

der Gasser

AUGUST 2003

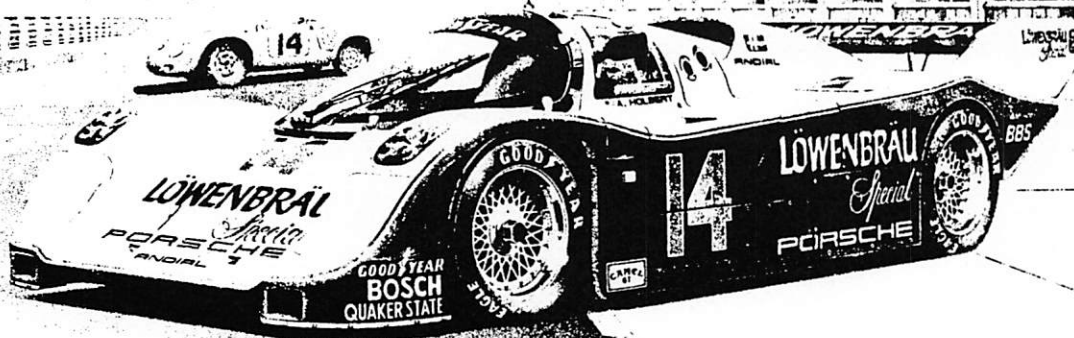
Spirit of Philadelphia Report

June's Jefferson-Summit ED

Autocross Update



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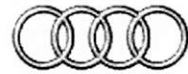
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Whoever said you can't teach an old dog new tricks? I think they only have the story half right. I knew that any activity with a Porsche was fun but a large part of the equation was missing without Vintage Rally experience. I started at the top - Numero Uno Vintage Rally in the world - the Mille Miglia.

As a matter of extreme circumstance Mike Tillson had registered this year and Howard, his co-driver, had to cancel at the last minute. Bill O'Connell and I were given the opportunity to crew as duties switched (Sue co-drove) - but that just meant follow the course, flat out, in our rental car. One thousand miles thru Italy in two and a half days. We had all the appreciation of 6:00 am to 3:00 am days at the wheel, as fast as we could go, police escorts thru the cities, waves from the crowds at every intersection - but we had heat (it was cold), a roof and wipers (it poured), and Italian disco radio. Bill is writing a more in-depth article which will appear next month. Needless to say that participating with 374 pre 1958 race cars, all looking and sounding as they should, all driven as they were meant to be, is an experience of a lifetime and you can drive the course any-time you visit Italy. (see: www.1000miglia.it)

Then I drove one myself, the New England 1000. Rich and Jean Taylor (you've read Rich's articles and automotive books for years) sponsor four vintage rallies each year for charity and this year the May event encompassed Nova Scotia and parts of Maine. David Fischer, a fellow RTR member, discovered this secret years ago and is a series regular this year in his beautiful 356 Convertible D. This rally only covers a normal ten hour day, no police help (the police chief in Halifax could retire after we left!), and an expected legal speed limit pace.

Derek, our 1964 356 SC coupe ran perfectly, 70 to 80 mph the whole time, steering wheel sawing back and forth thru the twisties, huge smiles plastered to our faces. Our total times compared very well with the 12 cylinder Ferraris and I think the Old Porsche was as comfortable and pleasant a ride as you could have pre-1973. The 356 is such a great package! Even 40 years later it stands up as a great way to spend a week. (see: www.vintagerallies.com)



Craig

(This was such a good column the first time, we decided to give it an encore presentation. ED.)

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This Issue

Photo Cover - Just Announced: The First Turbo Cab in 14 years!

Calendar of Events

AUGUST

27 Membership Meeting

SEPTEMBER

- 6 Chesapeake Bay City, MD Ramble
13 Tech Session 4 - 9:00-3:00 Don Rosen
Porsche, 1312 Ridge Pike, Conshohocken
13 Radnor Concours Rally - see page 3
24 Membership Meeting
26 RTR Driver Ed, Advanced Groups - Pocono
27 - 28 RTR Driver Ed, Pocono North

OCTOBER

- 4 Tech 5 - To Be Announced
13-14 Drivers Ed - Watkins Glen Charity Event
19 Veteran's Stadium Autocross - see pg 8
29 Membership Meeting - Elections

NOVEMBER

22 Longwood Garden Trip

DECEMBER

13 Holiday Party

www.rtr-pca.org
for the latest
updates.



Radnor Hunt Concours Rally - Sept 13

Again this year, the Radnor Hunt Concours Rally will be an RTR event and the highest placing RTR member will receive a trophy. Will John Custer & Mary Sadowski prevail? Or will they be unseated by the return of our consistent winners, Dr. Frank Harrison and his erstwhile navigator Kathy Wright. As has become tradition, the rally is a measured distance event only with emphasis on enjoying the beautiful countryside.

This is not a gumball rally! It is designed to make the day enjoyable and should not involve spousal/significant other fighting. Although it is simple, the challenge for more experienced folks is still there to get the mileage exact.

Pre-registration is requested to insure plenty of food.

For more information contact der radnor rally meister, Bill O'Connell @ 610.640.1675, or email woc2@earthlink.net or go to www.radnorconcours.org for full details.



August's Membership Meeting - Rosen Porsche

Ridge Pike
Conshohocken, PA
August 27

7:30 Social
8:00 Meeting

Social Events

September 6 - Ramble - Chesapeake Bay City, MD

November 22 - Longwood Garden Trip

December 13 - Holiday Party - Cock 'n Bull,
Peddlers' Village, Lahaska, PA \$50 plus cash bar

Contact Francine to register. (215-
343-9464) rancinebodo@aol.com.

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**It was a great night for a barbecue....
Thank you Vision Porsche, Craig, and your team for the
hospitality. My compliments to you and your architect
(Fred Bonsall)for the great looking Porsche facility.**

Manny Alban our PCA zone 2 representative provided a preview into the 2005 HERSHEY Parade. The 2005 parade will be the 50th PCA parade and will be the best ever....

I had a great time recounting my first parade experience and hopefully inspired some members' interest in future parade programs. Thank you Bill O'Connell for the 2003 Parade pictures.

August means: RACE CARS AT ROSEN'S - Don Rosen Porsche, 1312 Ridge Pike, Conshohocken, PA (610) 279-4100. www.don-rosenporsche.com

Registration for the Watkins Glen (MAW) Oct. 13 & 14, 2003 Drivers Education Track Event will open at this meeting. Applications will be accepted from 7:00 PM to 8:00 PM ONLY.

The meeting will be held Wednesday, August 27, with Social at 7:30 PM, Membership Meeting at 8:00 PM. Members wishing to display their 'racecar' or vintage Porsche should arrive early as prime display space is limited.

The September meeting will be held at Race Ready Technologies, Norristown, PA www.racetec.net



Tech Session at Don Rosen Porsche

Saturday, September 13, 2003

**Don Rosen Porsche
1312 Ridge Pike
Conshohocken, PA 19428
(610) 279-4100
9am - 2pm**

Directions: Located on Ridge Pike about 1/2 mile west of Rt. 476

Rosen Porsche will be sponsoring our first tech session of the year on Saturday, September 13, 2003. 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 fee of (\$20/hr.) 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 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 me if you have any questions. See you there!

Ed Kovalevich & Dave Ehm - Riesentöter Track Safety



Autocross School and Competition at Veterans Stadium July 13th

Text & photos by Barry Corke

Autocross has been a popular activity for RTR members for many years. The enthusiasm has been stalled recently by the loss of the



most recent venue. However due to the

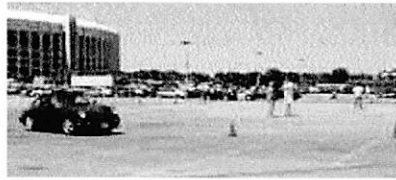
Our Chairperson Jolene

hard work and persistence of the autocross Chairperson Jolene a new and perhaps better site has been found. Not only was Jolene able to locate an available area in the parking lot of the soon to be demolished Veteran Stadium, but had the idea of including a learning feature for the less experienced drivers. Along with this idea Jolene was able to persuade 15 experienced instructors to give their time to introduce novices to some of the elements of driving skill needed to drive an autocross course successfully.



The new venue at Veterans Stadium was very suitable for the planning of an autocross event. Despite a significant portion of the

area not being available due to the presence of the remains of a previ-



ous night's rock concert paraphernalia not having been fully removed. When the whole area is available for future events a very large well paved area will be available to set up a challenging autocross event which participants in the recent school will be able to test their newly learned skills.

Participants in the school were divided into two groups and given a specific area to work in. The first

skill practiced was maximum braking. After four runs with a maximum braking effort every-



one was able to reduce their braking distance significantly and the smell of burning rubber became very pronounced.

Following this exercise a short slalom course was set up and instructors passed on their knowledge as to the best way to manage these obstacles smoothly and with the least loss of time. Since most autocross events include at least one slalom this was an important learning experience.

After a short break the two groups exchanged areas. The next exercise involved driving on a tight circular course. It is not at first obvious which is the most important, staying close to the markers or maintaining a high speed. Instruction from the experienced drivers was aimed at trying to find a compromise between these two factors. It



was apparent that everyone was able to improve their performance following four runs in each direction.

When the mornings main autocross event was completed students were taken on a walk through of the main course by



instructors. Points regarding, line, braking, acceleration were explained. When the walk was completed the school group was given a chance to drive the course on three separate runs. Instructors gave their time to sit in car with students during these runs. Although there were a significant number of off course cars most students were able to complete a run and to improve their times.

Jolene is to be congratulated for organizing an event, which catered to both the expert and the novice. Including a school event will no doubt increase the number of



RTR members who will participate in events in the future which is obviously good for the club. Finding a suitable venue was a major coup and hopefully the site will remain available for the foreseeable future. Thanks must also go to the instructors who were able to pass on some of their autocross knowledge to the students.



Here's what the Autocross participants had to say about July 13th ...

"I had a great time (ok, my times could have been better!). As a newbie to autocross, the workshop was great. Very informative, and it gave me a chance to find the limits of the car." CG

"I learned that it is much harder than it looks to stay on the course." JR

"From a participant's point of view, I think it was a grand slam. There was a very good morning school with hands-on skid pad, slalom, and threshold braking sessions. While this was going on experienced autocrossers were actually competing on the course set up on an adjacent part of the parking lot." JM

"Great day, great fun! It has been several years since I last participat-

ed in an Autocross. I enjoyed the course, even the off course excursions." BL

"You have a great group of people there - It was fun putting on the school." KN

"School was very helpful for me, I was disappointed in myself for going off course but at least I know better how to prepare myself for the "sea of cones" next time. A careful, attentive walkthrough and a slow first run will help." NS

"Great course, can't wait till the next one." RC

"Sunday was my first AutoCross, and it certainly won't be the last. I learned a few tricks from the instructors, but most importantly I had a lot of FUN!!!! This gave me the opportunity to really learn about my Car (without the worry of getting a speeding ticket) and I got to meet some really cool people." BM

"Nothing but grins from all the participants as far as I could see!" DV

"Perfect day!organized, fun and educational Autocross for us first-timers. Looking forward to more." BW

"Thanks" to all who came out, to play and especially to those who traveled to teach, tech, and time. I don't want to name names for fear of missing even one of the really terrific people who gave so much to make July 13 such a great first event.

Jolene 

Wanted

RTR Autocross is in need of a 3/4 ton, aluminum, 2 axle, closed trailer to store and transport our equipment. Do you have one to donate? Contact Jolene at 856-866-0913 marketvisions@msn.com

Autocross Results July 13, 2003

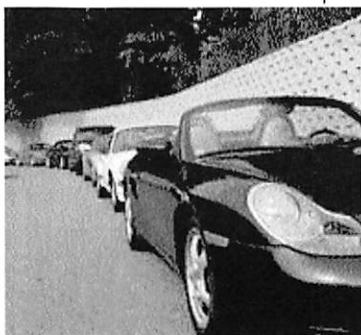
Name	Class	Car	Model	Best Time	Name	Class	Car	Model	Best Time
Patrick Wayman	A	Porsche	911	29.49	Mike Delfine	F	Porsche	Boxster	33.88
Joe Rausa	A		911	31.87	Frank Strahorn	F		Boxster	34.32
Justin Bedard	B		996	30.59	S. Kartischko	F		Boxster	34.67
David Schenk	B		C4	33.74	Brian Minkin	F		911	35.71
Kam Ho	C		996	32.60	Neil Hoffman	F		Boxster	35.95
T Zimpelman	C		944 Turbo	34.99	Nick Hance	F		944T	36.05
Fred Krieger	C		996	36.44	Brandon Mascia	F		Boxster	41.2
Joan Krieger	C		996	36.44	Robert Patton	G		911	38.2
Don Ollsen	D		993	31.19	Pierre Clot	I		911	31.91
J. Winsor	D		911 S	32.59	John Banha	I		911	32.82
Dave VanHaren	D		C2	33.88	Ian McHenry	I		914	33.37
Tony Demarco	D		993	34.09	William Doyle	I		944	33.94
Rezal Rahman	D		911	34.83	Jim McHenry	I		914	35.20
Barb Whitman	D		911S	38.38	Darren Mingis	I		944T	66.47
Barry Corke	D		993	38.49	Dave Coughlin	J		912	32.61
Kathie Rockhold	D		911S	42.42	Randy Cohen	J		914	33.82
Geza Korchmaros	E		Box S	31.39	Bill Hance	J		912	38.46
Geoffrey Ehrman	E		911	32.21	Harvey Hoover	J		914	51.73
Lou Zotti	E		C2	34.94	David Jenny Jr.	X		MR2 Turbo	32.99
Bill Lockwood	E		911	36.16	Paul Walsack	X	Corvette		33.18
D. Angelisanti Jr.	F		Boxster	31.11	Louis Pacinelli	X	Corvette		33.27
D. Angelisanti Sr.	F		Boxster	31.16	Joe McCormick	X	Mini	Cooper S	33.37
Larry Strahorn	F		Boxster	31.55	Russell Ehrman	X	Honda	Prelude	34.79
Betsi Lyle	F		911S	32.01	Bob Kay	X	Nissan	350Z	35.04
John Heckman	F		911	32.21	Ryan Diehl	X	Volvo	242	36.12
Steve Minkin	F		911	32.3	Don Eisentraut	X	Saab	9000	36.28
Todd Kriner	F		944T	32.70	Kevin Douglas	X	VW	Corrado	36.33
M. Markushewski	F		911	33.01	Carl Griffen	X	Mini	Cooper S	36.56
					Joseph Fritz	X	VW	Jetta	36.75
					Tim Johnston	X	VW	GTI	36.75
					Jason Robbins	X	Nissan	350Z	43.66



2003 Summer Rally/Concours/Picnic

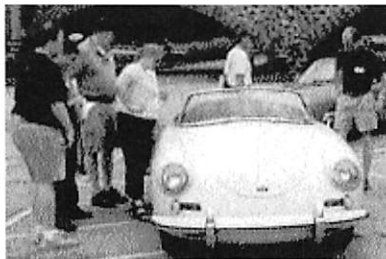
by Maureen P. Sangiorgio

What's my recipe for a terrific time? You start with a two-hour rally, add a 41-car People's Choice Concours, finish up with a picnic, and combine it all with dollops of sunshine. The end result was a lesson in precision driving followed by plenty of delicious food at the Brandywine Summer Rally held on Sunday, July 27 at Brandywine Picnic Park in Pocopson, PA.



The day started with a continental breakfast graciously provided by Brandywine Porsche. Following

breakfast, drivers navigated the Rally with the following taking home prizes: **First Place:** Bob and Marie McClune; **Second Place:** Steve Midgett and Ann Slowik; **Third Place:** Michael Furman and Mary



Dunham. All three won a glass mug with the Riesentoter Region seal etched on the front.

The Rally ended at Brandywine Picnic Park for the **People's Choice Concours**. Winners are as follows: **First Place:** Anthony Scalies with a white 1961 Porsche 356; **Second Place:** Harry Selverian with a black 1996 Porsche 911; **Third Place:**



Brian Minkin with a red 1977 Porsche 911. All prizes were donated by Brandywine Porsche, and included a car care kit, golf set, and Porsche plaque.



At the picnic, the park offered a sumptuous all-you-can eat feast, including: whole roasted pig; BBQ spare ribs; Brandywine Pit Beef; Cajun BBQ chicken; roasted corn on the cob; salads; rolls; plus funnel cakes and ice cream for dessert. Park activities included paddle boat rides down the scenic Brandywine Creek, kiddy rides, a petting zoo, and pony rides.



For those that needed to cool off from the hot summer sun, the park has a "Rain Room" tent filled with cool mist jets.

Social Chairman Francine Knochenhauer, who organized the day's activities, would like to extend a special, "Thank You" to past president Bill O'Connell, who organized



the rally and tabulated the scores; historian Debbie Cooper who created the name tags, and Brian Minkin.



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Pittsburgh Vintage Race

Text and Photos by Chris D. Duerr

For the twenty-first year in a row the Pittsburgh Vintage Grand Prix showcased vintage sports cars racing on a circuit that is reminiscent of racing that occurred during the 40's, 50's and early 60's. The Vintage Sports Car Club of America is the club that helps to organize and run the event. The event takes place each year during the third weekend in July and all the proceeds for the event go toward supporting two charities: The Allegheny Valley School and The Autism Society of Pittsburgh. During recent years when the weather has been cooperative approximately 100,000 visitors come to Schenley Park to watch the beautiful cars negotiate the 2.5



mile circuit which is laden with stone walls, curbs, parking

meters, trees, light posts and more. The circuit is not a purpose-built venue and therefore the participants are urged to not drive beyond 7/10th's. For some of us our 10/10th's is another's 5/10th's! The field of cars typically encompasses pre-war beasts such as an ERA grand prix car to a garden variety MGA roadster. Generally, there are six run groups and the races last about 8 laps which is a long bloody way on a course that has a severe crown on

the roadway.

The event organizers roll out the carpet for all of the drivers by hosting a party Friday night to welcome everyone and thank them for their continued support. Saturday has a schedule of practice sessions and qualifying to assemble the race groups. Also that day there is a large car show on a hillside that overlooks the road circuit. Many

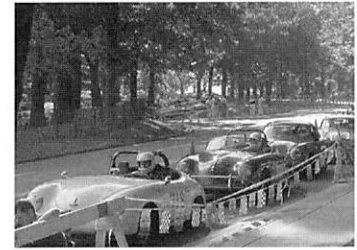


different types of Brit and European autos are on display assembled in group-

ings by make and model. A local supermarket hosts a large tent area full of food and drink all available for a modest donation toward the two charities. Sunday morning has practice sessions for each run group and then the racing starts promptly after a lunch break. This year's practice session was cut short because a light pole got in the way of an overzealous driver. When the racing starts on Sunday the crowds literally go wild as the cars round the course. In many areas along the course spectators are packed along the fences.

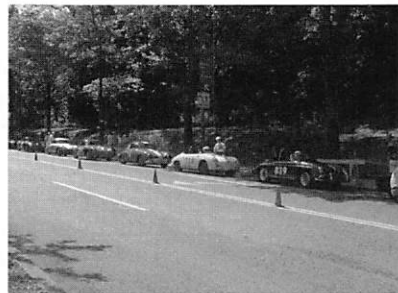
This year twelve 356 cars attended the event and ran with the over two-liter group which has the likes of Jaguars and big Healeys both of which are much

larger displacement than a 1600cc. Normally, the 356 cars would be lumped in with the under two-liter group but it is difficult to see some of the small cars in



the tiny rear window of a 356 coupe. A Porsche RSK could also be seen hammering around the course on Sunday afternoon among the sports racers like Lotus 11's, Lola's and Elva's. Needless to say the RSK did well since it started dead last and finished the eight-lap race in fourth position. That man should have been given the award for the "Drive of the Weekend" for that performance. I watched that same car race at some hillclimbs and Riesenötter events 30 years ago and not much seems to have changed.

The Pittsburgh Vintage GP is a fantastic event that you should mark on your calendar for next year. It is entirely run by a volunteer effort and it is a huge effort. The time to assemble the course, fencing, concrete barriers and the like take a gigantic amount of time. It is great that so many people are willing to dedicate their time each year to make a super event like this happen. See you next year.



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R. CRAIG ROSENFELD
Dealer Principal

June 27-29 2003 Summit Point & Jefferson Circuit Driver's Ed

by John D. Floyd

Approximately 3 ½ to 4 hours from the Phila area are 2 tracks in West Virginia "joined at the hip" – Summit Point and Jefferson Circuit. Located in the Shenandoah Valley, both are "road tracks", i.e. a series of turns and elevation changes, rather than the oval pattern found at the Indianapolis 500. Together, each offers DE participants an opportunity to use the full spectrum of their vehicle's capability. For the



"Big Dogs", Summit seems to be the track of choice, especially with its 3000' straightaway and overall length of 2.27 miles. All the Turbos (or what's left of them, Jim Z., Kurt, and Jeff Y.) and those with more than a 3 liter engine displacements can really hit the "loud pedal" on the straights, and still play in the "twisties" - 10 slow and fast turns. Conversely, at half the length of Summit, Jefferson has 7 turns compressed into its 1.1 miles, along with elevation changes. At only 30 feet wide, it seems more like a go kart track compared to Summit. Mike Andrews, RTR track chairman, kept things interesting by announcing that JC was to be run counter-clockwise on Saturday, and clockwise on Sunday which really made for two dramatically different learning experiences. It was interesting to hear the number of drivers commenting "I drive it much better (insert a direction)". Base camp for a lot of DE'ers is the Shoney's Inn in Winchester, VA. Very reasonably priced, clean, and with an indoor pool, it's a 14 mile drive through countryside to the tracks. Since registration is usually between 7 and 7:30 AM, it's pictur-

esque driving along the rural roads to the inauspicious entrance to the tracks, seeing cows standing in the morning mist as the sun glows red in its ascent. Upon entering the tracks, one drives to the left for Summit, or for Jefferson, to the right, past the stacked-up carcasses (pun intended) of what looks like, and in fact are, the remains of demolition derby vehicles. As we drove Summit on Friday, one could hear the continuous screech of tires from Jefferson, and occasional impacts. Turns out that Jefferson is used for high-speed performance driving lessons (think law enforcement, for starters), and the remains of those exercises are not so much interred as stacked. The popularity of this RTR DE event is documented by the participation - 92 drivers registered for Summit, and 82 drivers for JC (Jefferson being the shorter track, RTR follows the SCCA formula of x number of cars per mile of track). Both tracks have a Woodstockesque quality – unlike Pocono or the Glen, there are no extensive garages. Basically, it's a car festival motif – pull up, stake out your spot, and unload your gear. At Summit, it's on the gravel lot; at JC it's on the grass, and both areas are punctuated by blue plastic 55 gallon trash barrels. Canopies, camp chairs, coolers, RubberMaid containers, trash bags, trailers, and tarps appear almost magically, and before one can say "grid tech", a

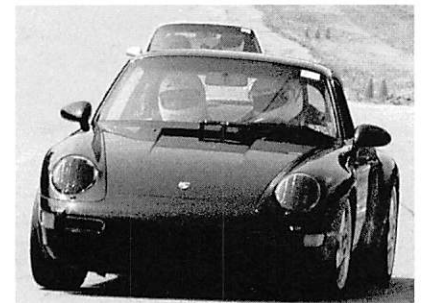


patchwork quilt of car flotsam and jetsam is spread across the parking area. Thankfully the weather gods were with us big time – it was hotter than an SC with the trombone cooler for all 3 days. Once again, kudos to all the RTR staff who, in their usual efficient manner,

I fear have us all taking for granted how smooth our DE events go. Chris Mahalick, Carol Reynolds, and Ken Nielsen registered the 174 drivers for all 3 days on both tracks; 2 lines of grid tech'ers, led by David Ehm and Ed Kovalevich, included Jack Kramer, Fred Brubaker, Ken Nielsen, David Schenck, Earl Macomber, Dan Rufer, Terry Lefco, performed the 11 point safety check which cleared cars for entrance onto the track. Driver's Ed, with its emphasis on safety, included the mandatory classroom sessions for the Green



and Blue students. Friday's Summit Point DE classroom session were conducted by Myles Diamond and Kurt Faller; Saturday and Sunday's JC classroom was conducted by Jim Zelinski. The value of these sessions cannot be exaggerated, espe-



cially for the newer students (and I'm speaking from experience here), because the "information overload" can be substantial, and the instructors' explanations and tips can greatly accelerate learning the course. An added bonus on Saturday was Mike Andrews arranging access to the skidpad – a 300' diameter 50 foot wide asphalt circle with in-ground sprinkler heads which keep the surface continuously soaked. Andrew Toth, a track employee, was an extremely enthusiastic instructor, evidenced by his howls of glee as drivers managed to break their cars loose either understeering or oversteering on the wet surface. Saturday

evening the drivers were treated to a pig roast, which I heard was very well received. Overall, the 3 days



were "incident-free" of any external-bent metal; the 'Vette's engine problems, Andy Dickerson's anti-freeze splatter on the track, Jeff Yoroshko's turbo melt-down, and John Genovese's transmission problems prematurely ended their sessions. Josette's Turbo gremlins mysteriously sorted themselves out, so she could play to the end. Congratulations to all involved in this very successful DE event, and special thanks to the instructors who willingly place their lives in the hands of their students. My sincere apologies to any helpers I've inadvertently failed to mention.

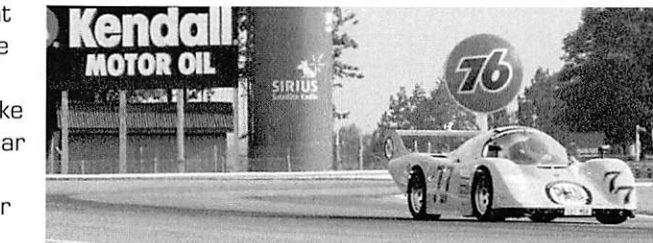
In The Marbles [the debris, including the 'tire boogers' found at the edges of the track].

The Angel of Mercy Award – to Earl Macomber, who, for at least the 3rd time [yours truly was the beneficiary for 2 of those times at Pocono] trailered home a broken car from WV- and it wasn't even a Porsche! It was a &%@\$*^ Corvette! How's *that* for being a



good Samaritan?...Should This Be Covered in the Classroom Sessions? - overheard at the Summit Point drivers' meeting, when Mike Andrews asked "are there any other questions?" and a voice asked "yes - where do babies come from?"...The Martha Stewart 'What to Wear at Grid Tech' Award to David Ehm and Ed Kovalevich for their spiffy aprons. Rumor had it

that they were running back and forth between grid tech and the ovens in the cafeteria...Rat Patrol Redux Award – to Mike Andrews and his desert rat patrol hat...Maybe It's an Anti-Theft Device? Seems like Jeff Yoroshko's car won't go further than 12 miles per DE event (for the second time).The silver lining? - lower gas bills...Fast and Furious Award – to Bodo Knochenhauer for his willingness to keep on drivin' – even if it's over his own stuff...The Right Stuff Award – to Frank Volz, for his willingness to test out the track's tire barrier...the Mary Poppins Award – to the corner worker chasing his umbrella that blew out onto the track. Hopefully he understood he didn't have to



look *both* ways...the Arianna Huffington Politically Correct SUV Award – to Steve Schueren, seen sporting a Greenpeace tee shirt proclaiming "If you can't stand the heat, Then cool down your planet". Steve, BTW, tows his car to the track with a Honda Insight...Incredible Dish Award – to the Wine and Cork Restaurant, in Winchester, VA. And the food was very good also...It's a Tough Crowd – when, at the driver's meeting, someone asked for directions for the skid pad, and John Phillips said "go left!"...Home Sweet [Motor]Home Award – to Nick Plenzick. Not only was he livin' large with a motor home significantly larger than my room at Shoney's, at the end of each of his runs, he pulled up to the door to be met by his significant other, sitting under a canopy in a lawn chair and a beautiful yellow Labrador retriever at her side. Definitely post-Norman Rockwell...the OFF Insect Repellent Award – to Josette Donatelli for her camping adventures.

Fortunately her Basenji and Weimaraner didn't suffer...You Know You're In The Country – when the moving speed bump is a

groundhog, possibly depressed, because it stayed at the edge of the track for 3 of my laps, perhaps debating whether to end it all...Is It an Economic Indicator?- have you noticed that, as the economy has cooled, Rick Landis's horsepower

seems to spiral downward – most recently from a 280Z to an Acura Integra. If we see him driving a Yugo at the next DE, is it time to buy gold?...Every Which Way But Straight Award – to Brian Smith for his local dental impressions. Coulda flossed with a piece of hose...Renaissance Crowd – ours is a group of many interests, especially opera and dance. Madame Butterfly seemed to be a topic of great interest and conversation on Sunday...Told You It Wasn't My Fault! Award to John Philips. John, perplexed as to why he spun on his last run of the day at Summit, noticed as he was changing his brake pads the next AM that his right sway bar had slipped forward several inches [HONEST!! I was right next to him when he first saw it!] So, in this case, it *was* the "arrows", and not the "Indian!"...The "Scooter" Grimes Award – to Kurt Faller, who escaped unscathed on Sutton's Segway, only to stumble on terra firma. And that's the 'hole' story....



40th Anniversary 911

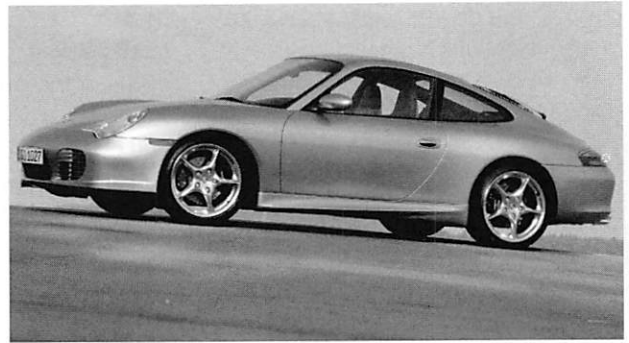
Porsche announced it will produce a special 40th Anniversary 911 model in recognition of the debut of the first Porsche 911 at the 1963 Frankfurt Motor Show (IAA). To be unveiled next month at the 2003 IAA, the commemorative model is based on the current rear-wheel drive Porsche 911 Carrera but offers more horsepower, enhanced handling features, and unique interior and exterior styling. The 40th Anniversary 911's 3.6-liter flat-six engine produces 345 horsepower (DIN), 25 horsepower more than the base model 911. As a result, the model is one second faster than the regular 911 from 0 to 120 mph (200 km/h) with a time of 16.5 seconds. The car's top track speed, 180 mph (290 km/h), makes it the second fastest non-turbocharged model in the current 911 line.

Aggressive sport suspension settings help to enhance the 40th Anniversary 911's handling. Combined with the standard electronic Porsche Stability Management (PSM) system, an additional mechanical rear-axle dif-

ferential lock provides even better traction and optimum acceleration potential.

The 40th Anniversary 911's distinguishing styling features include GT silver metallic exterior paint color (exclusive to this model and the Carrera GT), front cooling air openings adopted from the 911 Turbo, body color air intake grills, left and right sill trims, an aluminum "911" logo on the engine cover, shot-blasted, polished 18-inch Carrera wheels, and high-gloss polished exhaust tailpipes. A sliding sunroof, bi-xenon headlights with dynamic beam angle control and a headlight cleaning system complete the standard exterior features.

The interior is trimmed in naturally soft dark gray leather. Other interior details include sport seats with two-stage heating; center console, seat backs and dashboard groove trim strips and handbrake lever side covers finished in GT silver metallic; aluminum-finish instrument dial rings; and a numbered



"911 40th Anniversary" plaque on the center console.

Porsche will produce only 1,963 40th Anniversary 911 models. It will be available to the North American market in November 2003 with a base U.S. price of \$89,800 (\$131,450 Canadian). Porsche Cars North America, Inc. (PCNA), based in Atlanta, Ga., and its subsidiary, Porsche Cars Canada, Ltd., are the exclusive importers of Porsche vehicles for the United States and Canada. A wholly owned, indirect subsidiary of Dr. Ing. h.c.f. Porsche AG, PCNA employs approximately 200 people who provide Porsche vehicles, parts, marketing and training for its 204 U.S. and Canadian dealers. They, in turn, provide Porsche owners with best-in-class service.



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Riesentöter Embarks on The Spirit of Philadelphia and Bodo Almost Misses the Boat

A "spirited" group of 24 Porsche enthusiasts boarded the Spirit of Philadelphia on Saturday July 19th for a lively evening of cruising, dining, and dancing. The water event was well organized by our Social Chairperson, Francine Knochenhauer and her First Mate, Bodo Knochenhauer. First Mate Knochenhauer took his responsibilities very seriously, including providing hands-on assistance to the attractive Cabin Gal (brunette) during her demonstration of the proper fitting and application of a life jacket and its multiple straps. (Rather like a 5-point harness.) When security came for Bodo we all were impressed, thinking he was getting a commendation from the Captain for his outstanding assistance to the crew. Imagine our surprise when we discovered the Captain of the Spirit of Philadelphia

had ordered Bodo to walk the plank for "unauthorized leaping"! As we were already underway, it meant a long swim to shore.


Turns out he had been waiting on the pier for two latecomers and the ship started to leave without him. Never one to miss a party, the swashbuckling Bodo took a deep breath, threw his double-breasted navy suit jacket over his shoulder, got a running start and leapt the

Bodo briefly hung from the railing by one hand before doing a full back flip, making a perfect 2-point deck landing.

10 feet to the departing boat. Landing short he briefly hung from the railing by one hand before doing a full back flip, making a perfect 2-point landing on the deck with James Bond sunglasses in place and not a hair askew. Upon learning Bobo had captained the infamous SS Minnow, the Captain relented and merely ordered a quick keelhauling of First Mate

Knochenhauer. Thunderous applause greeted our shipmate at his return to the festivities.

The night continued with a super buffet and impressive views of the city skyline from the outer decks under a crystal clear sky. The Riesentöter crew provided a dazzling display of dancing with the only casualty of the evening being a pair of four-inch stiletto heels (don't ask!). Francine was truly the hostess with the most-ess and received a rousing cheer upon her presentation of a long-stemmed rose to each of the femme RTR attendees.

If you have not had the pleasure of attending a club social event you are missing the boat! Francine has worked hard and has succeeded in scheduling a fun mix of social events that are guaranteed to please. Whether you are new to the club or an old fossil, an auto crosser, a track junkie, or just a plain old P car lover, everyone is welcome and encouraged to join the merriment. Check RTR's web site (www.rtr-pca.org) for details on the next event - the September 6th Chesapeake City, MD Drive. 

Brake Fluid

The factory recommendation for replacing your brake fluid is measured in years, which can work for a street driven vehicle. However, on the track during drivers education, you brake differently, which can place significant additional stress on the braking system. What happens is that lots of focused braking in a short time span gets the brakes hot, which can boil your brake fluid. When this happens, air bubbles are created which can lead to a soft pedal, or in the worst case, no brakes at all!


Zowie! One way to minimize this is to use a quality brake fluid and bleed your brakes more often than the factory recommendations. For brake fluid, you want to use either a DOT (Dept of Transportation) 4 or a DOT 5 synthetic (not silicone) brake fluid. DOT 4 and 5-rated fluids have higher boiling points (degrees F) than DOT 3 fluids, as

shown in the table below:

Min.Dry / Min.Wet	Boiling Boiling
DOT 3	401 284
DOT 4	446 311
DOT 5	500 356

You want to avoid DOT 5 silicone-based fluids, as there's some discussion regarding their appropriate usage, except for long term vehicle storage at which they excel (Silicone-based fluids don't absorb water like the polyglycol-based fluids). Which brings us to the wet boiling points. All polyglycol-based brake fluids, over time, absorb water, which lowers the boiling point. So, while the dry boiling point is relevant when you first open the brake fluid container, the wet boiling point becomes relevant after that. Here again, higher is better. For example, ATE Super Blue/Type 200 both have dry/wet temps of 536/392 (remember, temperatures in the table are minimums). One available DOT 5 synthetic is

Valvoline Synpower. ATE Super Blue, ATE Type 200, Ford heavy-duty truck, and Castrol are some popular aftermarket DOT 4 brake fluids. The brake fluid with the highest dry/wet boiling points is Castrol SRF at 590/518 degrees, however it will set you back \$75/liter vs \$9-\$16/liter for ATE Super Blue/Type 200 or \$5 per quart for Valvoline synthetic. Castrol LMA, which has been around for years, can also be used, however, it's dry/wet boiling points (446/311) are lower than the others. ATE Type 200 is the same as ATE Super Blue, excepting it's golden in color and DOT 4 approved. Some people alternate between the two when they completely flush and change their brake fluids. There are also brake fluids made by AP and Motul which have fairly high boiling points.

Written by Bill Gregory for the "Challenge", monthly publication of the Connecticut Valley Region, PCA 

Riesentöter PCA Driver Education 2003 Application

<u>EVENT</u>	<u>DATE</u>	<u>FEES - Student</u>	<u>Inst</u>	<u>Open Date</u>
* Pocono East Course	May 23	\$90	\$90	March 26
Pocono North Course	May 24, 25	\$180	\$90	March 26
Summit Point	June 27	\$90	\$45	April 30
Jefferson Circuit	June 28, 29	\$180	\$90	April 30
** Watkins Glen	August 1, 2, 3	\$280	\$140	May 28
*** Shenandoah	August 23, 24	\$180	\$180	June 25
* Pocono South Course	Sept 26	\$90	\$90	July 30
Pocono North Course	Sept 27, 28	\$180	\$90	July 30
Watkins Glen - MAW	Oct 13, 14	\$220	\$110	August 27

Please circle the event you wish to enter.

A separate form is required for each event. - A separate check is required for each event and application.

- * The Pocono East and South course events are for white run group and above.
- ** Registration to the Glen event includes dinner on Saturday night; however seating is limited to 160. Extra dinner tickets are available at \$40 each. The first 160 requests will get seating.
- *** The Shenandoah event is a club race with only one DE group open to red or black run groups.

- REQUIREMENTS:** You must have a valid driver's license,
Be at least 18 years of age,
Have a Snell 95 or Snell 2000 helmet.
- ENTRY DATE:** If you register within 14 days of an event, please add \$20 for late processing.
- SEND TO:** **Chris Mahalick, 510 Fletcher Road, Wayne, PA. 19087. 610-909-7968**
- REFUNDS:** Refundable if **Written Notification** is received two weeks prior to the event.
- TECH INSPECTION:** Your car must be inspected, no more than two weeks prior to the event, by an approved tech inspection facility.

Riesentöter reserves the right to refuse any application
Please print

Name _____

Street _____

City _____ State _____ Zip _____

Home Phone (____) _____ Work Phone (____) _____

PCA Member # _____

Porsche Model and year _____ Color _____

E-Mail Address _____

List the number of days you have done at the following tracks:

Pocono _____ Watkins Glen _____

Jefferson Circuit _____ Summit Point _____

Other _____

What was the last run group you ran in at a Riesentöter event? _____

Riesentöter issued car number _____

I certify that I have no physical or mental disorders which might affect my ability to safely participate in this event.

Signature _____

Your registration will not be processed without payment enclosed.
EMERGENCY CONTACT INFORMATION

Contact _____ Relationship _____

Address _____

Day Phone # _____ - _____ - _____ Evening Phone # _____ - _____ - _____

Family physician _____

Day Phone # _____ - _____ - _____ Evening Phone # _____ - _____ - _____

PORSCHEs FOR SALE

61 356b Roadster 1600 super 90, #88503 engine #603862, transmission #40102, ruby red, black top, black leatherette interior - trans rebuilt 2003, complete restoration done over last 3 yrs. Records available, excellent condition. Restored to orig. color 2yrs ago - brand new Yokohama tires. Same owner since 1990. Nardi steering wheel, Weber carburetors. New kingpins, generator, regulator. \$45,000.00 Joe Evancich, philadelphia, 215-732-9176. 7

73 911T Coupe, VIN 9113101864 White/black, excellent condition, PCA preservation class candidate, 83K miles, all records, new tires, needs nothing. \$14,000 215-297-0648 7

80 911 SC Coupe, white/blk leather, sunrf, factory whale tail, alloy wheels, Alpine stero, pwr windows, AC, new tires & battery, some rust, paint 7/10, 132K miles, \$11,900/obo. Richard Wright, Holland, PA 215-322-1938 8

82 911 SC Coupe #WPOAAO917CS120593 Wine red met/beige full leather sunroof, 16" alloys w/ptd etrs,cruise, driving lights,AC, lowered,garaged, covered,no smoke or winters,30,000 mi. beautiful car, exc. \$22,000. Leigh Getty 581 God Road, Telford, Pa. 18969 215-723-6458 8

83 944 Coupe, Copenhagen Blau (dark blue), 47K miles, all factory original w/factory alarm, impeccable inside & out, one owner/one driver, no winters, no smoke, DME ship installed, new: radiator, water pump, timing belt, and motor mounts. Never raced. New car waiting to be garaged. \$7800/obo. Bernie Sitron, Creamery, PA 610-454-0779 bs4033@aol.com 8

83 911SC Coupe, # WP0AA0910DS120324, GP White/Br leather, 94,000 mi., sunroof, air, alarm, cruise, major service at 85Kwith new tensioners, injectors, clutch, trans., tires, fuel pump, CD player, bra. Beautiful, like new in & out, garaged, no snow or rain, all records, \$18,500. jshunta@dol.net. 302-239-7765. 7

85 928-S Show Car, 27,000 ORIGINAL MILES! Guards Red w/special order Tan Leather. Multi. P.C.A. and New Hope Concours



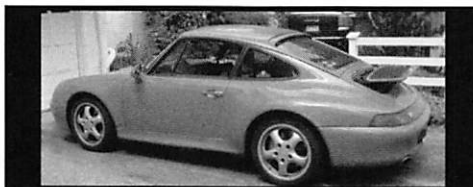
Show Winner. First year for the desirable 4 cam, 32 valve V8 rated at 288+ hp. Factory options are Automatic, Pwr Sunroof, Pwr +

Heated seats, Hi-Fi Sound pkg. and Alarm, all documented w/Certificate of Authenticity from Porsche. Upgrades include Stereo, BBS 3 pc. wheels, Koni shocks, Swaybar, K+N, Exhaust and 2nd alarm. All original books, tools, records, cover, etc. included. PERFECT! \$22,500. David Redmond 610-964-7-996. 6

86 928S Coupe, WPOJB0928GS862707, Red/blk leather, auto, ABS, A/C, sunrf, Blaupunkt AM/FM Cassette. 44K orig. miles. New: tires, battery, timing belt, water pump, A/C, cover. Not snow or smoke. Garaged. All service records since new. Very exceptional car. Runs & looks new; pix available. Recent 30K mi Porsche service. \$20,000. Mr. Vassil, Washington Crossing, PA 215-321-1324 8

87 911 Carrera Cabriolet, 45,000 miles with major service completed. All records available. Black with white interior. Engine upgrades by Performance Automotive. Always garaged. \$28,500. Contact Paul DeBacco, Devon, PA 610.989.3818, debaccos@msn.com. 8

96 C4S. Don Rosen bought and maintained. 51K miles. Red with black leather interior and porsche crested inserts on seats. Electric/heated seats. Factory CD, sunroof, 18" wheels. Two



sets of mounted wheels. One w/summer, the other with all weather rubber. Car is shown with the winter wheels. Air, etc. Perfect condition. All service records. Kept in heated garage when not transporting the owner safely in questionable weather. Buy now and enjoy the summer! Reason for sale looms in background of attached picture - a 2004 Cayenne S. No one needs two (2) 4wd Porsches! \$51,000. Dr. Dick Weiss 610-517-7897(cell) 610-278-9641 (home) rweiss@comcat.com. 6

99 Carrera 4, Zenith Blue w/Graphite Grey, Power Leather Seats, 18" Turbo Wheels, Hi-Fi, Am/Fm w/CD, LoJack, 7 yr/75,000 Extended



Warranty, Original Owner, 9,000 miles, Excellent Condition. MSRP \$79,000 Asking \$54,000. James Pesci Doylestown, PA.home:215-348-5845 cell: 267-474-6817 jmpesci@comCAT.com. 8

PORSCHE PARTS

Blaupunkt AM-FM Cassette Radio, Model Reno SQR 46. Original ewuipment in 1989 944 Turbo. Remanufacture seal 11-28-89. Radio & cassette work fine, relpaced for combinatino CD unit. Owners manual. Separate Blaupunkt Amp BEA 80 - inconsistent operation, suspect loose wire. Best Offer. Curtis 610-439-0138. 7

Porsche Tires: (4) Michelin Pilot Sport Cups, size 225-45-ZR17. Less than 150 street miles, virtually new. \$150 each. John Giannone @ (610) 983-0281 or jgiannone@comcast.net. 6

Porsche Seats. pair from a '86 944, color: putty? vinyl w/perfs, 4 way power, very good condition. adapter plates for earlier holes included. asking \$500. call John Kolesa: 610-948-3076 or jkolesa@mac.com 8

OTHER STUFF

94 Honda Civic DX Coupe, Too good to call a beater, but for \$2500 that's what it'll be (DXs are not IT-eligible in SCCA). Original owner, 78k, all records, perfect maintenance. Fine body with minimal road rash. American mags plus mounted Blizzaks and Sony stereo w/sub. David Reiter, 610-667.4190 or bluesman@dr.com 7

92 Mercedes Benz 300CE, Anthracite/ black, rare four seat sport coupe, 32K miles, excellent show cond, new tires, perfect car. \$15,000 215-794-0648 7

WANTED

964 Secondary Muffler Bypass Pipe, prefer u-shaped pipe over v-shaped pipe. Steve Middgett, 610-296-7479, skmiddgett@aol.com 7

Wanted

RTR Autocross is in need of a 3/4 ton, aluminum, 2 axle, closed trailer to store and transport our equipment. Do you have one to donate? Contact Jolene at 856-866-0913 marketvisions@msn.com



Have a picture of your item published.
Just send along a picture. E-mailed ones are best but we'll try to run whatever you give us.

DE: Where to Stay and Where to eat

by Christopher Mahalick, RTR

Last month we tackled the arduous task of getting you and your car to the track. This month we will explore the elegant accommodations and sumptuous meals awaiting you at your next Drivers Ed event.

In a perfect world there would be a track in New York City's Central Park. And after a day's

mile from the lake in a "vacation village" with a housing density roughly equivalent to that of a northern England working class town qualifies as "lake". On the flip side you could always regress back to your college years by throwing an impromptu toga party. From Pocono to the Glen to Summit it's all about making your own fun. Which leads to the obvious point of being polite to your fellow drivers on the track. Keep in mind that this same group will be your major source of entertainment for the next two or three days. No sense in limiting one's already limited social resources whilst in the middle of nowhere

So you are headed to Pocono or Summit Point and you decide to stay in a regular hotel. Now before we go any further, no matter where you stay there is one cardinal rule. Never, under any circumstances let the bedspread touch any exposed skin. These are filthy germ collectors with a disease potential matched only by the tarpaulins used to cover biohazard dumpsters in the rear of hospitals. With that said, just try to stick with the recognized names in the industry such as Shoneys, Best Western and Hampton. Nothing fancy, but at least clean and consistent.

When I first started attending DE events, I always wondered why no one would recommend a hotel in the Watkins Glen area. I falsely believed that there was some uber hotel known only to a select few, that resembled the Playboy Mansion complete with Grotto and hot tub. Well, subsequent investigation revealed that there was no such place. In fact, all of the accommodations in the Watkins Glen area could best be described as "rustic". Rustic, as in motels still being called "Motor Courts" and "Motor Inns". And like the promise of TV and Air Conditioning are going to entice me. I have these two "modern marvels" in my home. At least the majority of the local rooms are clean and serviceable even if they have not been renovated since the 1950s. And it really

Add to this a frazzled waitress with prison tattoos, a beehive hairdo, and a general disdain for the human race and you could see why there is so much potential for inconvenience associated with group dining.

driving on this mythical track, one would merely leave his (or her, can't forget about the PC fascism of the nineties) car behind and jump in a cab to be taken to the Four Seasons, afterwards dining on some of the best meals this world has to offer, followed up by an all night rave with some European supermodels.

Unfortunately, the tracks we visit are miles away from any major metropolitan areas making the quest for optimal lodging and dining a little more difficult, to say nothing about entertainment.

Let's start with lodging which varies greatly from track to track. At Pocono it is possible to get a group together and rent a house at "Lake" Harmony. Lake is in quotes as I don't know if being situated a

September's Membership Meeting - Rosen Porsche

Ridge Pike

Conshohocken, PA

August 27

7:30 Social

8:00 Meeting

does look like the 1950s in some of the "lodges". One could easily imagine Princess, Bud and Kitten leaping out of an old woody station wagon, eagerly anticipating their promised TV and air conditioning.

With that said, I will refrain from suggesting any specific locations in the Watkins Glen region.

At this point, we have gotten to the track and located acceptable (it's all relative) lodging. Time for some grub and some entertainment. Be it good or bad, eating

Never, under any circumstances let the bedspread touch any exposed skin.

continued on page 16

If this article looks a little familiar it's because it is a full reprint of the Chris' article which was accidentally cut short in the June issue. Ed.

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Appointed Members

Der Gasser is published with the intention of being in members' hands on the 15th of the monthly. Editorial policy is to print as much locally produced material as possible. If we don't get it into this month's issue, we will try next month or the month after. Please include a SASE if return is required. All material for print should be received by the Editor by the 25th of the month previous to the month it is to appear. Copy material in electronic format is **required** although photos may be sent for scanning.

Address changes should be sent to both the Membership Chair & National. If you are having problems receiving der Gasser contact the membership Chairperson.

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and entertainment seem to morph into one single activity due to the remote locations we visit.

But before we eat, let's explore the concept of a post-track happy hour. Aside from the obvious benefits of relaxation and camaraderie, a good happy hour will expose you to plenty of "local color". A group of us were enjoying some pre-dinner libations during this past Pocono DE event and actually stumbled upon a character seated at the end of the bar who looked like a Lake Harmony version of Boss Hog, the lovable tyrant of "Duke's of Hazzard" fame (only this guy had fewer teeth!). Resplendent in his ten-gallon hat and bolo tie, we only needed some screeching tire sounds emitting from a pair of 1970s Plymouth Fury Police Interceptors driven by Roscoe and Cletus as they crashed over the deck and into the lake. Think Flatt & Scuggs playing "Foggy Mountain Breakdown" in the background. "Geet, Geet, gonna get them Duke boys!"

In order to alleviate the anxiety stemming from the task of dinner

planning, RTR frequently has track-side dinners. All in all an excellent way to relax and socialize with one's fellow drivers. Yet on some evenings, we are left to our own devices as far as dinner is concerned. One school of thought is to recreate those track-side dinners within the confines of a local dining establishment. While looking good on paper, the actual execution of this plan requires a serendipitous sequence of events predicated by the bus you missed in the fifth grade in order to go off without a hitch. Think about it, 25 folks at one table in a restaurant that holds 50. Add to this combination a frazzled waitress with prison tattoos, a beehive hairdo, and a general disdain for the human race and you could see why there is so much potential for inconvenience associated with group dining. And for some odd reason I always feel that I should be dressed in a powder blue tux with a carnation in the lapel whenever seated at tables of more than six folks. So if group dining works, it is a fine way to spend the evening. Otherwise, the alternative is to break

into smaller groups and seek out suitable establishments.

No matter where or how you eat, always try to avoid the ubiquitous "I'll have what's popular with the locals". Our friend Ken once uttered these exact words down in Virginia, and was greeted with a heaping plate of fried shapes which were virtually unidentifiable. Now I have to admit that I consider coffee, cigarettes, beer, and fatty fried foods to constitute the four major food groups, but this plate assaulted even my skewed sensibilities. It is expected that Ken will make a complete recovery in six to eight months.

But please don't let any of this deter you from trying new and different places. Only timid amateurs eat at recognized chain restaurants. You just have to be of the mindset that Ptomaine and Botulism are considered "growth experiences".

There you have it, transportation, lodging and food all taken care of. And to think that you had previously considered Driver's Ed to be all about the driving.



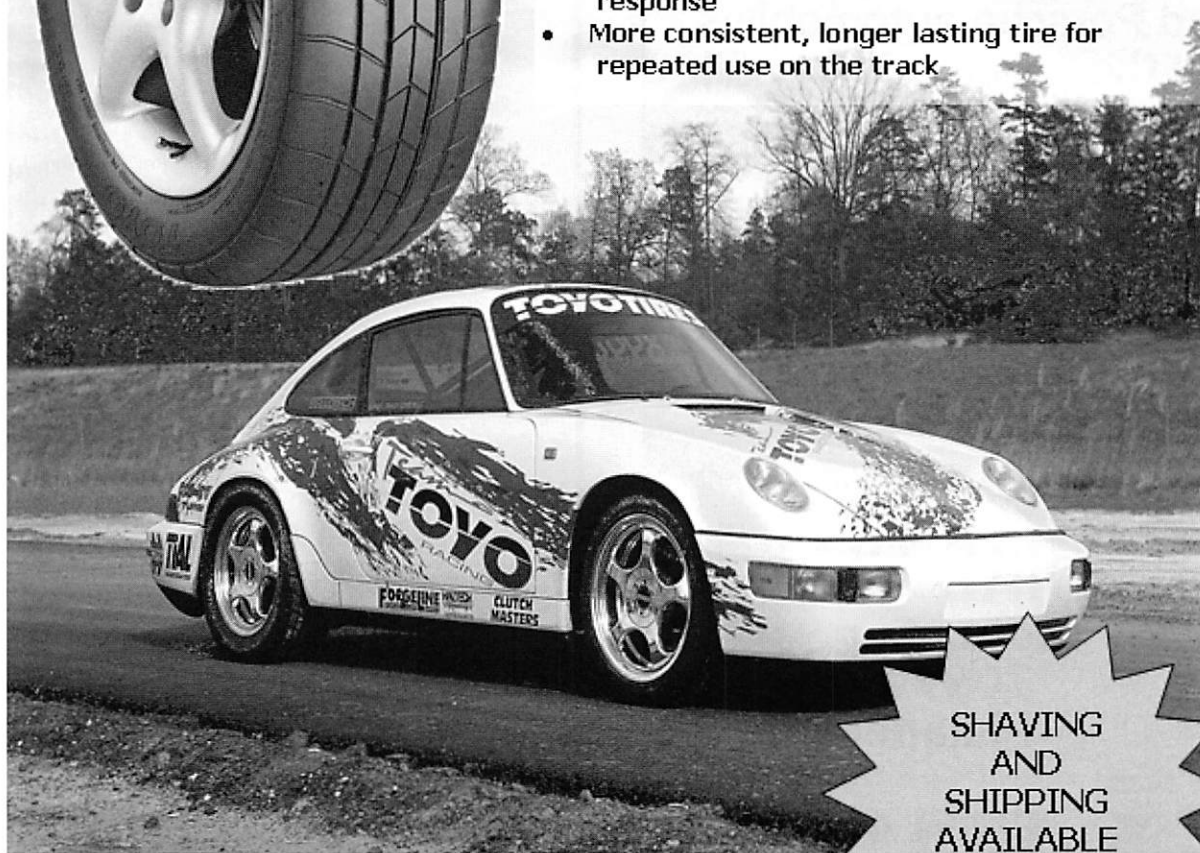


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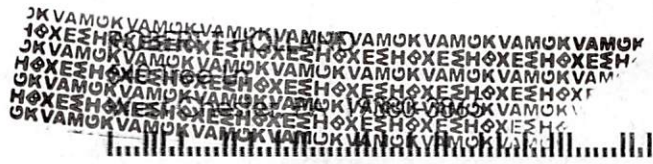
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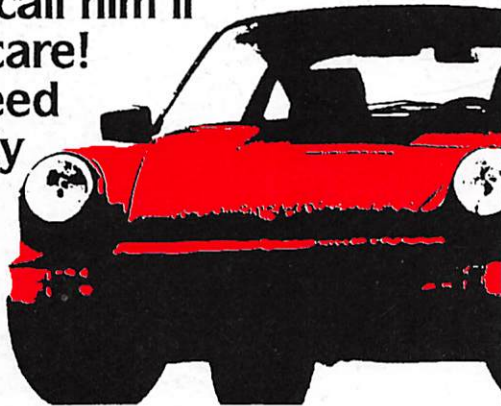


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