

der Gasser

JULY, 2001

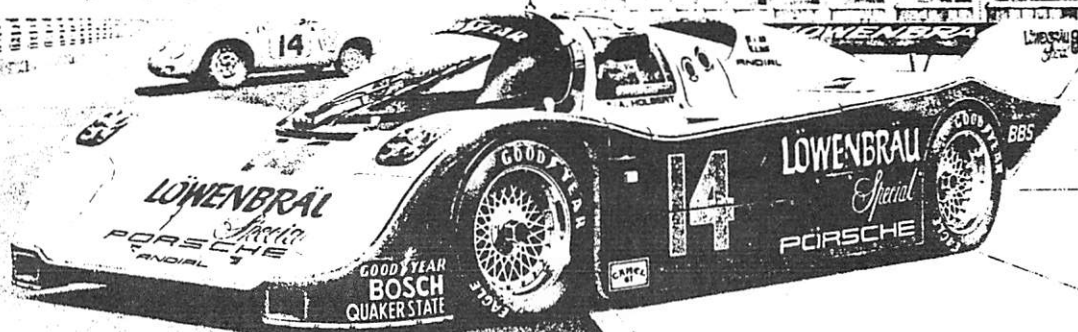


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President's Message

As tradition
dictates
August
is
Riesentöter
Picnic Time!

Well, the great mystery of the missing der Gassers has been solved. The ball was dropped getting it in the mail after it was printed. They have apologized and assure me it will not happen again. In that we have had a very long and productive relationship, I am inclined to believe them. Unfortunately mistakes do happen and since it is not a regular event, we will all move along and enjoy the summer.

June meeting at Dougherty's was, as always, well attended. Plenty of interesting cars on display, lots of goodies handed out, lots of good food, and lots of interesting info from Bill, Colin, and Don Cox. Bill and Don chatted a bit about the old days when they were both part of Penske Racing and fielded questions on car prep for the track.

It is getting to be picnic time. Craig has an announcement elsewhere in this issue (page 2). As tradition dictates, it will be in August and because of the place, you need to sign up in advance. Last year everyone seemed to have a good time so we are returning to the same venue. Pay attention to the deadline so you are not on the outside looking in and wishing you could join all the happy picnic attendees.

As some of you know, there was an update on Roush Creek. They have cancelled all spectator events for 2001. Our event is still on the schedule and is late enough that they are sure the place will be ready by then.

And while on this subject, the fat lady has sung for Formula Motorsports. By the time you read this, those who paid deposits should have received them back. Yes, I know, many thought the money was history but true to his word, the money was not spent on wine, woman, and song. It has been 10 long years and a battle well fought but unfortunately the war was lost. Dick put his heart and soul into this as well as a lot of his own time and money.

Perhaps by now the people interested in Formula Motorsports have also received a notice about a new track in our area. This 3.5 mile track will be geared toward clubs and the like with no aspirations of pro racing. The ground is already under agreement of sale, and get this, the township thinks it is a good idea. This time there is no request of money just a simple acknowledgement that you would be interested in a place like this. From the sounds of it, Dick has finally done it. I wish him luck. Sounds like a perfect place for us to play.

The road trip to Stone Bridge was a winner. Yet another social committee triumph. See my article elsewhere in this issue.

This month will bring an Autocross, a tech session at Rosen's, and the big Porsche Rennsport Reunion event at Lime Rock. To add to the excitement of all the famous historic cars and famous drivers, there will be a lot of RTR members as well both racing and as spectators. A good event not to miss. Check out www.limerock.com for more information. And, of course there is the monthly meeting. As I have mentioned before, so much to do, so little time. Arrange your priorities so you come play with your fellow Porsche owners. Check out the web page, www.rtr-pca.org for the latest updates.

Think Porsche and I'll see you at the next event,
Bill
woc2@earthlink.net



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Cover Photo: A slice of action from June's Summit Point/Jefferson Driver Ed event. (Doug Mahoney)

Calendar of Events

JULY

- 15 RTR Autocross
- 20 Schattenbaum Dr Ed, Pocono S.
- 21 Tech Session, Rosens, Conshohoken
- 25 RTR Membership Meeting,
Brandywine Porsche

AUGUST

- 1 - 2 NY Metro Dr Ed, Watkins Glen
- 3 - 5 RTR Driver Ed, Watkins Glen (pg 13)
- 12 RTR Picnic (see this page for details)
- 19 RTR Autocross
- 24 Schattenbaum Dr Ed, Summit Pt
- 25 - 26 Potomac Driver Ed, Summit Pt
- 29 Race-Cars-at-Rosens
August Membership Meeting,

SEPTEMBER

- 7 - 9 Potomac Dr. Ed, VIR
- 13 Schattenbaum Dr Ed, Pocono N.
- 15 Tech Session, Performance
Automotive, Malvern
- 19 RTR Autocross
- 26 RTR Membership Meeting,
Mike Tillson Motor Car Service, Phila
- 28 RTR Advanced Dr Ed, Pocono S.(pg 13)
- 29 - 30 RTR Driver Ed, Pocono North (pg 13)

OCTOBER

- 8 Potomac Dr. Ed, Summit Pt.
- 8 - 9 Northern NJ Dr Ed, Watkins Glen
- 19 Schattenbaum Dr Ed, Summit Pt
- 26 - 28 RTR Driver Ed, TBA
- 31 Membership Mtg rescheduled to 11/7

NOVEMBER

- 7 October RTR Membership Meeting
- 9 - 11 RTR Driver Ed, Rausch Creek (pg 13)
- 17 - 18 Potomac Dr. Ed, Summit Pt.

For the latest updates & details visit the
Riesentöter web page at www.rtr-pca.org

Check pcapotomac.org for
Potomac's track events.
Contact Schattenbaum's Registrar Peter
Debusmann (609-714-9049) for theirs.

Riesentöter's Annual Picnic

This year's picnic will be held on Sunday,
Aug 12 at Brandywine Picnic Park in Lenape, Pa.
(intersection of Rts 100 & 52
south of West Chester).

Admission will be \$26.50 for adults
and \$16.00 for children 3 thru 8. This includes
unlimited food, all activities, and smiles.

A special guarded parking area has
been reserved near the gate and
will be the site of our
people's choice concours.

Last year proved to be an exceptional inaugural
year for this event at Brandywine and this will be
an even better year.

The quality of the event depends upon your
participation, so attendance is mandatory.

Reservations must be made by
Friday, August 3 by calling Michelle at Vision
Porsche. 610-777-6500.

RTR Autocross Schedule



Rain or shine at 9:00 a.m., July 15, August
19 and September 19 at Penn State
Delaware County Campus on PA Route 352,
north of the Granite Run Mall. See the RTR
web site for detailed directions, rules and
car classifications. Volunteers always wel-
comed. Contact Brian Minkin 215-677-
3093.

www.rtr-pca.org

Many thanks to Bill and Colin Dougherty, their team at Dougherty's Automotive Services, and guest speaker Don Cox. Always interesting and informative, a visit to the Dougherty's full service facility is a good time and a good learning experience.

July's Membership Meeting will be held at Brandywine Porsche, 4005 West Chester Pike, Newtown Square, PA 19073. Phone: 610.886.1000, (www.brandywineporsche.com). Brandywine Porsche is the first state-of-the-art Porsche sales and service facility in the area--maybe the country. Our host Kurt Piser Vice president and General Manager is looking forward to showing off his service team and facilities--see all the latest testing and service equipment for your Porsche in their fully air conditioned garage facility--and as a bonus see all the latest in audio and electronic goodies for your Porsche brought to you by Goodman Radio. Phone: 610.525.2836, (www.goodmanradio.com).

The meeting will be held Wednesday, July 25, with Social at 7:30, Membership Meeting at 8:00.

August's meeting will continue the tradition of 'RACECARS AT ROSEN'S' at Don Rosen Porsche in Conshohocken. The meeting date is Wednesday August 29.

Tom Z.



Brandywine Porsche, site of July's membership meeting, is the first state-of-the-art Porsche sales and service facility in the area -- maybe the country.

MEETINGS

July's Membership Meeting
Is at
The Area's
Newest Porsche Dealership, Brandywine Porsche in West Chester

Social 7 : 30
Meeting 8:00

4005 West Chester Pike
Newtown Square, PA
610-886-1000



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(610) 775-2794 FAX

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Proposed Bylaw Change

The following is a proposed change to the Riesentöter bylaws. According to the bylaws, the proposed change must be presented in a club publication prior to the regular meeting at which the amendment will be considered. The bylaws may be amended by a majority vote of the membership at a regular meeting. As such, this proposed amendment will be voted on at the August meeting and if carried will be implemented immediately.

The August meeting is scheduled to be Race Cars at Rosen's. In order to vote on this amendment you must be an Active or Family-Active member in good standing at the time of the vote.

Article V. Officers and Executive Committee, Section 1.c.

Current

"All members will be active or family-active members of Riesentöter Region. Officers who become associate members during their term of office will continue to serve out their present term. No officer of Riesentöter Region shall hold office in any other region of Porsche Club of America."

Proposed

"All members will be active, family-active, or affiliate members of Riesentöter Region. Officers who become associate members during their term of office will continue to serve out their present term. No officer of Riesentöter Region shall hold office in any other region of Porsche Club of America."

Purpose – to allow affiliate members to serve on the Executive committee.

Note: An Affiliate member is a person named by the Active member in lieu of naming a Family-Active member.



Bill O'Connell

Why is this police sergeant smiling?

- A) *The bag is full of donuts.*
- B) *He is about to write a huge ticket for Mike Tillson's illegally parked trailer.*
- C) *He is a long time RTR member and knows his picture will finally be in Der Gasser and on the web.*

Hi Wyatt, you are not one of the anonymous anymore, and thanks for all the help in getting us out of the Phila Auto Show. It would have taken hours without you.

Bill

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Despite The Weather Snidely Gives "Thumbs Up" To The Second Annual "Trek To The Track For The Faint of Heart"

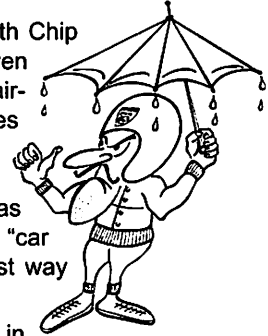
Although Mother Nature tried her best to douse and dampen the spirits of thirteen anxious "Trekks," they all made it to the checkered flag at the conclusion of a full day of track and classroom instruction. Top kudos go to Martin Behr, Jim Coleman, William Feiertag, Chris Grenzberg, John Floyd, Ron Kellett, Ray Kissner, Larry O'Malley, Craig Ramage, Carole Reynolds, Jolene Schwartz, Hanz Schweikert, and Barbara Stevens, who not only took my challenge, but had a great day along with some family and friends.

After breakfast camaraderie and a caravan to Pocono Raceway, the entire group registered with Chip Grimes, met Liz Zaffarano at the Goodie Store and proceeded to the pit area where they were given an explanation of flagging techniques and assignments by Mike Andrews, our weekend event chairman. Following a long rain delay and lunch, attendees were greeted by Ed Khovalevich and Myles Diamond in the tech bay and given an explanation and demonstration of tech procedures. Jim Zelinskie and Chip Grimes gave a superb one-hour classroom session on driving techniques including the unique four-leg "chair" routine used to demonstrate the dynamics of car control. It was immediately apparent to the group that "going fast" wasn't the order of the day, but "precision" and "car control" was! This is the key to safer and faster driving. Jim proceeded to illustrate the quickest way around the course by explaining proper breaking, corner attack and exit.

After divesting their vehicles of unnecessary ballast, thirteen anxious first-timers lined up at pit-out in their vehicles as Riesentöter instructors graciously gave their time and experience one more time during their busy day. As "icing on the cake", our students then borrowed helmets and jumped into their instructors' cars and were shown the mighty potential of Porsches and the result of much practice! Special thanks to chief instructor Jim Zelinskie and his group of pros. We then joined the Riesentöter Bar-B-Que already in progress, where experiences of the day were shared by all.

Thanks to all the special people who helped me make this a truly memorable day for thirteen very happy campers who left with giant smiles on their faces!

I must go tell Dudley and Nell!



- Snidely



Snidely Whiplash and Grateful for the DEd

by John D. Floyd, RTR Member

The calendar of events appearing each month in this fine publication invariably lists, among other things, a "Tech Session" and an "RTR Driver Ed". This past Saturday I got a taste of both, thanks to Snidely Whiplash - aka Fred Bonsall.

The architect of the "Trek to the Track for the Faint of Heart", Fred designed a day at Pocono Raceway to introduce the curious to what a Driver's Ed event is all about. The "trek" originat-

ed at 7 AM at Otto's, in Horsham, Pa, with the next stop the Charcoal Drive-In, in Allentown, at 7:30. In spite of any pre-course jitters, or perhaps because of, a clump of us inhaled breakfast, our number now having swelled to 12 drivers and some guests (the number of participants is limited to 20). Finally, at 8:35, as Snidely moved from table to table in the diner, the exodus began, and the sound of Porsche engines turned the heads of those remaining inside. Like ducklings following Mama, we all lined up behind the Bauhaus Boxster: a 930, a 964, and a gaggle of 944's, SC's, Carreras, Boxsters and off we went. In an effort to keep together, entering and exiting the tollbooths was an interesting experience, as was continually being passed on the Turnpike and I - 80. I assure you never have so many Porsches been passed at one time in such a short distance by so many, and at least one "passer" was savoring the moment as she grinned and waved "bye-bye" to me. The first pit stop was the Exxon station close to the Raceway, where we emptied our tanks, and then ironically bought water to fill them again.

For this "trekker's" visit to Pocono Raceway, one word keeps re-emerging - magnitude - the physical dimensions of the Raceway and especially the planning, coordination, and plain hard work of the RTR people, from A(ndrews, Mike) to Z(elinskie, Jim), with some other letters thrown in D(iamond, Myles), G(rimes, Chip), K(ovalevich, Ed), and R(eim, Bruce).

First the Raceway - as we approached the entrance, seeing sections of the track seemingly so far removed from anything, not knowing that it was 2.5 miles in length, banked, with 3 turns, and has been the host for both Indy 500 and Nascar 500 races. The closer we got, the sheer size of the facility became apparent, with acreage dedicated to a 150 site motorhome park - the only Winston Cup track other than Talladega to have as many sites. Pocono is also the home of LongJohn, the largest toilet facility in racing, with 1000 (this is not a typo) stalls. To stand in the middle of the main straightaway which is almost ¾ of a mile long (3,740'), and look up at

continued on page 15

Tech Session at Don Rosen Porsche

Date: Saturday, July 21, 2001

Place: Don Rosen Porsche
1312 Ridge Pike
Conshohocken, PA 19428
(610) 279-4100

Time: 9am - 2pm

Directions:

Rosen's is located on Ridge Pike about 1/2 mile west of Rt. 476

Rosen Porsche will be sponsoring our fourth tech session of the year on Saturday, July 21, 2001. A couple of lifts will be reserved for track event tech only - no repairs or maintenance. The remaining lifts will be available on a first come - first served basis for repairs and minor maintenance. (Do not use the shop's tools or equipment without talking to the mechanic first). A modest fee (\$5) is collected for use of the lift. Coffee, doughnuts and bagels will be available in the morning and we will order pizza for lunch. Bring the tools and parts you need for your work. Rosen's mechanics will be on hand in if you need some advice



Recent Tech Session at Galbraith's

and the parts counter will be open in case you forgot something.

These are tech sessions are scheduled to coincide with a track event but by no means are they limited to track participants. Anyone in the Club can bring their Porsche for maintenance or minor repairs. Just limit yourself to repairs that you can complete within the scheduled time. The shop will have their mechanics on hand to answer any questions and there are usually plenty of club people around with lots of experience. It is a great time to meet other people in the club. You can even drop by just to see what is going on and learn from watching other people. You can call/e-mail either Myles or Ed if you have any questions. See you there!

Myles Diamond & Ed Kovalevich,
Tech Co-Chairmen



The "Tail" of The PinkPig

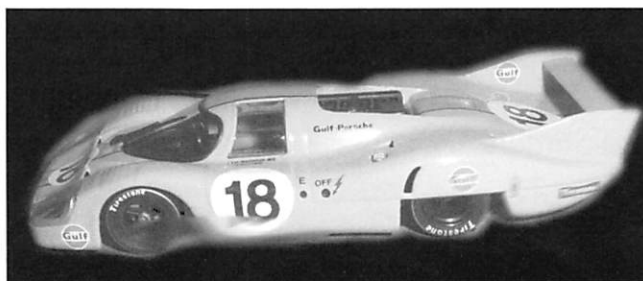
Text & Photos by Barry Corke, RTR

Having recently acquired a 1:43rd scale model of the Porsche 917/20, which ran in the Le Mans race of 1971, there was an urge to research into its background as well as its unusual livery.



Porsche 917/20 "Pink Pig"

1971 saw the Gulf and Martini Porsche 917's in strong contention for an overall win at Le Mans. Developments during the previous years at the Porsche factory had solved most of the stability problems that had bedogged the 917 in the past. It was found that the cars could consistently lap Le Mans at 155mph. In earlier years the 917 was thought to be undrivable and only a few drivers were willing to risk driving such an unstable car. A further development for the 1971 Le Mans was a 917 which would have the low drag of the Long-Tail 917 and yet maintain the downforce of the Short-Tail 917. This hybrid was designated the 917/20.



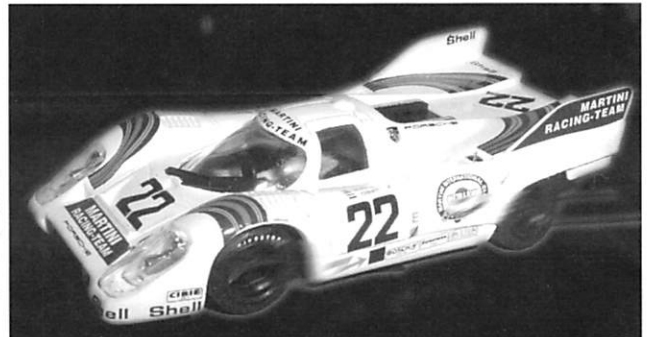
Only one such model was produced and raced. The car was five inches wider than the standard 917. Owing to its unusual shape it was likened to a

pig. The Porsche stylists took this literally and painted the body pink. They then divided the body into areas equivalent the traditional cuts of pork that a butcher would make. The Martini sponsors failed to see the humour in this decoration and would

not allow their logo to be put on the car. This is the explanation of the nickname that the car eventually acquired.

During the 1971 Le Mans the 17/20 Pink Pig was at one time in 3rd place during

the night. Reinhold Joest was driving when the car suddenly slewed to one side and crashed into the barrier. The cause of the accident was initially disputed. It was thought to be either a mechanical failure or driver error. Joest hotly disputed the idea of driver



error. Almost ten years later Joest was vindicated when during restoration of the 917/20, it was found that the front brake pads had completely disappeared. There was metal to metal contact between the rotor and the backing plate of the pad. Brake

pad wear was far greater than anticipated probably due to the cars new aerodynamic shape.

Despite the enthusiasm for the new Long-tail version of the 917, the Short-tail

turned out to be more durable and outlasted its newer rivals. The Pink Pig was to fade into oblivion following its demise in the 1971 Le Mans.



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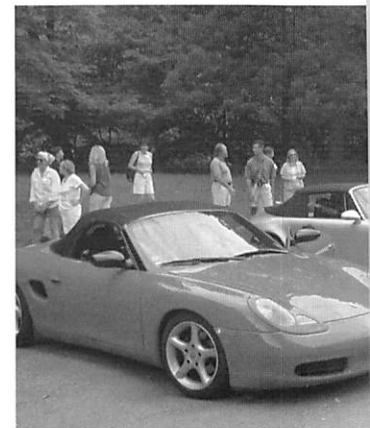


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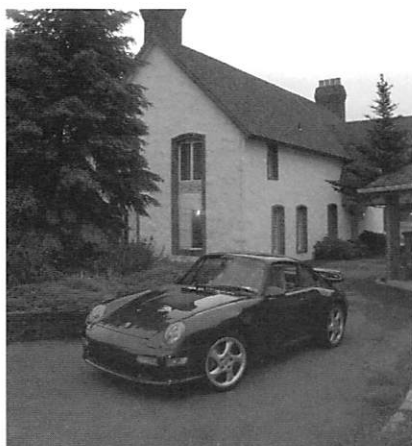




Run to Stone

Text & Photos by Bill O'Connell

Road Trip, Road Trip, Road Trip. OK, so it wasn't Animal House, but it was fun. Early Saturday morning 12 couples in their Porsches met at Knopf for a nice breakfast and the start of a long winding trip up to the inn located by Elk Mountain just north of Scranton. The ride was event free, that is, no one broke down, no one hit the various deer we encountered along the way, and no one got lost. The route was set up such that we spent as little time as possible on limited access roads and showed us a very nice view of upstate PA. It included a stop at a craft shop out in the middle of no where, and I mean no where. Great little place to stretch legs, recycle coffee and, for some, add some ballast to their Porsche. The next stop was for lunch at an a restaurant that opened up just for us. Interesting place, strange but interesting non the less. Some more driving, a vittles gathering stop a the supermarket and State Store, then a few more miles and we were at Stone Bridge. A nice inn stashed away in the middle of the woods. There are only 13 rooms, thus the limit on the number of participants. The 13th couple met us there rounding out the group. We arrived before the storm that was busy flooding Philadelphia and by the time it came everyone was pretty well moved in. Well, almost everyone. Ms Vicki did manage to get caught about 1/4 mile away while out adding to our photo collection. She got stranded under a tree when the sky opened up and had to make a futile mad dash back. This, of course, pales in comparison with the beating this area took. Hopefully





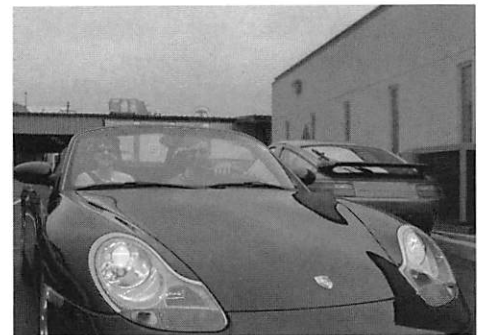
one Bridge

none of our members homes or cars did any floating. We had a happy hour to consume the various and sundry items folks brought, chat about the ride up, and just socialize in general. It was soon time for dinner and everyone made the short run thru the rain to the restaurant. Dinner, for the most part, was pretty good. Afterwards a few drifted off to the bar and the lounge to do some more socializing. As the evening progressed, everyone drifted off to their rooms.

Next morning came with sunshine. Some folks went horseback riding, the Bonsalls went cavorting in antique shops and the Chatleys and O'Connells went to the Steam Museum in Scranton. This is a National property highlighting steam trains and to some extent coal. For Father's Day, fathers got in free and as an extra treat, we found they run passenger trains to Moscow. Being the town I was raised in, sounded like a winner. Unfortunately the steam engine was down for service. The train only stops for about 15 minutes so there was no time to take a tour of the town and see what has changed over the last few decades. For the trip home we decided on the quick way down the turnpike. Not as eventful as the way up but it did get us home at a reasonable hour.

As always, Ken did a great job setting this up. He put a ton of effort into finding the right roads and the right place. Thank you.

We are looking into another event for the fall. If you are interested in something like this, contact Craig "Mr. Social" Rosenfeld at rgr@visionautogroup.com or give him a call at 610.777.6500.



2nd Autocross Of The 2001 Season Challenges All Drivers

by Brian Minkin,
Autocross Chairperson

Mothers Day shared the day with the 2nd Autocross of the 2001 Season. We could not have asked for a better day from the weatherman. 21 Porsche drivers and 10 driving other marquees got their adrenaline pumping before taking on their mothers day obligations. Even the trailer arrived on time to enable RTR to set up a very challenging course.

Compared to the easy course layout of Autocross 1, this course had everyone wondering if his or her car could turn that sharply. No one failed to prove they could turn faster and harder then they thought possible.

The course contained two 180's, four 90 degree box turns and one trip around a 360 degree skid pad. Once the drivers walked the course and discussed their approaches with words like "late apex " and "swing way out" a short drivers meeting was held and the cars were off.

Mazda Miata driver, Eric Simmons, achieved fastest time of the day with 60.22 seconds around the course. Hot on his tail was RTR member

Dennis Angelisanti Sr. with a time of 60.33 seconds. The driver with the most improved time between first and last run was PCA member Jolene Schwartz who cut her first lap time by 20 seconds but was penalized two seconds for hitting a cone, giving her an 18 second improvement.

All the drivers commented what fun they had had taking on the very challenging and tight course and most indicated they will be back for more.

Driver	Car	Class	Time
David Ehm	1987 Porsche 930	B	72.47
David Coughlin	2001 Porsche Boxster S	E	63.51
John Groves	2000 Porsche Boxster	E	63.87
Trey Maust	1984 Porsche 911	E	65.17
Ken Nielsen	2000 Porsche Boxster S	E	65.93
Dennis Angelisanti Sr.	1999 Porsche Boxster	F	60.33
Dennis Angelisanti Jr.	1999 Porsche Boxster	F	61.99
Bob McCaskey	1991 Porsche 911 C2	F	65.45
Joe McCormick	1987 Porsche 911	F	65.41
Mike Majewski	1999 Porsche Boxster	F	67.21
Brian Minkin	1986 Porsche 911	F	67.7
Mike Delfine	1999 Porsche Boxster	F	69.66
Mary L. Schmidt	1999 Porsche Boxster	F	73.55
Lee Volpe	1983 Porsche 911SC	G	69.46
Jolene Schwartz	1983 Porsche 911 SC	G	81.24
James Mazzone	1988 Porsche 944 S	H	67.66
John Cullen	1970 Porsche 914--6	I	66.18
Steve Minkin	1985 Porsche 944	I	66.51
Eric Jacobi	1970 Porsche 914-6	I	72.73
Tim Johnston	1987 Porsche 924S	I	79.37

Thanks need to be offered to the few members who came out early and helped with setting up and registering participants. I hope additional RTR members will come out and join the fun as the Autocross 2001 season progresses. We have 4 more events scheduled for 2001. (check page 2 or www.rtr-pca.org for dates.)



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Autocross # 3 - Sunshine, Cars, and Lots of Smiles

by Brian Minkin,
Autocross Chairperson

Sunday June 10th brought 20 Porsche Drivers and 18 assorted Marquees out to the Penn State Delaware County Campus to challenge their driving skills in RTR's Autocross #3. RTR members enjoyed the company of some guests from the Skyline Corvette Club. They traveled in from Reading to participate and observe how RTR holds an Autocross. Our Guests enjoyed a beautiful day with RTR members not only showing them how to organize an Autocross but driving their best as well and challenging the Corvette contingent with times that could not be beat.

Our course was set up in the opposite direction of the last two events. Unlike the last event where the turns were hard and sharp this course had more sweeping turns and challenged all the drivers with navigating a figure eight. Go figure, how could you get lost in a figure eight? Well we proved it could be done. The course included a large skid pad and we even had the bonus of having to avoid a large van parked for the weekend on the

lot. Fortunately where the van was parked was a straight part of the course and it was easy to layout a safe path to avoid the van. Each driver had 6 runs and everyone got it right with a little practice and completed the course successfully.

As we have seen in the past events times got better and better with each run the drivers made. Many drivers dropped 20 to 30 seconds comparing their first run and best run. We had a new experience today with two non-

Driver	Car	Class	Time
David Ehm	1987 Porsche 930	B	67.66
Eric Jacobi	Porsche 911 RSA	D	70.58
John Groves	2000 Porsche Boxster	E	66.25
Bill Mcshane	1989 Porsche 944 Turbo	E	73.98
Dennis Angelisanti Sr.	1999 Porsche Boxster	F	64.94
Brian Minkin	1986 Porsche 911	F	67.87
Joe McCormick	1987 Porsche 911	F	68.58
Mike Delfiner	1999 Porsche Boxster	F	69.63
Brian Tobin	2000 Porsche Boxster	F	70.14
Bodo Knochenhaur	1993 Porsche 911 C2	F	71.31
Steven Kurtischko	2001 Porsche Boxster	F	72.36
Mary L. Schmidt	1999 Porsche Boxster	F	74.49
Kathrine Campbell	1985 Porsche 911	F	74
Joe Sothorn	1987 Porsche 911 Cab	F	75.76
Lee Volpe	1983 Porsche 911SC	G	68.63
Jolene Schwartz	1983 Porsche 911 SC	G	79.33
Steve Minkin	1985 Porsche 944	I	67.85
Craig Conover	1987 Porsche 944	I	73.17
Kim Kopple	1987 Porsche 944	I	84.34

Porsche drivers bringing out sporty pickup trucks. Nascar has nothing on us now! RTR male members better keep in practice. We are having more women drivers then ever before and they are improving with every run. Go for it ladies!

Fastest time of the day was kept in the RTR ranks with Dennis Angelisanti Sr. taking the Honors with 64.94 seconds.

continued on page 15

Tops for Targa Owners Only

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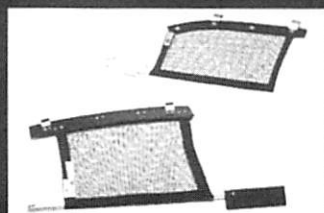
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996 Coupe Truly "Bolt-In" Bar Pictured



WINDOW NET KITS

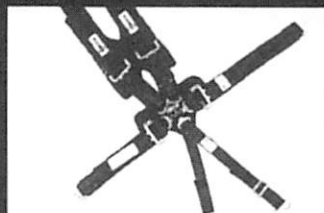
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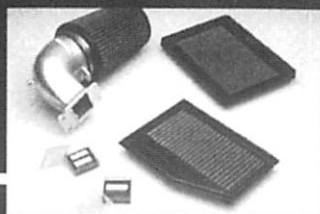
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email: info@das-sport.com

REQUIREMENTS: Valid driver's license, be at least 18 years of age, a Snell 95 or 2000 helmet.
FEES: See schedule below.
ENTRY DATE: The events are open for registration now. Include \$20 late fee w/i 14 days of event.
SEND TO: Chip Grimes, 3 Saw Grass Ln., Malvern, PA 19355 atgrimes@erols.com
 610-935-3793 between 7- 9:00pm Sun-Fri Sat 9-11:00am.
REFUNDS: Refundable if *written* notification is received two weeks prior to the event.
TECH INSPECTION: Car must be inspected w/i two weeks of event by an approved tech inspection facility.

Name _____ (Please Print)
 Street _____
 City _____ State _____ Zip _____
 Home Phone () _____ Work Phone () _____
 PCA Member # _____ E-Mail address _____
 Porsche Model and year _____ Color _____

Riesent ter reserves the right to refuse any application

List the number of days you have done at the following tracks:
 Pocono _____ Watkins Glen _____ Jefferson Circuit _____ Summit Point _____
 What was the last run group you ran in at a Riesentöter event? _____
 If your are registering as an instructor, and have not instructed with us before, please list the region(s)
 and the chief instructors name and number where you have instructed: _____

I certify 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 without payment enclosed.

EMERGENCY CONTACT INFORMATION

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

Please circle the event you wish to enter. A separate form is required for each event.

EVENT	DATE	FEES	
		Student	Instructor
** Jefferson Circuit	June 30, July 1	\$180	\$90
Summit Point	July 2	\$90	\$50
*** Watkins Glen	August 3, 4, 5	\$280	\$140
* Pocono South Course	September 28	\$90	\$90
Pocono North Course	September 29, 30	\$180	\$90
TBA	October 26, 27, 28	\$260	\$130
Rausch Creek	November 9, 10, 11	\$260	\$130

* The Pocono East and South course events are for white run group and above.
 ** With your registration at normal price, register your significant other at half price. Also, there will be a ladies only run group.
 *** Event includes Saturday night dinner w/seating is limited to 160. Extra dinner tickets are available for \$40 each.

CLASSIFIEDS

PORSCHE FOR SALE

58 356 A Convertible D, #85643 Fjord Green w/tan tonneau cover & Stayfast G top. 4.5k mi on total restoration. Numbers match, perfect fit. SC motor, done to the hilt, Big Bore Kit, lightened flywheel, 912 cam, Webbers etc. Also, 741 trans totally rebuilt & converted to A body style by Mike Robbins. Full SC suspension, nylon bushings and Koni shocks. Runs and drives like a 911. \$1000.00 "RENNAUSPUFF" stainless steel 550 Spider Type Exhaust from 356 Products. Dual circuit brakes, new everything. Correct Reutter luggage rack and VDO oil temp and pressure gauges. Wire mesh head light grills, original Stoddard license plate holder, Optima battery & many, many extra parts. I also have factory Kardex rebuilt engine & factory trans BBAB w/rear brakes on the shelf. (you get 2 Engines and 2 Trans) All paper work, receipts, & factory Kardexes \$46,000 for all! Paul Goldzug, Athens Ohio 740 594-2500 gemini@frognet.net 7

62 356 B Coupe T6, for vintage race or parts \$3000. Ben 610-565-3421 7

63 356B Super 90 Coupe, ALL original, minor rust. Off the road since 1970. This is the car we all wanted to find in an old barn, only better. Many (hundreds!) of new spare parts. Have the original engine (110K miles) and a new factory original engine (never used). This is a GREAT car ... but it's in 10,000 pieces! Best offer over \$12,500 for the entire package. In Eastern PA. KroegerPR@aol.com or 610-821-8548. 5

68 912, Silver/black interior. Original very clean California black-plate car. Owned for 9 years. V gd cond; always garaged; no winters. Interior is in org cond w/five-gauge package, wood rim steering wheel and Blaupunkt radio. 5 speed transmission, chrome steel wheels. Classic motoring for \$7500 Andy 917-754-1232 5

73 911T Coupe, parting out after fire damage. Car is complete but too far gone to bring back. Call with needs. J. Winsor (610) 649-1872 or: carman@snip.net 7

76 911S Targa, Yellow/black int. 123k miles. 23k on rebuilt '82 3 liter engine (with Carrera tensioners and airbox valve). Carrera seats, Momo 4 spoke. \$12,900 neg. Tom Grube, King of Prussia, 610-909-1059 tjdstg@aol.com 5

80 911 SC Coupe, 3.2L twin plug, Webbers, headers, SS sport muffler, cage, Konig seats, harness, 930 brakes & suspension, 7 & 8 x 16 Fuchs w/new Dunlops. 930 style oil cooler. \$18,500 OBO Greg Gelcius 215-340-1222 (w), 215-348-9774 (h) 7

0 911 SC Coupe, Well developed drivers ed car. Call for details. Greg Gelcius 215-340-

1222 (w), 215-348-9774 (h) 7
83 911SC Cabriolet, red w/black top, all black leather interior; Cert. Of Authenticity. Pw, ac, less than 2K mi on total transmission rebuild, Fuchs restored by Robert Wood. Service by Dougherty's for the last 4 years. Real nice car in very nice condition. 78K mi \$21,000 firm; Jim (day) 215-896-4450; after 9 PM 215-362-8298s

87 924S, great condition inside and out. Black with gray interior. 78,000 miles. Alpine stereo system, A/C, sunroof. \$4,500. Jim 215-778-3660 days, 856-751-4532 evenings. 7

87 911 Carrera Coupe, 24K mi, Red/blk, sunroof, whale tail, CD, many extras, exc cond, garaged, no smoke or rain, all records, \$29,900. 267-471-0935 5

87 911 Carrera RaceCar, White/black interior. Well-known local car. Fully set up by Peter Dawe for Driver's Ed/ PCA Club Racing. Race ready w/full OG Racing cage, Recaro SPG driver's seat and all safety equipment. New this year: factory Porsche sport clutch, mstr. cylinder, rear calipers. Car has 7" and 9" 16" Fuchs and SSI exhaust system. Great shape and ready to go. \$23500. Andy 917 754 1232 5

87 Porsche 911 Targa, Guards Red/black int, 49k 2-owner miles, no spoilers, 16" fuchs, new starter, flywheel, valve adjustment, and valve covers. Must Sell. \$26k obo. Chris Murphy (215)688-3412 deanmotorcarsltd@aol.com 6

88 911 Carrera Coupe, w/sun roof, Lagune Green Metallic (light blue tint), leather seats linen w/blue piping, 50K mi, always garaged, never tracked, B&B Triflow exhaust system w/ Autohority chip (original exhaust and chip included). Factory Fuchs 7X16 front, 8X16 rear. Car is perfect and needs nothing. \$29,900, will consider partial trade of a 914-6 or 73/74 914-4 2.0. Call Barry Franco Doylestown, Pa. 215-230-0928 (H), 908-218-8103. 5

93 928 GTS, 5sp., Wimbl. Green Met., Spec. Dark Green leather w/Matador Red Piping. Lumber, seat heaters, 12 way. Dual AC, Limited slip CD. Polished wheels. Never on track, one of a kind, pristine over \$100K new. Call John Tefteau 1-215-340-1094 \$43,000 5

95 911 Carrera 993 Coupe, Blk/blk, 6 spd, sunrf, 52K mi, hi-fi sound w/6 CD changer, pwr seats, 17" wheels, rear wiper, many new dealer installer parts including clutch, brakes, tires. \$47,300 Drew Schmidt 215-918-0550 drewmarsch@aol.com 5

00 Boxater S, Speed Yellow/blk int, red belts, 6 speed, sport design pkg, heated sport seats, 18" sport design wheels, letronics, hi-fi sound, CD, GT-3 nose, flared rocker panels, Fabspeed exhaust, 4500 miles, perfect! \$53,500. Michael Blank 215-572-6900 mblank@brokersinsure.com 7

00 911 Cabriolet, WPOCA2996YS652550

Slate grey metallic/blk top, perf cond, 1700 mi, 18" wheels, pwr seat pkg, hi-fi sound, remote CD, 3 spoke leather wheel, SS exhaust, aluminum instrument dials, Porsche crest headrest, blk mats w/Porsche lettering, metal door sill model insignia \$85K new, \$78,500 Chuck Wright 215-827-2023 cwright444@aol.com 5

PORSCHE THINGS

Publications - Panorama - 10 early years, '78-'88 complete, most in binders, \$175; all later issues available. 20 years of Christophorus Magazine - Oct '77, #131 to Jan '97 #270; missing only 7 issues, \$300. Excellence - '87 Vol 1, #1-6, \$55; '88-late'95, 26 issues, \$75. BGF Team/TA Newsletter, '87-'94, \$25. AutoX (before it was GRM) '85-'88, \$50. Also, clean 30 gal. VP fuel drum & pump, \$20. Vern Lyle 610-287-5083 LXML84A@prodigy.net 5

Porsche Parts, 930 Factory 19mm torsion bars \$50 ea; 33 mm G50 torsion bars \$150 pr. Nick Hatalski 610-269-3467 nixem@attglob-al.net 7

'93 911 C2 Parts: Brey-Krause strut brace w/installation instructions & all mounting hardware \$250. Complete 8 volume set of C2/C4 workshop manuals w/binders \$250. New C2/C4 air box cover cut out for full air intake for increased HP, \$125; K&N air filter for C2/C4 2 years of street use, \$30.00. Ken 610-469-0803 before 10:00 PM; kenneth.nubile@ps.ge.com 7

Porsche Parts, 2L 911 exhaust headers, new, \$100. Early 911 jack, \$15. Horn grills, \$5 ea. Bucket seat for vintage car, \$25. 1st gear for early trans, \$25. Panarama '74 - '00, \$100. Christophorus (old editions), \$2 ea. Dick Bach. Dick, what's your number?

Race Parts, Brake bias/proportioning valves (2). One Titlon unit with seven position lever handle, \$40. One Stainless Steel Brake Corp unit with knob, \$20. Used less than six months. John Deford at 410-625-6358 (d), at 410-356-0837 (eves 'til 10pm) . jdeford@home.com. 6

OTHER STUFF

Open Trailer, 1998 18 ft by 8 ft steel car trailer. Dual axle, electric brakes. Used 6 times, excellent condition. Selling to buy enclosed trailer. \$1400.00 Gordon 610-293-0087 7

WANTED

Wanted: 1978-83 911SC with reasonable body and bad or high-mileage motor for project car. Jim. 215-256-9357 eves. 7

Wanted: Helmet - full face, with shield, meeting SA 95 or 2000; size large. John D. Floyd 610-399-3265. 7



Snidely continued from page 5

a grandstand which is 3000' long, and trying to imagine how many people it would take to fill a grandstand that's over a half a mile long. Veterans' Stadium suddenly seemed Little League-ish. The person I spoke with at Pocono would not divulge the seating capacity of the grandstand but claimed that on a race day, the Raceway has the third largest population in PA, after Philadelphia and Pittsburgh. Suddenly "LongJohn" didn't seem so enormous. Other than Denver International Airport, it's the most paved surface I've ever seen. It's recognized as one of NASCAR's most competitive speedways, and for those fans who want to get close, the paddock area is only 56' away - close enough to watch your favorite driver and crew.

First stop was REGISTRATION, the bailiwick of Chip Grimes and Bruce Reim. RTR has developed a database, now 4 years old, of each driver's run history -what events attended, which tracks driven. Since each track is different (Pocono, for example, is flat and wide open, whereas Jefferson Circuit is shorter and more technical) and conditions change a track - the monsoon we encountered Saturday changed "the line" (more on that later), and the wet kept the tires from getting hot, thus affecting handling. Chip and Bruce take all this into account when assigning drivers to groups, and then assigning instructors. Something else that makes their task a little more complicated - because of the different handling characteristics of different cars, every effort is made to pair an instructor with a driver of a like car. Carrera instructors with Carrera owners, 944 Turbo instructors with 944 Turbo owners, etc. - an indication of how serious our D ED staff is about us learning to drive our cars. There are 5 color-coded run groups, and the number in each group varies from event to event, depending on the track. RTR uses the SCCA (Sports Car Club of America) formula to determine how many cars per mile of track are allowed on for each run. For the beginners group (Green) there were 21 drivers; Blue, the next level, also had 21 drivers, and these two groups will always have an instructor riding with them. Additional space, meaning fewer cars on the track, is given to these groups because of their inexperience. There were 24 in the White group; they have demonstrated consistency in their driving and awareness of the cars around them, and yet may be accompanied by instructors. Black was next, with

23 cars, they've demonstrated a more advanced skill level, and some of these drivers may also be instructors, primarily working with the Green drivers; and finally the Red Group, consisting of 24 drivers; instructing primarily the White and Blue drivers. Advancement from one level to the next is not a result of having attended X number of D Ed events, but varies with the individual. The instructor rates a driver's performance, entering comments into a log-book, which is then reviewed by Jim Zelinskie, Chief Instructor, Mike Andrews, Track Chairman, and Chip Grimes, to determine which group that driver belongs. Mike also determines the length of time for each group's run. At registration, we "trekkers" that were driving were issued wristbands, to be affixed to our left wrist. There were "smiley faces" imprinted on the band, but I swear mine had a s-eating grin - in fact it winked at me - definitely a portent of things to come. We were given packets with the day's schedule.

Our next stop was the FLAGGING SESSION. The club had rented the North Course, approximately 1.4 miles in length, which consisted of the North straightaway, about 1/3 of a mile, then 2 turns, the first about 15 degrees, the second about 140 degrees, leading into a straightaway known as "the Short Chute", then another 2 turns, and a shorter curved run leading to the 5th turn, a hard right into "The Bowl" (this section of the track was banked 6 degrees) and was a long curve leading back into the straightaway. The flags are used to inform drivers of hazards on the road ahead, so the 5 flag stations were strategically placed at each turn, and behind protective barriers. Each is linked with the central station, known as "Control" by radio, so there is communication over the entire course. Depending on the track, Mike Andrews may assign flag personnel; this day he stood cheerfully in the rain, holding an umbrella, and waved cars onto and off of the track. Fred had told us not to wear red or yellow jackets, as the drivers may mistake our outerwear for flag signals. Keep that in mind so if it's raining, you can turn your jacket inside out *before* it gets soaked. How the flag is displayed determines the severity of the incident. A yellow flag held stationary indicates a hazard off the track (e.g. a car off the track), so proceed with caution, while a waving yellow indicates a car in trouble, or debris or oil on the track so be prepared to take evasive action. A stationary black flag indicates that track is being cleared, and the driv-

continued on page 16

August's Membership Meeting Is The Annual Race Cars at Rosen's


Social 7 : 30
Meeting 8:00

Don Rosen Porsche Audi
1312 Ridge Pike
Conshohocken, PA
(610) 279-4100

Autocross #3 continued from page 11

We all chased his heels and gave him some hot competition but he just kept shaving off those tenths of seconds. Fastest Non-Porsche time was Mazda Miata Driver Bill O'Ttoole Jr. with a time of 65.52 seconds. However I would like to point out that he did not win the Non-Porsche class of the event. Because the Non-Porsche cars are lumped together as one group a PAX index is applied to their times to equalize the power, weight and modifications of the cars. The PAX index we use is published by the SCCA. Once the PAX times were calculated Chris Woolard in a Honda Prelude took first place in the Non-Porsche class with a PAX time of 51.24 although his real clocked time was 65.53.

After the competition part of the event was over fun runs that don't count are held. Club member Skip Chalfont showed up with his 356 speedster and did a few fun runs that taught us all that its not the power of the car but rather the drivers skills. With about 86 horsepower he completed runs that made the 911 drivers quiver a bit.

Thanks to all the members that pitched in and helped with set up and tech today. I do have one more request for help. The loaner helmets that the club owns are getting very old and worn. Since drivers education now requires helmets that are Snell 95 or newer, if you own a Snell 90 Helmet and would like to donate it as a loaner for the Autocross program we are now taking all offers. Contact me and I will find a way to get it. See everyone at the July 15th event. 

Next Month's Meeting

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Der Gasser is published with the intention of being in members' hands one week before that month's membership meeting. Editorial policy is to print as much locally produced material as possible. If we don't get it into this month's issue, we will try next month or the month after. Please include a SASE if return is required. All material for print should be received by the Editor by the first of the month it is to appear. Material in electronic format is preferred.

Address changes should be sent to both the Membership Chair & National. If you are not receiving der Gasser contact the membership Chairperson.

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ers are to return to the pits, while a black flag pointed at you means *your* car has a problem, *you* return to the pits. The red flag indicates an extreme emergency condition, such as the track being completely blocked by an accident, or a severe accident with the possibility of personal injury. Drivers are to stop as quickly as possible as safely as possible "off line" (more about that later). The checkered flag indicates "finish" and the drivers are to take one last lap to cool their cars down. It was interesting watching the cars slalom through the course from the flag station, almost misleading, because you really didn't get a sense of how fast they were moving. And as the cars accelerated out of turn 5 into "The Bowl", the roar of the engines seemed disproportionately louder than the speed of the cars because of the massive wall that was the backdrop to the cars; its huge scale diminished the sense of a car's acceleration and speed.

From the flag station we proceeded to lunch, compliments of the lunch coupons supplied to us by Snidely, and then to the TECH SESSION. Before a car can go on the track, it must pass 2 inspections – a Tech Inspection and a Grid Inspection. The

Tech inspection, conducted within 2 weeks before each Driver's Ed event, consists of 31 safety checkpoints a car must pass (32 if a Boxster – and if you've wondered why some tall Boxster drivers take on a Quasimodo-like posture after a DE event, it's because their helmets must be *below* the line extending between the top of the windshield and the roll bar). And for you folks with Cabs and Targas, plan on keeping the top on, because they don't want arms flailing around outside the car. Myles Diamond and Ed Kovalevich, the RTR Tech & Safety people, took us through an abbreviated Tech session, starting with the door latches (so you and your instructor can get out or be gotten out), through brake fluid and throttle linkage and 14 other items; and since there was no lift to inspect things like wheel bearings, brake pads, CV joints, to name but a few of the other 15 car parts that are examined, Ed and Myles explained what they looked for and why. What really became evident was RTR's emphasis on safety. Your car can be "teched" a couple of different ways: there are a number of authorized technical facilities - Porsche dealers such as Holbert's, Rosen's and Vision; specialists

such as Dougherty Automotive, Don Galbraith Motoring, Performance Automotive, Tillson's, to name but a few, as well as a few individuals authorized for inspections, or you can attend one of the scheduled Tech Sessions listed in each month's Calendar of Events. At the RTR Tech Sessions, Myles and Ed do the inspections. The Grid Tech is conducted each day at the D Ed event, before a car can go onto the track, and consists of a 11 point safety inspection, checking things such as confirming that your helmet (everyone must wear one while on the track) meets the most recent safety ratings, known as a Snell rating; that a car's numbers are the right size and positioned on both sides, to accurately identify it in the event it has to be signaled; and making sure that the lug nuts on each wheel are properly torqued. And whatever you do, DON'T come to the track expecting to get a Tech Inspection done – it ain't gonna happen. With 113 cars that had to have a Grid Tech done at Pocono, it's obvious Myles and Ed love their work – do the math on just the lug nuts - 5 per wheel, x 4 per car, x 113 cars = 2260!



Next Month - The Conclusion

DON ROSEN PORSCHE

1312 Ridge Pike, Conshohocken, PA 19428, 610.279.4100

*It's Spring Training Time.
You need a Porsche Baseball Hat
You need stuff, your Porsche needs stuff,
Don't say we didn't warn you.*

PART#	DESCRIPTION	LIST	SALE
WAP-080-053-99	SPORTS CAP	20.00	15.00
WAP-080-065-10	CAP - GOLF	18.00	13.50
WAP-080-066-10	CAP -BASIC BLACK	15.00	11.25
WAP-080-067-10	CAP - PORSCHE -DK GR	15.00	11.25
WAP-080-084-11	BASEBALL CAP BLACK	15.00	11.25
WAP-080-085-11	BASEBALL CAP RED	15.00	11.25
WAP-080-086-11	BASEBALL CAP GREY	15.00	11.25
944-102-219-04	TOOTHED BELT	42.74	32.06
944-105-323-02	TIMING BELT	37.62	28.22
964-105-902-00	CAM GSKT KIT 911C2/4	32.13	24.10
930-107-764-01	OIL FILTER	8.45	6.34
951-110-121-01	AIR FILTER	11.99	8.99
996-110-131-03	AIR FILTER	23.83	17.87
944-110-166-10	AIR FILTER	24.29	18.22
928-110-253-04	FUEL FILTER	17.94	13.46
993-110-327-00	AIR FILTER	19.83	14.87
COL-731-SIZE-99	T-SHIRT LE-MANS	20.00	15.00
COL-892-002-10	BASEBALL CAP BOXSTER	15.00	11.25
COL-893-003-10	BASEBALL CAP 911 TUR	15.00	11.25
COL-946-SIZE-98	VARSITY JACKET *	225.00	168.75

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