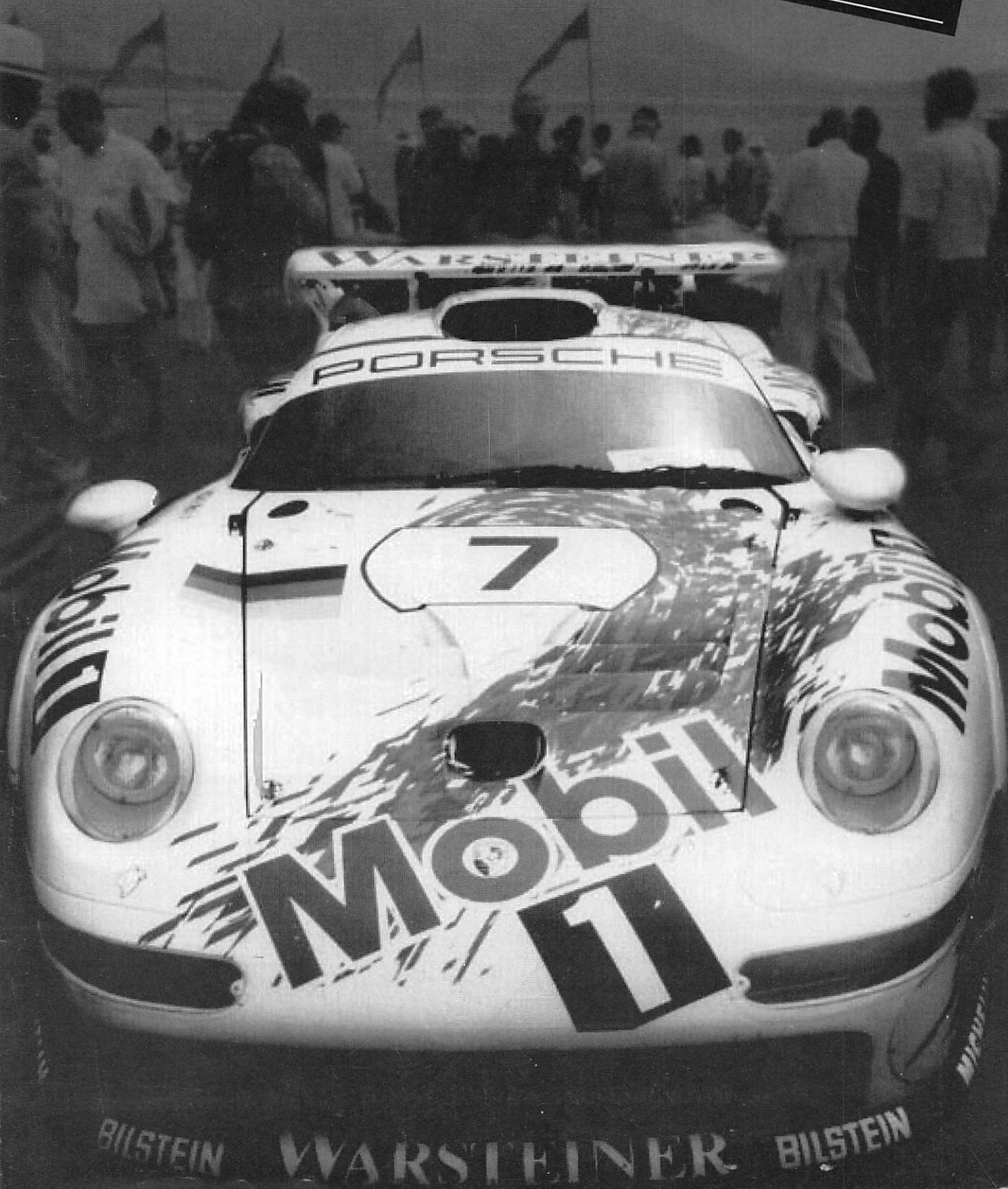
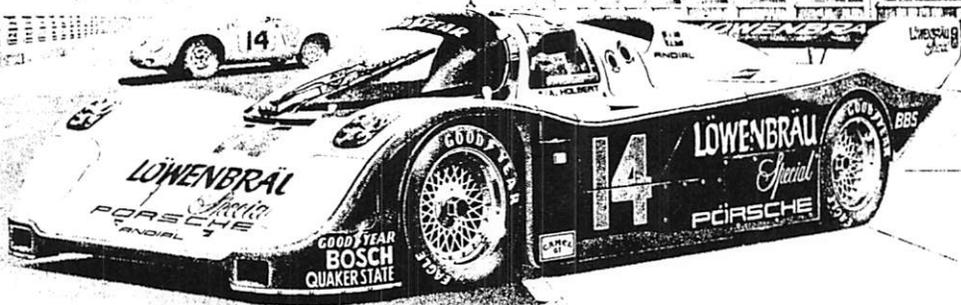


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President's Message

The main event in January was the International Auto Show held at the Philadelphia Convention Center from January 9th to 17th. Some of us braved the bad weather for a sneak preview at the Black Tie Tailgate. It was remarkable to see such a strong representation from our region, and a privilege to view and explore the engineering wonders of the world.

The following weekend we revisited the show for our January meeting. I'd like to extend special thanks to Bill O'Connell and Randy Jameson for coordinating the meeting and to our host Saul Kun for granting us free entry to this outstanding event. A member of Riesentöter PCA, Saul is also the proprietor of Fort Buick, Pontiac, Isuzu of Fort Washington, PA and President of the Auto Dealers Association.

The auto show continues to be a pleasant highlight in an otherwise dull season. After being somewhat spoiled by last year's mild weather, winter doldrums coupled with racecar withdrawal was a bit more than I was prepared to handle. To get my fix before our track season started, I headed to The Rolex 24 at Dayton to meet Riesentöter members Bill Cooper, Jim Foster, Kurt Faller, Dave Weld, and Jim Zelinskie. Although this trip to Daytona Beach wasn't like college, (when my best friend and I earned a spot in the *Guinness Book of World Records* for squeezing seven adults in a two-seater – my

280Z)

we still had a blast watching the ultimate *race 'til you drop* test of man and machine. After 700 laps and 2,500 miles over the rain-spattered 3.56 mile road course, Porsche once again proved its reliability by taking 1st and 2nd place in the GT2 Class as well as 1st, 2nd, and 3rd place in GT3.

Although the race was a good start, it didn't quench my appetite to drive. So I overshot the airport and headed to Sebring International Raceway where I spent three adrenaline-injected days behind the wheel of a Skip Barber Formula Dodge. Skippy's 140 hp open-wheeler weighs in at 1,100 pounds and was just what the doctor ordered!

Riesentöter PCA; be proud to be involved.

Display Your Marque

Each year at the January meeting we reward the member wearing the most Porsche items – which makes me feel like Monti Hall from TV's "Let's Make A Deal"! In 1999, member Anne Tansimore broke the record by wearing and carrying a total of 11 items! To celebrate her enthusiasm, we presented Anne and her family with a lovely set of Porsche 911 cookie tins.

Best Regards,

Nick Hatalski, President

President's Proverb:

In Racing, as in life, there are no mistakes, only lessons. Lessons are taught over and over until they are learned.

Cover Photo - GT1 Mid-Engine Coupe. Twin-Turbocharged, Four valves per cylinder, 3162 cc 750 hp DIN (Bill O'Connell)

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Riesentöter Calendar of Events

FEBRUARY

- 1 Registration opens for the 44th Porsche Parade
- 12-14 *Sebring*
(Club Race: Gold Coast/Suncoast)
- 24 **Feb. Meeting at Dougherty Automotive Services.**
7:30 Social; 8:00 meeting.
720 E. Nields St., West Chester, PA (610-692-6039)

MARCH

- 20 **SuperTech and Track Clinic Dougherty Automotive Services**
720 E. Nields St,
West Chester, PA (see pg. 5)
- 27-29 *Texas World Spdwy*
(Club Race: Lone Star)
- 31 **March Meeting at Arnold's Formula "E" Karting Center.**
7:30 Social; 8:00 mtg then carts.
422 Business Center,
V-2200 Circle Drive, Oaks, PA (610-666-0600)

APRIL

- 10-11 *Road Atlanta*
(Club Race: Peachstate)
- 24 Porsche "Only" Swap Meet
Hershey Park, Hershey, PA
(see pg. 11)
- 28 **New Members' Meeting - Holberts Porsche/Audi/VW, 1607 Easton Rd, Warrington, PA 215-343-1600**
7:30 Social - 8:00 Mtg

MAY

- 1-2 *Las Vegas*
(Club Race: Intermountain)
- 1-2 *Putnam Park*
(Club Race: Ohio Valley)
- 15-16 *Mid Ohio*
(Club Race: Mid Ohio)
- 21-22 *Lime Rock*
(Club Race: Conn. Valley)

MAY (CON'T)

- 26 **May Membership Meeting**
Bryn Mawr Stereo
King of Prussia, PA 610-878-2500
- 28 **RTR Driver Ed, Pocono, East Course (Instructors, no students)**
- 29-30 **RTR Driver Ed, Pocono, North Course**
- 29-30 *Hallet Raceway*
(Club Race: Maverick)

JUNE

- 4-6 *Portland*
(Club Race: Oregon)
- 5-6 * *Pocono*
(Club Race: N. NJ)
- 19-20 **RTR Driver Ed, Jefferson Circuit**
- 19-20* *Brainerd*
(Club Race: Nord Stern)
- 26-27 *Grattan Raceway*
(Club Race: W. Michigan)
- 30 **June Membership Meeting**
CJ's Tire, Rt 422 Westbound
Birdsboro, PA 610-582-4266

JULY

- 3-4 * *GingerMan*
(Club Race: SE Mich)
- 10-11 *Mosport*
(Club Race: Upper Canada)
- 17-18 *Second Creek*
(Club Race: Rocky Mtn.)

AUGUST

- 6-8 **RTR Driver Ed, Watkins Glen**
- 8-14 44th Annual Parade, Mont Tremblant, Quebec, Canada

OCTOBER

- 1 **RTR Driver Ed, Pocono, South Course (Instructors, no students)**
- 2-3 **RTR Driver Ed, Pocono, North Course**

Local Events in Bold.
Track events are in italics.
* Denotes tentative dates

Club Meeting Info

The first meeting of the year was held at the Philadelphia Auto Show with a strong response of member turnout. Of course, this yearly tradition would not be possible without the help of Riesentöter member Saul Kun. Saul is the main force of responsibility for the Auto Show each year but his love for cars does not end there. He owns two dealerships, Fort Buick - Pontiac as well as Fort Isuzu both located on Bethlehem Pike in Fort Washington plus two beautiful 1998 Carreras. I failed to mention in my speech some background on Saul before handing off the Club's Thank You Package. This year we included a dinner for two at Teresa Café Italiano in Wayne, PA which is owned by club member Mike Ellis. We also included a bottle of Far Niente, a favorite from Saul's wine list.

Since this was my first meeting as Vice President, I realized public speaking is not my forte but I managed to pull it off only leaving out half of my intended speech. Next time I'll be more boring, I promise.

I also would like to thank Bill O'Connell, not only Saul's right hand man at work, but one who does not get enough credit for the amount of time and effort he puts into this club. His dedication and knowledge has helped me out many times since my joining the club, which has helped me arrive at my position today. Bill, I feel a thank you is in order for your time and patience with me.

The meeting also included a very good description of what we can expect this year from the various other offices. Mike Andrews, in charge of track events, had much to share with us about the upcoming events and what to expect. This is another member who has worked hard each year by helping others thanks to his love of Porsches. For autocross this year Brian Minkin gave a first class description of what to expect and his plans for making this sport better, safer and a whole lot of fun! I'd like to thank everyone else who participated in making this meeting successful including Mark Winkle, techmeister and the main man of the hour and my good friend, Mr. Nick Hatalski, who fits the position of President like a fine pair of Italian loafers.

Hey, February is here and we have a great meeting taking place at Dougherty Automotive. Come out and have some fun and drive that Porsche. This is just the beginning.

Randy L. Jameson, Vice President



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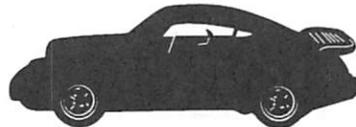
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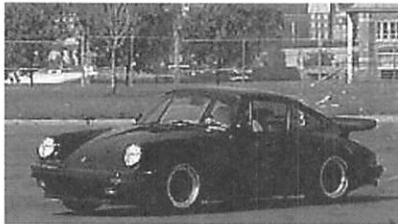
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Riesentoter's Porsche Babies



A picture of *your* car could appear here. Send one with caption information (model, year, owner's name, mileage, etc.) to the Editor. See The Exec for address.

Thanks to the Mahoneys for these images from RTR's web site (www.rtr-pca.org).



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SUPERTECH & TRACK CLINIC

March 20, 1999

Dougherty Automotive Services
720 E. Nields St
West Chester, PA

9 a.m. - Noon

Bays open for car work

Noon

Pizza

Noon - 4 p.m. Track Clinic

Introduction

Objectives of Driver Education Program

Organization

Track Schedule

Tech Requirements and Safety Equipment

Principles of High Speed Driving

Suspension Modifications

by Mark Winkle, Tech Chairman

Have you ever thought about doing a Drivers' Education Track Event but don't quite know where to start? If you own a Porsche, you almost certainly have that desire to get it up to speed without attracting the attention of the local constable. You might be surprised how easy it is and the cost is a fraction of a commercial driving school. Many people worry about having to modify their car to qualify for these events. Not so! You can get started with a stock Porsche in good condition. We will cover these topics and many more at the 13th annual SUPERTECH session on March 20, sponsored by Dougherty Automotive.

This is a little different from our past SUPERTECHs. It will start out the same, with the Dougherty shop bays open for RTR members to do maintenance and light repairs on their Porsches. You are also welcome to come in to see what others are doing to their cars and meet some of the other club members. The Dougherty experts will be around to answer questions and the parts counter will be open just in case you forgot something. Lifts will be assigned on a first come-first serve basis (\$5 fee). Please limit your plans to maintenance and minor repairs in order to stay within the time limits.

A pizza lunch will be available around noon and we will start the TRACK CLINIC as soon as everyone gets something to eat. We will cover a variety of topics of interest to the beginner or seasoned expert. We will start with an introduction to the

Drivers' Ed program where you will learn of its purpose (no, this is not a race) and organization. We will try to answer all the questions that you might have about getting started and cover the track schedule for the year including a brief description of each track.

After that, we talk about getting your Porsche teched for the track. This is our version of the safety inspection to make sure the cars are in good condition for the track. The Dougherty team will cover safety equipment for your car. Safety is something we take very seriously and we encourage drivers to make safety modifications *before* performance modifications.

The next segment will be a discussion on the principles of high speed driving. This will cover the principles that you will put into practice on the track. Finally, we will finish up with a discussion of suspension modifications for the street or track that will get that little extra out of your Porsche. If you have questions, this is the place to ask them.

All members are welcome, even if you are just curious. This is a great time to meet other members and ask questions about your car. Dougherty's also has some great cars in the garage to inspect, ranging from stock to full race cars.

Directions: Take Rt 202 South to Westtown Rd Exit. Bear right off the exit onto Westtown Rd. Make a left at the first light (Nields St.). Dougherty Automotive is on the left approximately a 100 yds from the turn.

Welcome New Members

by Tracy Chatley, Membership Chairperson

Beginning this month, new members as of the first of the month will be listed along with their Porsche year and model. Since there was no column in the January issue, this column will include those new members effective both January 1 and February 1.

Welcome to the following new members of Riesenötter Region Porsche Club of America:

As of January 1, 1999

Jeffrey Amsler	Bethlehem, PA	'98 911
Myrna Asher	Rydal, PA	'98 Boxster
Michael Cataldo	Chalfont, PA	'99 Boxster
Michael Delfiner	Wayne, PA	'99 Boxster
Thomas Franco	Birdsboro, PA	'72 911
Neal David Kirk	Emmaus, PA	'71 911
David Krolikowski	Souderton, PA	'83 944
Michael Lane	Doylestown, PA	'73 911
William Martin	Ardmore, PA	'99 Boxster
Michael McAleer	Maple Glen, PA	'88 911
Gerald McEvilly	Blue Bell, PA	'91 911
Seokkap Park	Rosemont, PA	'99 911
Reece Poulton	North Wales, PA	'93 911
Mark Rickers	Warminster, PA	'99 Boxster
Amber Salzman	Merion Station, PA	'99 Boxster
John Sheehan	Wayne, PA	'98 Boxster
George Shoffner	King of Prussia, PA	'99 Boxster
James Sink	Rosemont, PA	'99 911
James Valentine	Lansdale, PA	'99 Boxster

As of February 1, 1999

Arthur Angelaccio	Newtown, PA	'99 Boxster
Peter Colabelli, Jr.	Royersford, PA	'97 911
Alan Einstein	Bala Cynwyd, PA	'95 911
Alan Frankel	Narberth, PA	'99 911
Scott Good	Pottstown, PA	'67 912
Gary Gross	Frazer, PA	'99 911
Kristian Hahn	Schnecksville, PA	'73 914
Jonathan Hahn	State College, PA	'84 944
Thomas Hierl	Bethlehem, PA	'71 911
David Kelley	Allentown, PA	'88 944
Howard McFarland	Havertown, PA	'85 911
John McGowan	Philadelphia, PA	'85 911
Jeff Miller	Catasauqua, PA	'80 911
Kevin Moody	Philadelphia, PA	'86 944
Mahesh Raman	Spring City, PA	'83 928
Morgan Smith	Radnor, PA	'92 911
William Suplee, IV	Phoenixville, PA	'74 914
Richard Wright	Holland, PA	'73 911

Welcome also members transferring into Riesenötter from other PCA regions:

Fred Feder	Philadelphia, PA	'96 911C4
Todd Kramis	Gilbertsville, PA	'72 911T
Stephen Sanders	Wayne, PA	'83 911SC
Thomas Upshur	Boothwyn, PA	'70 911E

We look forward to seeing all of you at the next meeting. Welcome!!

Membership Milestones

by Tracy Chatley, Membership Chairperson

This is a new monthly column honoring those members reaching membership milestones (at five year increments) in the current month. Since I was not "up to speed" on the membership database last month, this month's article will include those members reaching milestones in January and February of this year. Please note that the year and month in which you reach these milestones is based on your membership number. The first four numbers signify the year in which you joined (i.e. 1998) and the next two number signify the month in which you joined (i.e. 02 for February). So, if your membership number begins with the numbers 199802, you joined PCA in February 1998. If you think you've reached a milestone and I don't have your name listed, check your PCA card. Then give me a call to see that our membership database has your number entered correctly.

So, here are the Riesenötter members reaching membership milestones in January & February:

20 Years

Tony Checkowski
Skip Corey

15 Years

John Crowley
Richard Reber
Jay Several

10 Years

Joe Loscalzo
John Novotnak
Adam Schaible
Edwin Slade
Robert Davis
Joseph Klocko

5 Years

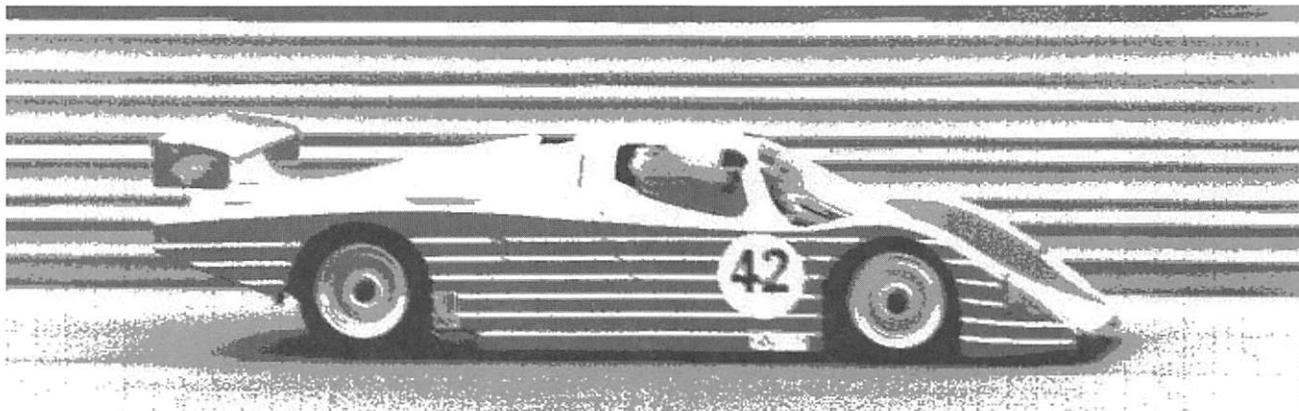
Ronald Cohen
Rolf Hofer
Frank Lu
Ralph Sando

Congratulations to all of you and thanks for showing continued support for your Club.



One of the Rolex 24 competitors at Daytona after a little in-service body work.

(see article pg. 7)



Bill O'Connell

Chuck Walter 1946 – 1999

On Monday, January 25th, long-time Riesentöter member Chuck Walter passed away. Chuck joined the Porsche Club in February 1968 and was proud to be one of the elite RTR Fossils. Many of the 'older' members will remember Chuck for his hearty laugh, willingness to get involved, and endless attempts to assist anyone with a problem. He came as close as anyone I ever met to follow the Will Rogers' statement, "I've never met a man I didn't like". Always cheerful, always upbeat, he could jump in with both feet and do whatever was needed from sweeping a floor to tinkering with a motor (which had been known to end in disaster - but his help was always welcome).

Chuck traveled in many circles and seemed to know more people than any ten humans and none of them had anything bad to say about him. Chuck Stories abound from the way he helped someone to his phony phone calls (as the minister said, "the man of a thousand voices that all sound the same"). I for one will miss those calls which then switched to 'What's up Dapper?' followed by a barrage of words on the subject du jour.

Those of us that knew him are much better off having done so and there will be an empty spot in our lives now that he is gone. Remember him and his family in your prayers tonight.

Chuckles, you will be sorely missed.

Bill O'Connell

Porsche Teams Rule GT at Daytona

(PCA Editors News Service)

DAYTONA, FL., January 31 -- The Porsche factory team may have dropped out of the 1999 international GT scene, but privateer Porsche teams upheld the marque's honor by dominating the GT category results of the Rolex 24. The overall win at the 37th running of the Rolex 24 on Daytona International Speedway's 3.56-mile road went to the Dyson Racing Ford Riley & Scott ahead of the Doyle-Risi Ferrari 333SP and the Doran/Matthews Ferrari 333SP.

Finishing first among all GT cars, 6th overall and first in GT3, was the Alex Job Racing Porsche 911 RSR, which raced for charity and raised over a quarter of a million dollars during the 24-hour event.

The AJR/Aerofab/Yokohama/Team Seattle Job Porsche, driven by Cort Wagner, Anthony Lazarro, Darryl Havens and Kelly Collins, went to the front and never looked back, scoring the team's first win at the Rolex 24. "Cort and I have been doing this for five years nearly winning several times," said Collins. "This year was serious, we never cracked a smile or let up. We kept our heads down for 24 hours." Porsche teams took the top four spots in GT3.

The Roock Racing Porsche 911 of Andre Ahrle, Hubert Haupt and David Warnock won GT2 and captured the inaugural Daytona "Sports Car of the Year" award for Porsche. It was the largest GT2 field ever assembled at the Rolex 24. Finishing second in GT2 was the Schumacher Racing Porsche 933 of Larry Schumacher, John O'Steen, Martin Snow, and Dirk Mueller.

THE GOOD NEWS *and* BAD NEWS!

Changes in
O.N T.RACK C.OVERAGE
for 1998

First--The Bad News: Through no fault of our own, coverage for Drivers' Education events has been suspended. We are working hard to find another insurance company to provide it. We are optimistic. We will get the word out as soon as we know.

Now--The Good News: Nothing else has changed! Except the cost. (It's lower!)

Do you like to drive your collector car? Do you have it insured through one of the collector vehicle, select auto, or specialty car policies on the market today but dislike the restrictions they place on it's use? "Whadya mean I can't drive my Porsche to work once in a while?!" **The Good News:** No drivers under age 21. No coverage for racing or participation in Drivers' Education events (stay tuned.) No other restrictions.

Have you attempted applying for one of those other policies but were turned off by all the paperwork? "What am I, a circus animal jumping through all these hoops?"

The Good News: Simple, one page application.

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Concours Corner: Winter

by Kathy Golik, Allegheny Region
(from RUNDSCHAU)

Winter, the time of year when we give our lead feet a break (not like we want to). But since it is winter, here are some things that will allow your car to take full advantage of its "winter rest."

Washing a car in freezing weather is definitely impractical. Doing so can promote such problems as doors and trunk decks freezing shut. Forcing open frozen doors often leads to door molding separations and even door molding tears.

Remember, if your car is just dusty and not dirty, don't wash it. It is not a good idea to simply wash a car and then park it for an extended period of time. Water will sit in the most inconspicuous spots and give rust a great chance to start. Anytime a car is washed, not just during the winter season, immediately drive the car, even if it is just a short trip around the block. This short little drive will give your car the opportunity to blow and shake water out of inconspicuous areas such as the fender wells, wheels, trim, bumpers and brakes.

Extended car storage can be more damaging than regular driving. As mentioned, moisture is a catalyst for rust. Moisture is also a catalyst for mold and mildew problems. I suggest that you do not apply any dressings to your interior before storage. Moisture in these protectants can attract even more moisture and possibly cause more moisture-related problems. If musty interior odors are a concern, place an open box of baking soda inside the car. It is also advisable to disconnect the battery during storage periods. I recommend that you completely remove and store the battery outside the car to reduce potential acid leak damage. To prevent permanent damage to your battery, do not store it directly on concrete floors but on a block of wood. Lastly, convertible tops should be stored in the closed position to keep a stretch in the fabric and prevent damage to the fragile rear window.

Using a car cover can help protect your car from moisture and dust. There are many different types of car covers available on the market. Be sure to use a cover that breathes so as not to trap moisture between the cover and your car. Never use plastic to cover your car. Cotton covers work best.

Recall on Selected 1996 Porsche 911 Models

ATLANTA, January 29 -- Dr.Ing.h.c.F. Porsche AG in Stuttgart, Germany, today announced a recall of selected 1996 Porsche 911 Carrera, 911 Carrera 4, 911 Carrera 4S, 911 Targa and 911 Turbo models for electrical system inspection. The recall involves 5,383 cars worldwide, including 1,968 in the U.S. and 119 in Canada.

A possibility exists that voltage peaks from diverse electrical equipment, such as the horn relay, may cause unintentional triggering of the driver's airbag on these affected 911 models. The recall involves an inspection of the vehicle's airbag system and the installation of a special filter horn relay that protects the airbag unit from voltage peaks, thereby preventing unintentional triggering.

Unintentional triggering of the airbag can cause serious injury to the hands and arms from the deploying airbag. As a precautionary measure, owners of the affected 911 models are advised to monitor their airbag warning lights and not drive their cars or activate the horn should the airbag warning light be illuminated. In the event the airbag light is illuminated, owners are advised to immediately stop the car and utilize Porsche's Roadside Assistance Program to have it towed to an authorized Porsche dealer where the necessary inspection and repair will be made.

The Editor Still Needs Help!

Looking for articles, pictures, and information for future issues.

Suggestions:

- Hi mileage Porsches with 100K+ miles;
- RTR members' rare/unusual Porsches;
- Auto sound systems including personal experiences with sales outlets;
- Show us your garages, a members' best article.

Also, please send pictures of your cars w/ details for our page 4 and your suggestions for future articles.

Jim McHenry

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Interesting Web Sites

Besides our own site (www.rtr-pca.org), you might find the following of interest:

CHRISTOPHORUS - THE PORSCHE MAGAZINE

Under the address <http://www.porsche.com/english/news/christophorus/default.htm> you can find the Porsche Magazine *Christophorus*. Selected articles from the current issue are available as samples for download in PDF format. The *Christophorus* archive contains issues from the previous months. If you find them to your liking, simply order the *Christophorus Magazine* online.

FISCAL REPORT 1997/98

Since December 22nd the address <http://www.porsche.com/english/company/facts/report/default.htm> can be called up to view the current Fiscal Report. Together with financial details, the report contains further information about the Group.

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Track Talk

Helmet Stuff

by Bill O'Connell

Well folks, many of you have heard me drone on about this subject for years. Lea has put it in a easily readable format. I did notice he raised my \$10 to \$50. Of course, Vicki's C4S cost a hell of a lot more then my old SC did in '83.

If you do any motorsports driving, read this. I can only add that attaching the nifty sticker by TrakMed for added safety makes the package even better.

Helmet Tips

by Lea D. Foote, Mid-Ohio Region

(from DIE OFFENE STRASSE)

I guess the "millennium bug" has hit everyone, everyhow, everywhere...as many racers/track junkies already know, your helmet should be replaced every five years. As many people may already know, PCA, SCCA, BMWCCA, VSCDA, PSR, USRRC and surely countless other sanctioning bodies have decided to make changes to their minimum helmet requirements in 1999. Most are requiring their licensed drivers to upgrade their helmets to Snell Foundation SA95 certification.

About helmet requirements. Most reputable helmet manufacturers submit their helmets' protection capabilities to a group of "scientists" known as "The Snell Memorial Foundation." They actually do a great service of protecting ourselves from ourselves. The Snell Memorial Foundation is a not-for-profit organization dedicated to research, education, testing and development of helmet safety standards. More information on Snell is available at www.smf.org/.

They rate a helmet's ability to protect you in the event of the unthinkable -- twisting, scratching, bending, or otherwise damaging yourself and your Porsche (or whatever else you might be driving). When buying protection for your noggin, there are several factors to consider.

I am going out on a limb here -- I prefer closed-face helmets. With a full-face helmet, you are protecting your mug from disfiguring foreign objects. Many regional track junkies know the story of the kind gent who took a fence post in his chops. He was in a medically-induced coma for several weeks to save his life. He is back to 75

percent now and I suspect he will get back in a track car -- with a full-face helmet.

Helmets may be constructed of fiberglass, carbon fiber, or a combination of the two. Carbon fiber helmets are as much as 40 percent lighter than the same helmet made out of fiberglass. They cost as much as 40 percent more, also! This weight savings can really mean the difference between being exhausted when emerging from your car after a 1-2 hour driving stint in this year's 24 Hours of Daytona.

What makes a Snell SA95 helmet the helmet of choice? First, let's look at the difference between Snell SA, Snell M, and DOT. DOT-rated helmets can be purchased at Meijer, K-Mart, Sam's, etc., and are used by/for people that put a \$39.95 value on their head. DOT helmets are inappropriate for use in motorsports. Enough said on that issue.

Snell "M" helmets are rated for "M" Motorcycles. They do not protect from fire, and are designed for sliding and scraping damage that is more apt to happen in a "M" Motorcycle altercation. They have a nylon chinstrap. When exposed to fire and/or heat, nylon shrinks, a lot, then it breaks or burns -- ouch! My HEAD hurts thinking about it!

Snell SA helmets are "Special Application." These helmets feature a fire retardant lining AND chinstrap. Usually kevlar and/or nomex are the

materials of construction. The shell of the helmet itself is designed to withstand both the initial contact AND secondary (rebound) contact, like hitting the cage or contacting dislodged debris. They are manufactured to protect from puncture-type injuries.

When fitting a helmet, it is best to try on several different models and construction materials before choosing. See just how heavy a fiberglass helmet is compared to the same helmet in carbon kevlar. Make sure that you leave room for a balaklava or headsock, should you ever need one. Think long and hard about one with enlarged eyeports. It is a lot easier to see when the opening is as big as it can be made.

This is not intended to be the final word on helmets, just some useful information for the uninitiated. There are many factors to consider, so choose the helmet that fits your head, current and potential uses, and budget. Remember, if you've got a \$50.00 head, it's OK to protect it with a \$50.00 brain bucket!

**If you've
got a
\$50.00
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protect it
with a
\$50.00
brain bucket!**

Technical Notes

911 COOLING FANATIC, Part II

By Steve Grosekemper, San Diego Region

Last month we described some of the problems facing 911 cooling systems, here are a few solutions:

Using different combinations of fans, as well as upper and lower pulleys, we can tailor build a cooling system to suit virtually any need. The cooling system most badly in need of help is the 75-77 911s. They generate a tremendous amount of heat and have cooling system volumes lower than a 2.0l 911. The best feature of this cooling system is the actual fan speed. With a pulley ratio of 1:1.8, the fan speed is 10,800 R.P.M. at 6000 crankshaft R.P.M. With the installation of an early ('69 - '74) fan, and retaining the stock 1:1.8 pulley ratio, you can increase the cooling system volume from 1265 l/s to 1760 l/s. This is an increase of almost 40%, and can lower oil temperature by as much as 40 degrees.

By using this same setup on pre '74 911's, you can greatly assist cooling on a car which may actually need an external oil cooler. One example might be a '71 911T with A/C being used in very hot weather at low road speed. The additional air flow would not only help cool the engine but pull more air through the A/C condenser, raising its efficiency as well. This setup also works well for time trial cars that do not have front mounted oil coolers. For example a 2.4 liter 911E or 911S. These cars make very good power, however many were not equipped with the optional

oil coolers in the right front fenders. This update allows longer practice sessions without the considerable expense of adding an external oil cooler. The changeover for an early car consists of changing both top and bottom pulleys, however changing only the bottom pulley still gives you about 80% of the increased volume.

Now, from too hot to too cold. Mechanically injected 911s run very cool and to help them heat up in cool weather we just take the 5 blade fan off of that '75 - '77 911 and install it here. By retaining the lower pulley and upper fan pulley half we keep the 1:1.3 fan ratio. The later fan has only 5 blades instead of 11. This decreases the cooling system volume from 1272 l/s to 914 l/s @ 6000 crankshaft R.P.M.

How this works is twofold. First, the engine gets less air cooling allowing it to reach operating temperature in a shorter length of time. Secondly, the air moving at a slower rate of speed picks up more heat as it passes through the heat exchangers. This super heated air now moves to the fuel injection thermostat, leaning out the fuel mixture more quickly and shortening the entire warm-up process. An extra bonus for those in cold environments is that the superheated air is also the air that heats the passenger compartment and defrosts the window.

Our last upgrade is for '78 - '79 911SCs. By maintaining the stock pulleys and the 1:1.8 ratio and replacing the alternator housing and fan with a 70 amp S.E.V. unit (larger diameter), we can get an

(Continued on page 16)

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Double Exposure - at Watkins Glen's 50-50 Fred Brubaker's Carrera RS on the left, Brett Conrad's on the right.

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64 356C Cabriolet, Gray/Black interior and top. Matching numbers, certificate of authenticity. No rust, recent tune, new clutch/battery, excellent driver. 99,545 mi. \$25,000 Call Mark Burkit (610) 437-9333 (Allentown). 11

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83 911 Targa, Gold/Tan. Factory wide body. 85K miles. Has broken head stud and car has seen better days. Still runs well. \$4800. Steve Luce 610-925-1640, 610-358-0856 1

83 944, Street/Track Car. Black/Teal, #26, complete suspension, track & interior modifications, 73872 miles on car/1000 mi. on clutch, new timing belt. Spare wheels, etc. Trailer available. Best serious offer (ASAP). Detailed info can be faxed or go to <http://members.aol.com/wrt26/watson.htm>. Contact Brian F. Watson 215-741-0334 (Selling to run different car, different series.) 1

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97 911 Carrera Coupe, Silver/Black. 18" wheels, aluminum gauges, alum/leather shifter/brake, motor sound, chrome exhaust tips, CD player w/ 10-spkr sound system. 9,000 mi. \$59,900 Pete Fitzpatrick (215) 741-4228 days, (215) 493-7773 eves. 11

PORSCHE PARTS

Parts, 356- B transaxle with brace and shaft with brake drum assemblies \$800 obo. (2) top half of bumperettes, \$30 ea. (2) bottom half of bumperette, \$30. (1) top trim piece for door panel, black with felt, \$15. (2) rear trail light assemblies with lens and gasket, \$60 ea. (2) front parking light assemblies with clear lens, \$50 ea. (1) B hood handle w/o crest (not dented) \$30. **911-** cigarette lighter receptacle (never used) \$offer. Shipping/delivery not included on any items. Bill Smith 2720 Arrowhead Drive, Langhorne, PA 19053 215-953-2410 (day) 215-757-0926 (evenings) 1

Boxster Accessories, Custom Car cover (Kimberly-Clark four layer quilted type) - \$60; Porsche OEM Hard-top cover - \$60; Porsche OEM Hard-top storage rack - wall mount type - \$100. All items good as new. Mark Santoleri (215) 633-5181 leave msg. 11

Tires, Two Bridgestone RE 71s, 205X50VR15. About 50% tread left. - \$60 each, \$100 for pair. Don Applestein (610) 565-5716 before 9pm. 11

Parts for '85 928S, Alloy factory wheels and front air dam. Make offer. Milt Herchenrider (610)296-5400 11

Rollbar for 911 Cabriolet, Best offer. Helmet also available. (215) 646-3821 1

993 Coupe Parts, Right front suspension; front wiring harness; ABS pump & computer; steering rack; steering pump; R bumper reinforcing bar & shocks; oil & A/C lines; right front suspension; engine lid with spoiler; partial cashmere supple leather interior; most small parts, switches, glass, rear glass with third brake light. **911 Parts**, Sankyo Rotary A/C compressor w/aeroquip fittings, \$250; Continental 205/50ZR17 CZ91 (8/32" tread) \$40. F.O.B William G. Cooper, 1148 Saint Finegan Dr., West Chester, PA 19382 610-793-9345 1

OTHER STUFF

Pirelli P-Zero 2 225-45-17 at least 3/32 tread \$50/pr Roy Vernik 215-947-2155 royv@home.com 1

1991 Mercedes 190E 2.3, dark blue w/ gray leather, rare 5 speed, power sunroof, all in very good condition, all service records, 126k, asking \$8500.00 215-453-2152 for more info. 1

Tires, Four B.F. Goodrich COMP/TA R1 205/60 X 15. Very little wear \$40 each or \$125 for the set. Jim Hartman (610) 293-1916. 2

Trailer, 1985 D and D with tire rack, space for fuel jugs, spare tire and toolbox. Tandem axle, 4 wheel electric brakes. Brakes, lights, wiring just inspected, wheel bearings re-packed. Load master hitch and bars. \$1000. (215) 968-8083 day, (215) 943-9520 eve. leave message. John Crowley 2

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Porsche Calendar Coins, Looking for 1960s but all years considered. Sale or trade. Willing to pay reasonable prices. Don Applestein (610) 565-5716 before 9pm. 11

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

Technical Notes (Continued from page 12)

increase to 1760 l/s from 1380 l/s. Even greater increase can be achieved by installing complete fan, alternator, and housing from '80 - '89 911s. However, for the considerable cost and complexity, the small increase is hardly warranted.

1980 -1989 911s have very good cooling system volume. The only upgrade that could be made would be to install a bottom pulley from a '77 911. The problem is that these two cars have different A/C belt drives. Due to the fact that most of these cars came

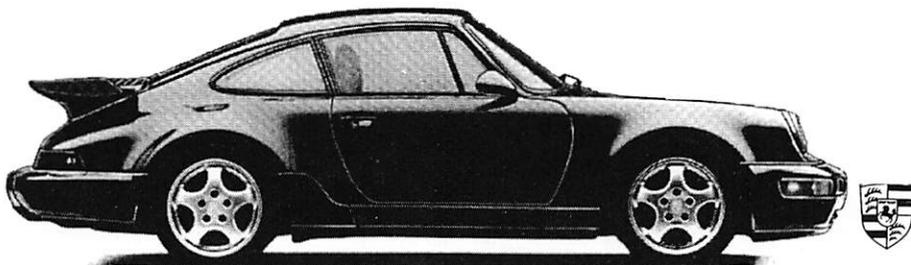
with A/C, this is not a recommended procedure.

NOTE: While all 11 blade fans look interchangeable, they are not. Early aluminum case 911s ('65 - '68) have fans and housings which are slightly larger in diameter, as do '80 - '89 911s, when being compared to '69 - '77 911 smaller units. The differences are in fit only and do not relate to fan air volume.

MORAL: Be very careful when obtaining used parts. Just because it looks like it is the correct fan, that doesn't mean that it is! There are 5 different types of 11 blade fans for 911s 65-89.

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PKCK915	74-86 911 Clutch Kit	915-116-911-00	695.65	417.	299.95
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PKCK928	80-86 928 Clutch Kit	928-116-911-00	896.93	583.	409.95
PKCK944	83-89 924S, 944 Clutch	944-116-911-00	1,110.00	542.	379.95
PKCK944T	86-89 944 Turbo Clutch	951-116-911-00	1,100.27	625.	439.85
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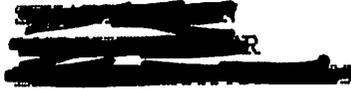
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