

On My Mind: Burnell Curtis, President

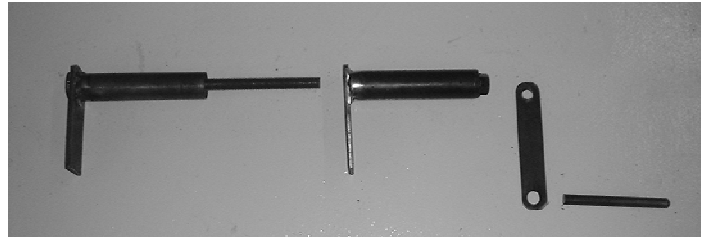
The Lone Star Region is in full swing for the fall season. We have Drivers Education events, concours events, Formula 1 dinners, and more planned. Hope that you can come to all of them. Jim Heimer, our Webmaster, planned a meet-drive-dine event last month that had 55 people attend. Our last Formula 1 dinner had 17 attend. Both are records. I think it is the advertising that we do via the emails that we send out. Members get those at the last minute and decide to come. Great! That is what we want because everyone that comes has a good time, at least as far as I can tell. You should have received at least one email about our big upcoming gala, the dinner cruise that is happening on November 17. It is already half full, so sign up now. I hope that the number of emails do not bother you, but is our only way to communicate with you in a timely way. We will continue to hold them down to only those that we think you will be interested in and we will send out almost no emails concerning commercial items.

Of a technical interest, last month I reported that my driver's door had a rattle in it and I made it go away by modifying one of the rollers on the window mechanism. I said then that I suspected that it was not a permanent fix and it was not. It is making a noise again. I will work on it later.

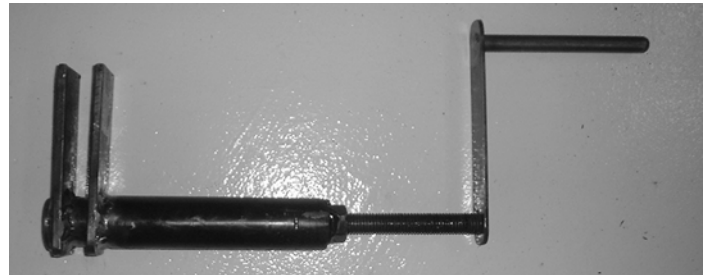
More interesting than that is the new brake tool that William Wong and I constructed. William was complaining one day that the new rotors on our later model Porsches were beautiful because they were painted and shiny. However, that made it difficult to remove the pads and retract the pistons. In the past one could use a large pair of pliers and push the pads in by putting one jaw on the tip of the pad and the other jaw on the caliper. That is now a NONO because the jaw would scratch the caliper. William had said he had seen a good tool to do the job but it was expensive. We looked at the picture of it and de-

ecided to construct two of them. The first picture shows the parts of the tool before assembly and the second is the finished item.

As you can see, it has two ears that you slip onto the



tips of the brake pads and turn the handle to push the pads in. I got to put the tool to good use lately. I reported several months ago that a friend bought a 1989 Porsche Anniversary Edition Carrera. The car had been sitting three or more years and had been hit in the front. It came back from the body shop and is beautiful. You should get to see it at events soon. Anyway, the brakes were not working very well. We took the wheels off and the pistons were not retracting into the calipers.



We used the above tool to push the pistons back in so we could remove the pads. We then used the tool to stroke the pistons several times. It worked like a charm. We changed the brake fluid and will change the hoses later.

On another technical front, the alarm on my 993 is activated by the remote. The car will not start unless the remote is used to open the doors. There is a way to start the car if you have a code, but I do not have it. That means that if the battery goes dead in my remote, I cannot start the car. Even if I have a new battery in my hand, if I do not have a tiny screwdriver to open the remote, then I am out of luck. I now carry a spare remote battery and a tiny screwdriver in my glove compartment. I suggest that you think about it.

That's all for now, see you at an event.

Burnell