asked by Melissa Plenzick to bring the 356 to Rosen's for the August meeting, so I have left it in race trim and livery. I will, however, probably wash off the (mostly English car) oil that is all over the nose and windshield.

Years ago there was a tee-shirt available that read, "Every Porsche ever built is a Racecar." I think that is true. Make it point to drive your racecar. It's a privilege.

Kind regards,

John Heckman

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# Down The Pike

## AUGUST

- 23 Tech Session, Vision Porsche, Audi, VW, Reading, PA  
9:00am - 2:00pm
- 24 Summer Picnic, Lenape Valley Swim Club, Chalfont, PA  
1:00pm - 6:00pm
- 27 Club Meeting, Don Rosen Porsche, Conshohocken, PA  
7:30, Topic: Race Cars at Rosen's

## SEPTEMBER

- 21 Autocross, Camden, Lot K
- 24 Club Meeting, Speed Zone, Bethlehem, PA 7:30
- 27 Tech Session, Holbert's Porsche, Audi, VW, Warrington, PA, 9:00am - 2:00pm

## OCTOBER

- 19 Fall Rally and Social (details forthcoming)
- 29 Club Meeting, Bent Elbow Tavern, Fort Washington, PA  
7:30 Topic: Election and Tech Quiz

## NOVEMBER

- 9 Porsche, VW, Mercedes Mobilia Swap Meet, Embassy Suites, Philadelphia Int'l Airport

## DECEMBER

- 13 Holiday Banquet, Doylestown Country Club

## 1997 TRACK EVENTS

### AUGUST

- 15 Pocono (Driver's Ed, Host - RTR)
- 16-17 Pocono (Club Race, Host - RTR)
- 23-24 Summit Point (Driver's Ed/OG Racing Time Trials  
Weekend, Host - Potomac)
- 30-31 Road America (Club Race, Host - Chicago)

### SEPTEMBER

- 6-7 Jefferson Circuit (Driver's Ed, Host - RTR)
- 6-7 Las Vegas (Club Race, New 2.5 mile FIA Road  
Course & Tri-Oval)
- 13-14 Willow Springs (Club Race, Host - Los Angeles)
- 27-28 Indianapolis Raceway Park (Club Race)

### OCTOBER

- 4-5 Jefferson Circuit (Driver's Ed, Host - Blue Ridge,  
contact Don Stefl (540) 774-6644)
- 4-5 Heartland Park (Club Race, Host - Great Plains)
- 10-11 Summit Point (Driver's Ed, Host - RTR)
- 18-19 Mid-Ohio (Driver's Ed, Host - Allegheny)
- TBA Memphis (Club Race)

### NOVEMBER

- 15-16 Summit Point (Driver's Ed, Host - Potomac)

### DECEMBER

- 6-7 Sear's Point (Club Race, Host - Golden Gate)
- TBA Roebing Road (Club Race)

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- Get glued to the road...911/993/944 Fully adjustable front & rear anti-roll (sway) bar kits, special pricing all summer long, ends 9/30/97.

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- Clear your head!, or at least your control units with our "hammer" tool for on board diagnostics, used on your C2, C4 and 993.
- Has your air conditioning lost its cool?? AC service and repairs with r12 and the new stuff r134, and EPA certified technicians.



## Club Meeting Info

### August Meeting - Race Cars at Rosen's

Wednesday, August 27 we will be repeating the fantastically successful "Race Cars at Rosen's" meeting. This meeting is held at Don Rosen Porsche, 1312 Ridge Pike, Conshohocken. Included for your viewing pleasure will be Porsches dedicated to Autocross, Driver's Ed and Club Racing. The owner-members will be on hand for questions, ideas for your car, autographs and photo opportunities. We're guaranteed great parking, so be sure to drive your Porsche to the meeting. See you there!

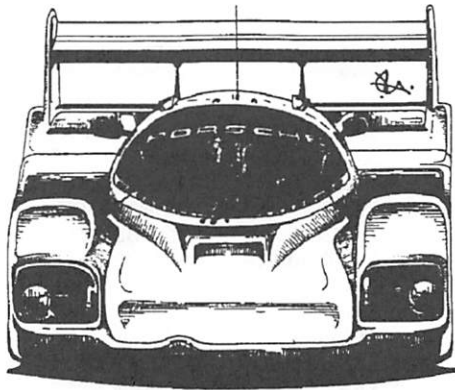
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## Autocross Anyone?

by Ken Hollman, Sierra Nevada Region

My eyes slowly drift over the course ahead as my hands find the correct position on the wheel. I am vaguely aware of the starter just to my left as I blip the throttle once and then hold the engine speed to just above 3000 RPM. The clutch is starting to engage bringing the drive train taut as the starting flag falls.

My right foot is buried for a moment and then lifted slightly to allow the rear wheels to grip during the first hard left hander. Finding the first short straight, I hardly notice the shift to second as I'm propelled forward near the red line, then lift, brake and roll on the throttle as the track veers right, left and right again. My senses are acute, I can feel my heart racing as I enter the back straight, throttle at full, then shift to third with the howl of the engine processing air and fuel in harmony with the exhaust note. I see the last kink to the left then right before the timing gate, stay on the gas. Hold, hold, hold, lift, brake, shift, gas and through the lights, brake!!!! Rolling slowly forward, stop for timing slip, hand out to take it without shaking, I'm alive and I can't wait to do it again!

An autocross driving school is a great way to get a low pressure introduction to this venue, so watch the newsletter for the next one, bring your Porsche out and give it a go!

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**Notes from the Membership Computer**  
 by John Crowley, Membership Chairman

It's late July and I'm getting ready to leave for Denver but I had to get this information out ASAP. First, I have just received a call from Jack and Ginny Case and they have informed me they are planning a trip East around the end of September or the beginning of October. They have expressed interest in attending a meeting while here and we certainly look forward to seeing them. For those who don't know the Case family please see the July *Pano* article on page 52.

Second, numbers play an important part in all our lives and in most instances we have no control over the numbers, i.e. social security number, telephone number, etc. Sometimes we get lucky and fortune smiles, witness the permit number that we use to mail *Der Gasser*. Well, twice a year national sends us the OFFICIAL membership list as maintained by their computer to be verified against our list. Here's where the numbers show up. As of June 30, 1997, RTR had 911 official members. This does not include the members who were dropped that month for late renewal which would bring the number to 944. (Do I hear Twilight Zone music in the background ?) Anyway, please welcome the following new members to RTR. These members joined during the first 6 months of this year.

JOE	AMATO	TANNERSVILLE	PA
TOM	ANDERSON	HELLERTOWN	PA
JEFFERY	ARLE	TRENTON	NJ
GARY	ARMSTRONG	CHALFONT	PA
GEOFFREY	ATKINSON	FLEMINGTON	NJ
FREDERICK	AUMAN	PHOENIXVILLE	PA
ARTHUR	AXELROD	MERION STATION	PA
ELIZABETH	BANHA	PHILADELPHIA	PA
RICHARD	BARBUTO	KING OF PRUSSIA	PA
ROBERT	BEDWELL	WAYNE	PA
JAMES	BEE	WARMINSTER	PA
CHARLES	BENJAMIN	FT. WASHINGTON	PA
DAVID	BERKOWITZ	MORRISVILLE	PA
ROGER	BETESH	LANGHORNE	PA
ALAN	BIANCHINI	SPRING HOUSE	PA
FRANK	BILOTTA	MARTINS CREEK	PA
HOWARD	BOEHRINGER	BRODHEADSVILLE	PA
JOHN	BRACELAND	CHADDS FORD	PA
SUSAN	BRANDT	NEW HOPE	PA
GEORGE	BRODHEAD	CARVERSVILLE	PA
THOMAS	BURKE	CHALFONT	PA
CHRISTINE	CARAPICO	BRYN MAWR	PA
IAN	CHAN	BETHLEHEM	PA
JOSEPH	CIRO	PHILADELPHIA	PA
WILLIAM	COLEMAN	JENKINTOWN	PA
JAMES	DANIELS	MORRISVILLE	PA
DANA	DAUGHERTY	MEDIA	PA
JAMES	DEMES	ASTON	PA
EDWARD	DENNIS, JR.	MEDIA	PA
GARY	DIENES	PAOLI	PA
VINCENT	DONAHUE, JR.	SOUTHAMPTON	PA
JOSETTE	DONATELLI	WAYNE	PA
JOSEPH	DOTO, JR.	ALLENTOWN	PA

KEVIN	DUFFY	DEVON	PA
WALLY	DYER	PHILADELPHIA	PA
MICHAEL	DZIAK	HARVEYS LAKE	PA
MICHAEL	ELLIS	WAYNE	PA
CYRIL	EVIAN	NARBERTH	PA
BRUCE	FICKEN	PHILADELPHIA	PA
RANDY	FORD	PHILADELPHIA	PA
WILLIAM	FRAME	COOPERSBURG	PA
DANA	FREY	MACUNGIE	PA
MICHAEL	FUNK	ORELAND	PA
MICHAEL	GABRIEL	DOWNTOWN	PA
CARL	GALANTINO, III	PROSPECT PARK	PA
GREGORY	GELICUS	DOYLESTOWN	PA
GLEN	GOLDMAN	PHILADELPHIA	PA
JAMES	GOLLATZ	ALLENTOWN	PA
MIKE	GOSCH	FLEETWOOD	PA
BRUCE	GRASSANO	KENNETT SQUARE	PA
CHIP	RIMES	WAYNE	PA
MARYLIN	GROPPER	VILLANOVA	PA
MARC	GROSSMAN	SPRINGFIELD	PA
FRANK	GWYNN	WEST CHESTER	PA
JIM	HAHN	SCHNECKSVILLE	PA
LELAN	HALLER	WAYNE	PA
DEREK	HARRAR	NEW YORK	NY
CRAIG	HAUSEMAN	POTTSTOWN	PA
GEORGE	HERSCH	AMBLER	PA
LAURENCE	HICKS	NEWTOWN	PA
ANDY	HOBBIE	MACUNGIE	PA
L. HANK	HOLTON	LAMBERTVILLE	NJ
GREGORY	HUNT	NORTH WALES	PA
MICHAEL	INFORZATO	SPRINGFIELD	PA
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FRANCIS	LAMMER	NARBERTH	PA
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SCOTT	LEVY	RINGOES	NJ
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ANTHONY	O'LEARY	MORRISVILLE	PA
GARRY	OLSEN	MEDIA	PA
DAVID	OSWALD	MERTZTOWN	PA
MICHELLE	PALAMARCHUK	PHILADELPHIA	PA
SAMUEL	PALLEY	HUNTINGDN VLY	PA
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RONALD	WURTZ	CHALFONT	PA

## 911 SC Tech Tips

by Pete Zimmermann, Los Angeles Region

911 SC's have withstood the test of time better than any automobile I've ever been associated with. My '81 has just passed 196,000 miles and we use it daily. It's been 90,000 miles since the clutch was replaced, 110,000 miles since the airbox was done and the engine has never been apart. Although the Porsche is now "tired," every day it starts perfectly, idles smoothly (in part due to the exclusive use of Chevron Premium), runs well, and does nothing badly. This car will be rebuilt in the very near future, because, although a 993 would be nice, the SC provides us with the reliability and the cost effectiveness we need, as well as a car that is fun to drive. The SC, to some, has become a little more than a car, it has become a companion. Here are some tips to keep it healthy.

### Stud Falls Out, Hits Technician On Foot

When stud breakage occurs, the engine must be removed as well as the camshaft housings, cylinder heads, and piston and cylinder set disassembled, all of the studs removed and twenty-four new studs installed. At this point a determination must be made regarding the integrity of the cylinder heads and cylinders. The mating surfaces of both must be absolutely flat, which will insure a perfect seal.

If the engine has over 100,000 miles on it, the pistons/cylinders will probably require replacement, and it is not a bad idea to replace the rod bearings at the same time. The worst case scenario for this work will cost about \$6,800 and the least amount for stud replacement is about \$2,400. Two items should always be considered during this repair; (1) update the chain tensioners to the oil-fed Carrera type, and (2) replace the airbox.

### Tensioner and Airbox

Speaking of Carrera tensioners, we feel that this update should be done to all 911 SCs at about 100,000 to 110,000 miles. We strongly recommend replacement of the airbox using only Porsche factory authorized parts including intake runner sleeves and gaskets as well as injector o-rings if the engine is still fitted with the original unit.

### Transmission

Transmissions in these cars are good, but depend on correct shifting technique by the driver and correct clutch adjustment by the technician for trouble free operation. The driver must know that shifting is a two-part process: (1) moving the shift lever out of the engaged gear to neutral, and (2) followed by engagement of the next gear. Never try to shift an SC without a momentary pause in neutral, and you will find a technique both you and the car can live with. The transmission in these cars, actually all 911s built between 1972 and 1986, are just touchy enough that valet parking can be hazardous to their health.

# Riesentöter 40th Anniversary On-the-Road Jacket



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In the complex and everchanging world in which we live, we wear what we wear to let people know who we are and where we stand. Ultimately, we must bear full accountability for the impression we create. We are simply people living a motivated life style, trying to make a fast, clean fashion statement and then get on with our lives. The truth is that all we want is a comfortable jacket for driving our Porsches which can keep us warm and dry when we are not. If someone mistakes us for Hans Stuck, Hurley Heywood or Lilian Bryner, so be it!

*John Small*

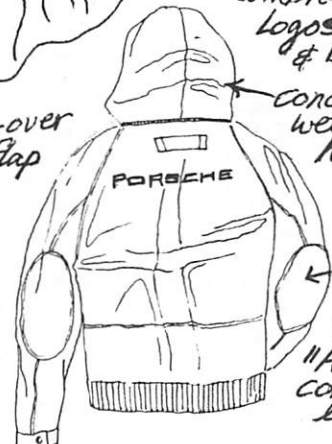
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## Members and Instructors....

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P.S. A big thanks to Riesentöter Tony Elchaar!



## Concours Corner: Detailing by Kathy Golik, Allegheny Region

What is auto detailing? Simply stated, it is the practice of making a car look its best without such extreme measures as dismantling or repainting. This practice is essential to maintaining a car's beauty, performance, and value. To achieve these goals, detailing needs to be done on a consistent basis.

How much time can be spent detailing a car? Someone may give his car a minimal detailing job in one day, involving a wash, wax, and interior dusting and vacuum. Still another may spread the job out over several days to a week, covering the car in greater detail and working on sections not normally covered in a "wash & wax," such as the trunk and engine compartment.

Many Porsche owners gear up for a once-a-year total detailing job that can easily span two weeks of visually inspecting and cleaning every accessible part of the car. It is this thorough detailing, only done far more often than once a year, that prepares a car for a Concours d' Elegance.

If you aren't used to detailing by now, you might be feeling tired over the prospect of constantly working to beautify your car. After all, why sweat over it at all when a detail shop can be paid to do the work? The choice, as always, is up to you. But there are some differences between detail shop work and your own detailing. There is, obviously, the satisfaction of knowing that you did it by yourself. This usually breeds a desire to keep up the job.

I don't want to give the impression that detail shops can't do as good a job as the car's owner can. Many detail shops do careful, excellent work on detailing, and they're surely worthy of our support. But, as the adage goes, "Let the buyer beware." When one is shopping around for a detail shop to patronize, one must be aware of the potential for bad jobs in the more unscrupulous shops, which usually is expressed in various cost- and time-cutting practices.

Some "professional" jobs can, at first glance, look almost too good. These jobs live a lie, as if the car came right out of the factory and was magically transported to your garage without a single mile tacked up or a single day aged on. Everything looks too shiny and too glossy. And for good reason. Many detail shops rely on quick-fix ideas. They will employ clear lacquer spray to make the engine compartment look new and shimmering. Often, the interior may not actually have been cleaned, but simply doused with a dressing.

Generally, these detail shops seek to achieve the best cosmetic appearance for your car in the shortest amount of time. These shops can do several cars in one day, and that cuts down on the amount of attention your car can receive. But, as I said earlier, there are some shops who will do meticulous work, often taking one car at a time and giving it all the careful, gentle attention it

deserves. These shops generally charge more, but if you're not up to working yourself, this may be a plausible choice.

If you choose a professional detailer, you should ask to see a sample of their work. Check the interior: is it really clean, or does it have that slick, greasy, dressed-over look? Check the paint for swirls and spider-webs; they shouldn't be there. Is there unsightly wax buildup? Another big no-no. Inspect the engine compartment for the tell-tale signs of lacquer use: shine everywhere, even on hoses and normally matte black surfaces. One can expect the visible sections of the car to be clean, but what about "hidden" areas such as fender wells? Finally, ask about the cleaning mode used. Is all work done by hand, or are machine buffers used? Concours winners concur that machines can do more harm than good in the hands of an inexperienced worker. Hand work is generally best.

There are definite advantages to detailing a car. Surely, everyone likes to ride in a clean car. It seems to be humanly irresistible to drive around while everyone stares at you in awe. With a clean, shiny machine, racers seem to get a psychological edge in nailing a track. Also, mechanics can detect problems more quickly and easily on clean engines. And, of course, faithful detailing can increase the value of your car at trade-in or selling time.

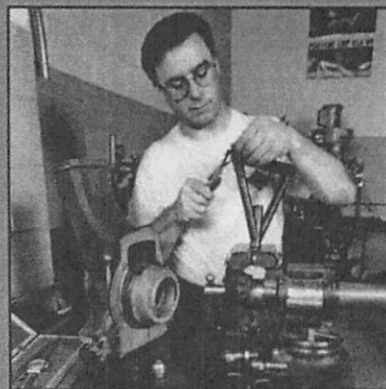
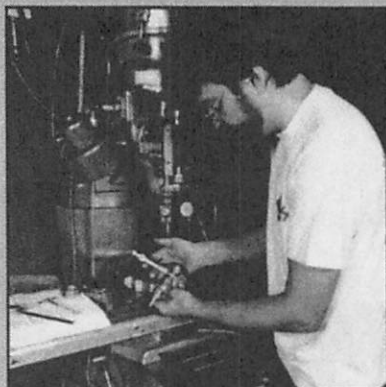
Detailing is also preventive maintenance. Moving parts work most efficiently when clean. Also, the best way to combat rust is by not giving it a chance to start. Frequent and thorough washing is the best solution, especially for cars driven on salted roads. Pockets of dirt, leaves, and other debris retain moisture and need to be removed as soon as possible. Faithful and thorough detailing (as well as garages!) can keep these problems to an absolute minimum.

Effective and consistent auto detailing is an excellent way to add longevity, beauty, and value to your car, and it's also an excellent way to bring you closer to your Porsche. So, if you currently follow a regular detailing schedule, good for you, and good for your prized possession. But if you don't have a cleaning regimen yet, isn't now a good time to start?

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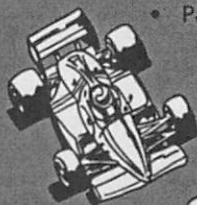
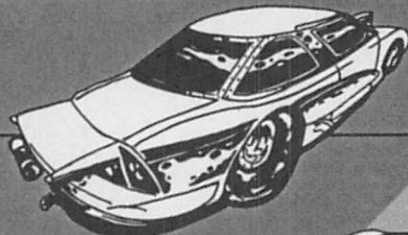
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# Riesentöter Annual Picnic

Sunday, August 24th 1:00pm-6:00pm  
Lenape Valley Swim Club

Swimming, Volley Ball, Baseball (bring your equipment), Dessert Contest and People's Choice Concour.

Hamburgers and Hot Dogs Compliments of BONNANI FOODS.

Bring your bathing suit, your favorite home made dessert and the whole family for an afternoon of fun, food and PORSCHEs.

Please note: the People's Choice is not a judged concour - no one will crawl into your trunk or glove box - dirty cars have been known to win!! Any Porsche qualifies, everyone gets to vote!!!

## Directions

Lenape Valley Swim Club is located in Chalfont near the intersection of Routes 202 and 152.

From Montgomeryville via 202, turn left onto 152, go 4 blocks to Westview Avenue, turn left and Lenape is a short distance down the road, on the left.

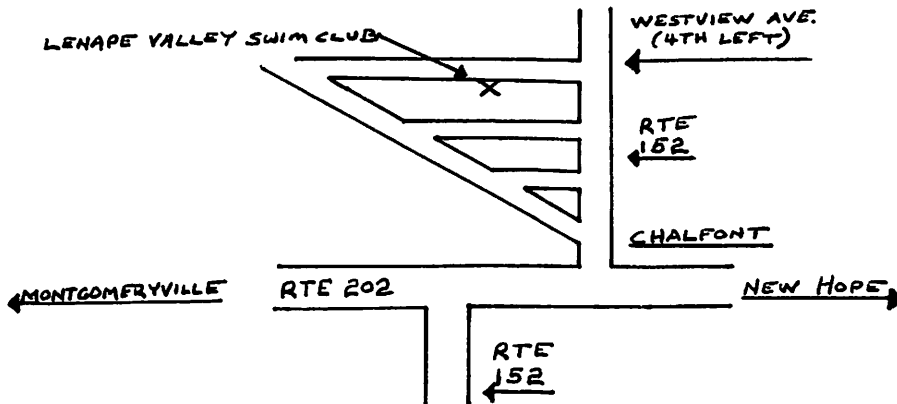
From New Hope via 202, turn right onto 152, go 4 blocks to Westview Avenue, turn left and Lenape is a short distance down the road, on the left.

**\$10.00 per adult, Children are FREE**  
Any Questions????? Call Pat Tillson 610-544-4737

Name \_\_\_\_\_

# Attending \_\_\_\_\_ Phone \_\_\_\_\_

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## 1997 Riesentöter PCA Driver Education Application Form

EVENT (Select one)	DATES	FEES	
		Student	Instructor
__ Jefferson Circuit	September 6, 7	\$120	\$80
__ Summit Point	October 10, 11	\$120	\$80

- REQUIREMENTS:** You must have a valid drivers license  
 Be at least 18 years of age  
 Have a Snell 90 or Snell 95 rated helmet  
 Have a fire extinguisher mounted securely (metal to metal) in your car for  
 White, Black, & Red run groups, highly recommended for Green and Blue
- ENTRY DATE:** Six weeks prior to the event. Non PCA members four weeks prior to the event.
- SEND TO:** Vicki O'Connell, 2801 Stoneham Drive, West Chester, PA 19382 (610) 640-1675
- REFUNDS:** Only 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. RTR hosts a tech session within two weeks of each event.

***RIESENTÖTER RESERVES THE RIGHT TO REFUSE ANY APPLICATION***

I plan to attend on: **FIRST DAY** : \_\_\_\_ **SECOND DAY** : \_\_\_\_

Name _____			
Street _____			
City _____	State _____	Zip _____	
Home Phone ( ) _____	Work Phone ( ) _____		
PCA Region _____		PCA Member # _____	
Vehicle Model and Year _____		Color _____	

List the number of **DAYS (NOT EVENTS)** you have driven at the following tracks (both schools and races):

Pocono _____	Watkins Glen _____
Jefferson Circuit _____	Summit Point _____
Other high speed experience _____	Last Riesentöter run group _____
Tracks where you have instructed _____	
Racing licenses held _____	

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 if:**

- **This is not completely filled out**
- **Full payment is not enclosed.**

### EMERGENCY CONTACT INFORMATION

Contact _____	Relationship _____
Address _____	
Day Phone # _____ - _____ - _____	Evening Phone # _____ - _____ - _____
Family physician _____	
Day Phone # _____ - _____ - _____	Evening Phone # _____ - _____ - _____



## Got Squealing Brakes?

by Larry Reynolds, Northern New Jersey Region

Brake pad squeal is one way to warn other drivers that you and your Porsche are about to arrive. If you make enough noise, they think they are about to become intimate with a runaway garbage truck (pedestrians will yank small children back from the curb).

There are several factors that cause brake squeal. The primary reason is usually the brake pads themselves. Many of the carbon metallic brake pads, such as Cool Carbon, etc. are the worst as far as squealing. This is due to the composition of the pad material itself. The stock Porsche pads are usually relatively quiet in comparison. Thus, the solution may be as simple as changing to a different brand of brake pad. Excessive brake pad wear, warped rotors, misaligned calipers, loose calipers, loose wheel bearings, incorrectly sized pads, glazed pads or rotors and sticky pistons may also cause your brakes to sing high alto in the anvil chorus.

If your brake pads and braking system are in good condition and you experience squeal just as you are almost stopped, this is usually the brake pad vibrating against the rotor/caliper, causing the rotor to ring like a bell. If you experience noises at other times, check to make sure your brake pads are in good condition and show equal wear. Sometimes a piston will hang up and cause excessive wear and failure of one pad. Check all of your pads to make sure that one is not down to the metal backing plate. The backing plate does not have quite the coefficient of friction as do the brake pads and will usually dig nasty grooves into your rotor for good measure. If you experience clunking noises, a vibrating pedal, or a screeching sound, you should have your entire brake system checked by a qualified mechanic. If you wait too long, the next sound you hear may be "crash."

One option to help reduce the brake pad symphony is to install brake pad vibration damper pads. The vibration dampers that Porsche and several other suppliers sell are a self-stick fiber material that adheres to the back of the brake pad backing plate. Some models are manufactured with a mushroom shaped button spring in the center. The button spring fits tightly into the piston and the fiber disk adheres to the backing plate of the pad. The theory is that the fiber disk will help cushion (i.e., soften) the vibration of the brake pad. The second part of the theory is the mushroom button will help pull the pad away from the rotor when the piston retracts after the brake is released. This result-

ing extra clearance will reduce/eliminate squeal. Sometimes they work, sometimes they don't.

A second option is to coat the back of the brake pads with a quality anti-squeal compound. Wurth make a couple of nice ones. Wurth Anti-Squeal Spray (#890106) is an aerosol spray that puts a thick heat-resistant polymer adhesive on the back of the pad to cushion the pad from the caliper pistons and help the pad retract with the piston. A second option is Wurth DBQ-2200 (#8931102) that comes in a can with a top that looks like a liquid shoe polish bottle. This is applied to the back of the brake pad like a shoe polish. I have found that a combination of the Porsche vibration dampers and a coating of one of the brake anti-squeal compounds usually reduces low speed squeal to a tolerable level. (At least parents stop yanking their children back from the curb.)

A third solution is to coat the area of the pad backing plate that contacts the caliper piston with a THIN coating of high temperature anti-seize. You do not have to coat the entire backing plate, only the area that is in contact with the piston. The key words are THIN and HIGH temperature. You do not want anti-seize to run onto the front of the pads or the rotor. This is somewhat like waxing your brake pads. I use Wurth CU1100 (#8938132) that resists temperatures up to 2000 degrees and apply small circles to the piston contact area. This is not as effective as the above, but allows for quick changing of the brake pads.

The type of driving and resulting braking requirements will usually determine the best solution for you. I use anti-seize on my track car where the brakes are used heavily and the pads are changed very frequently. On a street driven Porsche you may wish to consider the combination of pad silencers and anti-squeal compound. I can not over emphasize the importance of maintaining your braking system in top notch condition. If you are not confident in your brake repair abilities, please take it to a qualified mechanic. Something will stop your forward momentum, it may be your brakes or it may be one of numerous less desirable options.

If anyone has any questions, or I may be of further service, please feel free to give me a call. (Editor's Note—Larry Reynolds also operates Car Care Specialties Inc., Distributors of Quality Porsche Care Products, Post Office Box 535, Saddle Brook, NJ 07663-0535. Phone 201-796-8300, Fax 201-791-9743, E-mail carcaresp@aol.com).

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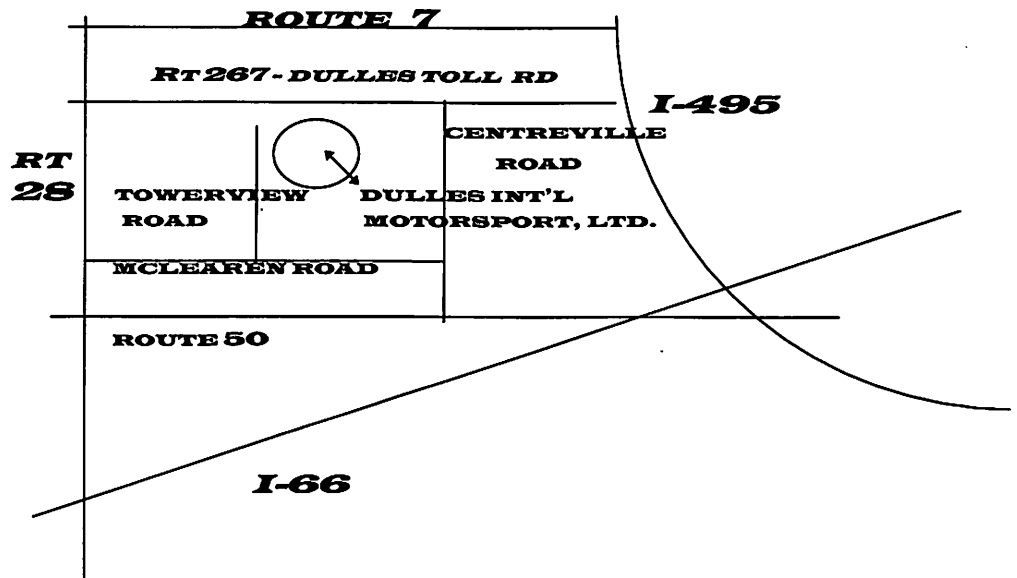
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# FOR SALE

**62 356B S90 Coupe**, Ruby Red/Black interior. One owner for the last 25 years. Well maintained orig. cond. Solid pan, no body rust, good overall appearance. Chrome wheels, luggage rack, camber compensator. Low miles on complete engine rebuild w/ factory S90 pistons. \$16,500 O/NO Bill Smith (215) 953-2410 day, (215) 757-0926 eves. <sup>7/97</sup>

**68 912 Coupe**, Red/Black interior. 4-spd. Fuchs, Pirelli P-8s. Solid, reliable driver, some cosmetic challenges. Updated seats and carpets. Orig. floor mats avail. Colgan bra. 80K mi. \$3,900/OBO Ken Delaney (215) 997-3982 or (215) 997-3983 fax <sup>8/97</sup>

**69 912 Coupe**, Bahama Yellow. 5-spd. Restored to orig. cond. Alloys, new tires. 16th from the last production 912 Coupe. \$10,500 or will trade up to 356 roadster/cabrio. or '73 911 Targa. Charlie (215)968-5153, (215)860-2424 or (215)860-7146 fax <sup>5/97</sup>

**72 911T Coupe**, Guards Red. Fresh rebuilt 2.4L F.I. CIS engine, updated tensioners, turbo valve covers, new clutch, SS brake lines, S front spoiler, sunroof. 6x15 Fuchs alloys. Great candidate for a Club Race car. \$6,000 Joe Shemenski (800) 338-7731 day, (215) 343-3766 eves. <sup>8/97</sup>

**73 914**, 2.0 engine. Engine runs great. Overhauled Jan. '97. Body needs work. Must sell. \$1,250/OBO Robert Weiss (215) 946-0545 <sup>8/97</sup>

**73 911T Targa**, CIS. Stock engine w/ Carrera tensioners, lower rocker covers, tie-rod ends & trombone oil cooler. Aase Bro. rebuilt trans. with Porsche short-shifter. '84 Carrera brakes/struts, Boge gas shocks, new batteries, 6/7" Fuchs w/P-600s. Good overall cond., rust-free (Calif. car). Used as daily driver when there is no salt. Asking \$9,800. Glenn Davis. 609-397-8819/gpdavis@voicenet.com <sup>6/97</sup>

**78 930 Turbo**, 3.3 ltr. Custom leather Recaros, polished wheels, Alpine Stereo. 38K miles. \$24,500/OBO Glen Goldman (215) 464-6367 or email blr@juno.com <sup>7/97</sup>

**80 911SC**, Silver/Black factory sports seats. Front and rear spoilers, stereo cassette, fog lights. \$12,500 Call J or Joe at (610) 525-3500 or 525-5000 <sup>7/97</sup>

**81 911 Targa**, Blue/Tan leather interior. Always garaged & covered. No rain/winters/smoke or track. Excell. cond. inside and out. \$14,000/Offer Bob Mazuk (215) 345-4191 <sup>7/97</sup>

**82 911SC2**, Guards Red. 3.6 liter conversion, close ratio 915 w/Quafe, Weltmeister, Momo, OMP, OG, Wilwood, VCI & much more. This is the cleanest conversion you will see. Enjoy serious pwr, 270+, w/ Porsche reliability. Track or street. \$25,000/firm. Brian Smith (215) 886-15713 (w) or (215) 657-1206 (h) <sup>6/97</sup>

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**84 911 Targa**, White/Champagne leather interior. Adjustable sway bars, short shifter, performance chip. H-1 headlights. Borla s.s. exhaust plus original muffler. 66K mi. Garaged. Meticulously maintained. No smoke, no winters. \$22,000 Nick Betegh (610) 649-0490 <sup>8/97</sup>

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**85 944**, White/Black interior. 7 & 8 x 15 factory alloys. Dunlops - 225/50R15 front and 245/50R15 rear. In-dash CD player, new belts, water pump, motor mounts. 115K mi. Very good cond. Call Bob Russo (215) 674-4756 <sup>7/97</sup>

**86 928S**, Meteor Grey metallic/Camel full-leather int. Automatic, top end CD sound system, dual A/C's, sheepskins. Garage kept and very well maintained. 55K mi. This 2-owner beauty has never been raced and is one of the cleanest '86s around. Asking \$16,000 or B/O. Ken (215) 679-4881 <sup>8/97</sup>

**86 944 Turbo**, Dark grey metallic/Tan leather sport seats. 16" Fuchs alloys, Autothority Stage II chipset, Quick Shift kit, Sony AM/FM/CASS/10CD changer system, keyless entry/ rear hatch. Kept covered, beautiful car, never driven in snow. Too many new parts to list. 116K well maint. miles. Svc. records last 4 years. Never raced or abused. Must See!! \$10,000 OBO Chris Bohem (610) 239-7215 <sup>8/97</sup>

**87 930 Coupe**, Venetian Blue Metallic/Tan leather interior. Slant Nose metal conversion, sunroof, new clutch, engine rebuild by Holberts, 4-spd. trans. rebuilt with Powerhaus gears... 1<sup>st</sup> higher, 3<sup>rd</sup> lower, 4<sup>th</sup> lower. Sony AM/FM Cassette w/10CD deck, A/C. Perfect cond. \$29,900 John Warren (215) 464-9302 days or (215) 794-8910 eve & wknds. <sup>8/97</sup>

**87 911 Carrera**, Red/Tan interior. Texas Car. All options. All records. Second owner, excell. cond. 82K mi. Paul Heinrich (610) 399-9143 (home), (800) 282-5827 (work) <sup>8/97</sup>

**87 911 Carrera Coupe**, Silver on black. All options. Garaged and covered, no winters. Flawless cond. Lowered 22 & 28 torsion bars, adj. Konis, turbo tie rods, camber truss, mass flow, B&B exhaust, much more! All service records. 69K. \$22,900 Roger Pasquale (H) 610-670-5061 (W) 610-926-3700 <sup>7/97</sup>

**87 928 S4**, Silver/Burgundy leather interior. AM/FM/Cassette, 5spd., sunroof, new tires. All options. Holberts serviced since new. Mint cond. inside and out. No track. Needs nothing. 97K mi. \$14,900. John Warren (215) 464-9302 days, (215) 794-8910 eve & wknds. <sup>6/97</sup>

**88 944 Turbo**, Black/Black leather interior. A/C, sunroof, rear wiper, factory alarm, cust. radar, garaged. New Bilstein Sport shocks & struts, control arms, rotors & pads, battery, water pump, cam & balance belts/seals, parking brake. Newer clutch, tires, dist., A/C compressor, air/oil/fuel filters. Many extras. Over \$18K invested, asking \$12,300. Frank Tavani (215) 782-8827 <sup>7/97</sup>

**88 944 Turbo S Coupe**, White/Burgundy leather interior. ABS, sunroof. All service by dealer. Chips, CD Player. New timing belt, clutch. Always garaged. 42K original mi. One owner. \$21,500/OBO Donald Bakley (609) 415-1544 <sup>5/97</sup>

**89 944 Turbo S**, White/burgundy leather interior. 110K babied highway miles. All S options, power everything. All service records. Great condition in and out. \$15,500 Must go to a good home! Jeff Sheldon (215) 321-2236 <sup>7/97</sup>

**90 944 S2 Cabrio.**, Black/Black interior. Immaculate condition. Dealer serviced. Garage kept. 43K mi. \$24,900 215/368-9009 <sup>5/97</sup>

**95 993 Cabrio.**, Midnight Blue/Gray leather interior. Blue top. 17" wheels, pwr. seats, windows and top. In-dash CD player. 6,500 mi. Gorgeous. Call Bob Russo (215) 674-4756 <sup>7/97</sup>

**95 993 C4 Coupe**, Red/cashmere. CD player, bra. Lowered with Eibach springs. Garaged. Under warranty. 11,800 miles. \$59,000 Bill Frame (610) 966-4060 or wframe@enter.net <sup>7/97</sup>

**97 Boxster**, Arena Red metallic/Gray leather interior. 5-spd, 2,300 miles, luxury tax paid. Flawless and available now! Best offer and delivery available. Debbie Cooper (610) 793-9345 <sup>8/97</sup>

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**88 Audi 90 Quattro**, Silver/gray leather interior. Heated seats, AM/FM cassette. New suspension, bushings. 140K mi. Call Bob Russo (215) 674-4756 <sup>7/97</sup>

## PARTS

**BBS 3-Piece Forged Wheels**, 10x16 & 8x16. Silver centers. Fits 930. Perfect cond. - \$1,900/OBO; Club Sport DME for 3.2 Carrera. Best offer; C2 Cab roll bar - \$275; Sparco Super Sport seats, black cloth, new in box. List - \$1,400, sell - \$1,100 pr.; 7 & 8x15 Fuchs w/ Comp T/A R1s. 1/2 tread. Make offer. Mike Murphy (610) 696-8198 eves. <sup>8/97</sup>

**Fuchs 7Jx16 & 8Jx16 from '86 944T**, including four 225/50ZR16, two Dunlop D40M2 and two BFG Comp TA ZR. Wheels are clean aluminum (black paint removed) and one has a light curb scratch (easily repaired). \$1,000/OBO Call Chris (610) 239-7215 or cbohem@prodigy.com <sup>7/97</sup>

**BBS Wheels**, Four Gold w/polished lip 6Jx15 from '89 Audi 200T. May fit many Porsches. Good cond. \$400/OBO for set. Call Chris (610) 239-7215 or cbohem@prodigy.com <sup>7/97</sup>

**911 rims**, Two each 7" & 8" x 16. Complete with RE71 Bridgestones. 205 and 225. Tires have tons of tread and the rims are in excellent cond. Pacific Blue centers. Make Ms. Vicki's day and help me empty the garage of 'excess stuff.' Reasonable offers accepted. Bill (610) 640-1675 <sup>7/97</sup>

**MSM Rims**, Four used MSM rims (BBS wire look) Porsche offset, two 8's and two 9's. Four nearly new 205/55R16 Comp T/A's. Best Offer. Call Bob 610-363-5677 eves. <sup>5/97</sup>

**993 Coupe Parts**, Continental CZ91, 2 - 205/50ZR17, \$75; front wiring harness; ABS pump & computer; steering rack; steering pump; rear bumper cover; F&R reinforcing bars & shocks; oil tank & lines; right front suspension; 6-spd trans.; cashmere supple leather interior; Hi-Fi sound system. Call w/ your requirements. F.O.B. Bill Cooper (610) 793-9345 <sup>8/97</sup>

**Hart "Turbo" Wheels**, 2 - 7.5x17 w/ BFG 235/45/17 Comp TA R1s; 2 - 9x17 w/ BFG 255/40/17 Comp TA R1s. Perfect cond. Used 1 track event. Fit 911, 930, 944, 968, C2/4, 928. \$1,099 complete. Pete Fitzpatrick (215) 493-7773 home, (215) 741-4228 work <sup>6/97</sup>

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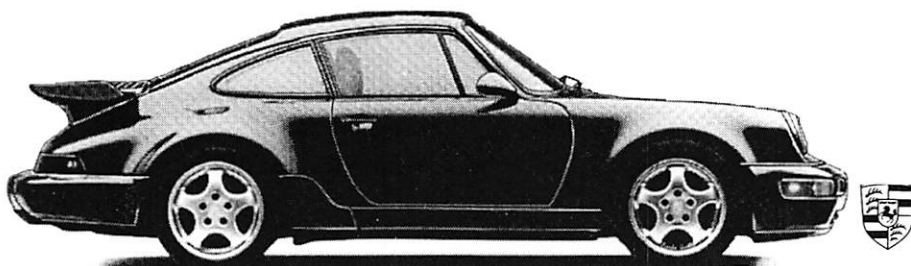
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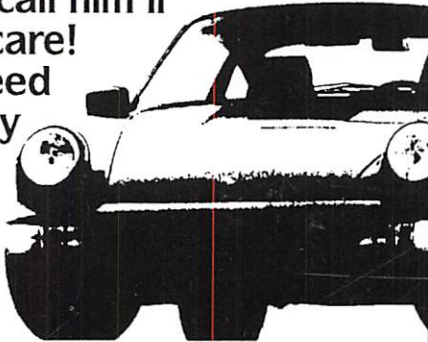
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