

# „der Gasser“

Mai 2005



Riesentöter Region  
Porsche Club of America



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# „der Gasser“

Mai 2005

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## Upcoming Events:

May 20-22 • Driver's Ed @ Pocono

May 25 • Membership Meeting & Watkin's Glen Reg.

May 29 • Spring Rally "S. Berks County Backroads"

June 5 • RTR Autocross - Valley Forge Convention Ctr.

June 11 • Tech Session (Jefferson/Summit Point)

June 25-27 • Driver's Ed @ Jefferson/Summit Point

June 29 • Membership Meeting - PCA 50th B-Day Party!

July 16 • Tech Session (Watkins Glen)

July 27 • Membership Meeting & "MakeAWish" DE Reg.

July 29-31 • Driver's Ed @ Watkins Glen

## On the cover:

The instructor-advanced group staged and waiting for their turn-Shenandoah, April 2005

Photographer: Christopher Terry

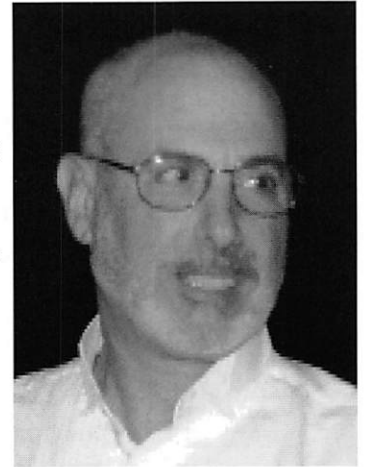
„der Gasser“ is published with the goal of being in members' hands on the 15th of the month. Editorial policy is to print as much local-ly produced material as possible. If we don't get it into this month's issue, we will try next issue or the issue after. Please include SASE if return is required. All material for print should be received by the Editor by the 25th of the month prior to the issue it is to appear. Copy material in electronic format is required although photos may be sent for scanning. Editorial contributions and pictures are welcomed. Address changes should be sent to both the Membership Chair & National. If you are having problems receiving „der Gasser“, contact the membership Chairperson. Classified ads are free to PCA members and are printed on a space-available basis. Ads may be mailed, e-mailed, or faxed to the Editor, are limited to auto-related items, and are subject to editing. Pictures of items may also be printed. Please send with e-mail or via U.S. Postal Service. Contact Editor for Commercial Advertising Rates. „der Gasser“ is the official monthly publication of Riesentöter Region, Porsche Club of America. Ideas, opinions, suggestions, etc. are those of the authors and do not necessarily reflect the official position of Riesentöter Region PCA. „der Gasser“ is published 10 times a year, monthly with combined January-February and November-December issues.

For the latest information, please visit the Riesentöter Region web page at: [www.rtr-pca.org](http://www.rtr-pca.org)

# *State of the Region*

*Tom Zaffarano, RTR President*

It is the night before this issue's deadline, and just hours since I've arrived home from our region's first DE of 2005 at Shenandoah. I'm all smiles because the weekend was just excellent in spite of less than perfect weather. The Shenandoah circuit turned out to be a challenging yet enjoyable track and the Nürburgring carousel was, at the very least, entertaining. Mike Andrews, our Track Chair, and Brian Smith, our Chief Instructor, put together another great weekend. Thanks, guys!



This March's monthly meeting at Holbert's may have set a record for attendance. By one count, we had 200 members and guests. So what brings members to our meetings? Location, weather, food, personal schedule, or maybe DE registration? Please tell me....

I want again to thank Vince Evans and his staff at Holbert's for hosting the meeting, and I also want to compliment them on the outstanding facility they have created.

Our calendar is getting filled with opportunities for Porsche fun. Please check out these opportunities and mark your calendars.

Finally--PCA license plates.

The state is holding over 2500 plates just waiting for our applications. The price is right at 30 bucks each. So if you just haven't gotten around to it--this is your reminder. The best/easiest way to apply is to go to our website and download the application.

Enjoy your ride....

*Tom Zaffarano*



# The Calendar

.....

## Monthly Member Meeting

.....

### May Member Meeting

Social 7:00            Wednesday  
Meeting 8:00        25 May 2005

Brandywine Porsche  
4005 West Chester Pike  
Newtown Square, PA  
610.886.1000  
www.brandywineporsche.com

(Visit website for directions)

Food & Refreshments

.....

### June Member Meeting

Social 7:00            Wednesday  
Meeting 8:00        29 June 2005

Vision Porsche  
2736 Bernville Road  
Leesport, PA  
610.777.6500  
www.visionautogroup.com

(Visit website for directions)

Food & Refreshments

.....

### July Member Meeting

Social 7:00            Wednesday  
Meeting 8:00        27 July 2005

Knopf Porsche  
3401 Lehigh Street  
Allentown, PA  
610.439.1555  
www.knopfauto.com

(Visit website for directions)

Food & Refreshments

.....

## Social Events

.....

### Country Caravan VI

Saturday-Sunday  
14-15 May 2005

.....

### Spring Rally

9.00A-2.00P  
Saturday  
29 May 2005

Morgantown Furniture Outlet, Morgantown, PA

.....

## Track • DE • Autocross

.....

### DE • Pocono Int'l Raceway

20-22 May 2005  
1-800-POCONOS

.....

### Watkin's Glen DE Regis- tration @

Monthly Meeting  
Wednesday  
25 May 2005

### RTR Autocross

8:00A to 4.00P            Sunday  
5 June 2005  
Valley Forge Convention Center

.....

### Tech Session - Jefferson/ Summit DE

9.00A-2.00P  
Saturday  
11 June 2005

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.....

### DE • Jefferson Circuit @ Summit Point

25-27 June 2005  
Summit Point, VA



# Past, Present & Future

Jeff Haas, RTR Vice-President

## Monthly Meeting News

Hey Gang! Does anyone else think this year is flying by at an incredible pace? January whetted our appetites for speed with a little fun at Arnold's Go-Karts. In February, we held "Vendor Night" and "Super Tech" to get us ready for a new season of motoring enjoyment. March brought the "New Member Breakfast and our annual "New Member Meeting". For a very quick April, we have held our first Tech Session of the year, had our first Driver's Ed at the newest track in the area, attended our fourth Membership Meeting, and ended the month with our annual "Dyno Day".

A very fast pace for a very fast group! I personally hope the next four months move at a little slower pace.

March's "New Member Meeting" held at Holbert's Porsche in Warrington was well attended. The warm, dry March evening gave everyone an opportunity to enjoy a "windows down" drive to the meeting. A plethora of Porsche's graced the parking lot as far as one could see. The newly updated

showroom and facilities looked great, and judged by comments of members, a welcome change. Thanks to Vince Evans, John Heckman and staff at Holbert's for their hospitality. Vince and John gave all a brief look into Porsches' future, teasing us with glimpses of upcoming technological advances, and held "court" over a question and answer session. Thanks again.

Our May Membership Meeting will be held at Brandywine Porsche. Our own Dave Donohue will be joining us this evening. Dave has for the last three years, been one of four team drivers for Brumos Racing, campaigning the #58 "Red Bull" Porsche/Fabcar racer

in the widely popular Grand American Rolex Sports Car Series. Dave will be sharing with us an insight into his experiences with Brumos and the prototype Porsche/Fabcar from development to competition. Registration for the July Driver's Ed (Watkins Glen) will be held beginning at 7:00P sharp. Social with food and refreshments will be from 7:00P to 8:00P. The meeting will begin at 8:00P.

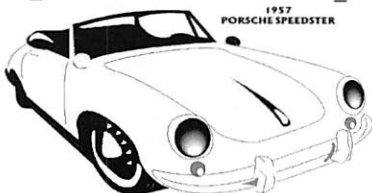
See you there!



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- ♣ PA State Safety and Emissions Inspection
- ♣ Hard to find parts available

# New Members Breakfast Brings Out The Rag Top Group

Brian Minkin, RTR Membership Chair

## Membership News

The sun was bright and the weather was gorgeous as we headed out to the Bob Evans in Feasterville. Mostly Cabriolets and Targa's with their tops down or removed seemed to be the order of the day as the cars arrived for the second New Members breakfast of the season. 8 new members joined Terry and I for breakfast, chat about our favorite "P" cars, and a chance at a guaranteed slot at the Jefferson/Summit Point DE event being held in June. The lucky winner was Katherine Weber, who is dying to get her 968 convertible out on the track. Congratulations Katherine, we will see you at the track. Our thanks go out to the new members who attended: Mark Bannon and Mark Jr, Marty Kocse, Joe Asher & Katherine Weber, Graham Knight, and Del & Kim Stafford. Marty, Del & Kim had joined us at a previous breakfast and it was a pleasure to see them join us again.

Our next new members breakfast will be

held on May 15th at Perkins Restaurant, 3400 Lehigh St, Emmaus, PA. At this breakfast, I will be giving away a guaranteed slot for the Watkins Glen DE event that is scheduled for July 29, 30, & 31, 2005. The cost of the DE event will be the winner's responsibility. The definition of a new member for these drawings will be a member who has joined the club within the 12 months preceding the breakfast and has never participated in an RTR driver's education event.

Please bring your membership card with you to provide proof of when you joined the club. Of course any member new or old is welcome to join

us. We had a great time at the last breakfast so mark your calendars and join us for one of our Meet, Greet and Eat Porsche style breakfasts. And don't forget to bring your "P" car.

We will not be holding a new members breakfast in June. Our final new members breakfast will be held in July so check your June issue of Der Gasser for information.

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# PCA Parade, 2005

[www.pca.org/parade/2005](http://www.pca.org/parade/2005)

## Schedule of Events

### Wednesday•June 22

8 AM .....Concours rig lot open at Airfield  
8 AM .....Concours Prep Trailer lot open  
8 AM .....Concours Prep parking garage open (upper level only)  
8 AM.....Concours Prep washing area open

### Thursday•June 23

All Day.....Concours prep  
4 PM -6 PM ..Registration open, Chocolate Ballroom

### Friday•June 24

9 AM -5 PM .. Welcome Tent, Gate Entrance lot  
9 AM -5 PM ..Registration open, Chocolate Ballroom  
9 AM - 5 PM .. Art Show Deliveries, Crystal A  
12 PM - 5 PM ...Safety Inspection open, Briar Barn Lot  
1 PM - 5 PM ..Hospitality open, Empire  
5 PM - 9 PM....Internet CafŽ extended hours, Empire  
6 AM ..... Vendor Set up for Swap meet at Lots M and O  
8 AM..... National Parts and Literature Swap Meet open to shoppers,  
Lots M and O  
8 AM - 5 PM ..Safety Inspection open, Briar Barn Lot  
9 AM - 5 PM ...Art Show Deliveries, Crystal A  
9 AM - 5 PM ...Welcome Tent, Gate Entrance Lot  
9 AM - 5 PM ..Registration open, Chocolate Ballroom  
9 AM -5 PM ..Parade Hospitality open, Empire

### Saturday•June 25

10 AM - 4 PM ... Goodie Store Grand Opening, Magnolia  
1 PM - 6 PM ..Prepositioning of Historic and Concours cars, Fairways 2 and 4,Hotel  
Hershey Golf Course  
1 PM - 4 PM ..Slot Car Track open, Wild Rose B  
1 PM - 2 PM ...Protest Committee Meeting, Cocoa 4  
2 PM - 3 PM ...Driving Tour for Restoration Cars originating from Lodge  
2 PM - 4 PM ..Rally Workers Meeting, Cocoa 2 and 3  
4:30 -6:30PM ..Concours Judges/Workers Meeting, Cocoa 1  
4 PM - 5 PM ...PCR Committee Meeting, Cocoa 4  
5 PM - 9 PM ..Internet CafŽ extended hours, Empire  
7 PM - 11 PM ..Porsche Night Welcome Party, Great American Hall (Red,White  
and Blue Rooms)

### Sunday•June 26

All Day. ....Concours d'Elegance and Porsche Parking Corral and Car Show  
5 AM - 8 AM ..Loading of Concours Field, Fairways 2 and 4, Hotel Hershey Golf Course  
5:30 AM .....Shuttle bus service to Hotel Hershey begins  
9 AM .....Concours Goodie Tent opens  
9 AM - 11 AM ..Gathering of the models groups at Lots M and O and movement to  
Porsche Car Show and Parking Corral, Fairways 5 & 9  
11:30 AM - 1:30 PM ..Concours Lunch, Fest Tent  
3 PM .....Final Judging and Ramp awards; Parking Corral cars released  
5 PM .....Last shuttle bus from Hotel Hershey back to Lodge  
Safety Inspection roving by appointment  
8 - 10:30 AM ..Registration open Aztec Room, Chocolate Ballroom  
2 PM - 4 PM ....Rally Workers Meeting, Cocoa 2 and 3  
2 PM - 3:30 PM..Rally Novice School, Cocoa 1  
4 PM - 5:30 PM ..Rally Advanced School, Cocoa 1  
5 PM - 9 PM ....Internet CafŽ extended hours, Empire  
6 PM - 7 PM .....Concours d'Elegance Banquet Cocktail Hour, Chocolate  
Lobby  
7 PM - 11 PM ...Concours d'Elegance Banquet Chocolate Ballroom

### Monday•June 27

7:30 AM .....TSD Rally first Car out, Lodge and Convention Center Sipe Ave  
lot  
8 AM - 1 PM ..Golf Outing, Parkview Golf Course at Hershey Resort  
9 AM - 11 AM..Safety Inspection open, Briar Barn Lot  
9 AM - 5 PM ..Art Show open, Crystal A  
11:30AM - 5:30 PM..Goodie Store open, Magnolia  
9 AM - 5 PM ...Hospitality open, Empire  
9 AM - 4 PM ..Slot Car Track open, Wild Rose B  
11 AM - 3 PM..Ice Cream Social, Aztec Room  
12 PM .....RC Cars, Welcome Tent parking lot area  
1PM .....Grand Opening, Porsche Museum, Great American Hall Red and  
White Rooms  
2 PM - 4 PM ...Museum open Great American Hall Red and White Rooms

3 PM - 5 PM....Safety Inspection open, Briar Barn Lot  
5 PM - 9 PM ...Internet CafŽ extended hours, Empire

### Tuesday•June 28

7 AM .....3K Walk/5K Run Check in, Hotel Hershey trail course  
7:30 AM .....Gimmick Rally first Car out, Lodge and Convention Center Sipe  
Ave lot  
8 AM - 4 PM ....Porsche Club Academy Day (Consult your PCA Day schedule for  
class/tech sessions times and locations)  
9 AM - 5 PM....Hospitality open, Empire  
9 AM - 4 PM ...Slot Car Track open, Wild Rose B  
9 AM - 5 PM ...Art Show open, Crystal A  
9 AM - 4 PM ...Museum open GAH Red and White Rooms  
10 AM - 4 PM...Goodie Store open, Magnolia  
1 PM - 3 PM ....Autocross Lot open for walkthroughs, HersheyPark lots \*  
1 PM - 5 PM ...National Board Meeting, Cocoa 2 and 3  
5 PM - 9 PM ...Internet CafŽ extended hours, Empire  
6 PM - 10 PM ..Rallies Awards Banquet, Chocolate Ballroom

### Wednesday•June 29

6:30 AM .....Autocross lot open for walkthroughs, HersheyPark lots \*  
7:30 AM Autocross timed runs begin, HersheyPark lots \*  
9 AM - 5 PM ....Hospitality open, Empire  
9 AM - 4 PM ...Slot Car Track open, Wild Rose B  
9 AM - 5 PM ...Art Show open, Crystal A  
9 AM - 4 PM ...Museum open GAH Red and White Rooms  
10 AM - 4 PM...Goodie Store open, Magnolia  
5 PM - 9 PM ...Internet CafŽ extended hours, Empire  
5 PM - 7 PM ....Parade of Porsches from Lots M and O to AACA Museum  
\*The autocross schedule may change depending on the  
entrees confirmed via the competitive entry form. Changes  
could involve starting the event with a course walk on  
Monday afternoon, and initial classes commencing on  
Tuesday.

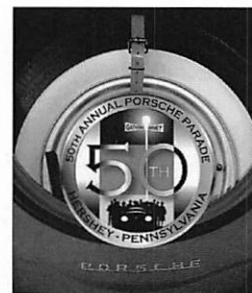
### Thursday•June 30

6:30 AM .....Autocross lot open for walkthroughs, HersheyPark lots  
7:30 AM.....Autocross timed runs begin, HersheyPark lots  
9 AM - 5 PM ....Hospitality open, Empire  
9 AM - 5 PM ...Art Show open, Crystal A  
9 AM - 4 PM ...Slot Car Track open, Wild Rose B  
9 AM - 4 PM ...Museum open GAH Red and White Rooms  
10 AM - 4 PM...Goodie Store open, Magnolia  
5 PM - 9 PM ....Internet CafŽ extended hours, Empire  
6 PM - 10 PM...Autocross Awards Banquet, Chocolate Ballroom  
7 AM - 11 AM ...Goodie Store open, Magnolia  
8 AM -11 AM ...Bosch Tech Quiz, Chocolate Ballroom

### Friday•July 1

9 AM - 12 PM ....Hospitality open, Empire  
9 AM - 2 PM ....Art Show pick up and closing, Crystal A  
11 AM .....Art Show Silent Auction winners announced, Crystal A  
12 PM - 2 PM ...Volunteer Party, Blue and White Rooms, GAH  
6 PM - 7 PM .....Victory Banquet Cocktail Hour, Chocolate Lobby  
7 PM - 11 PM ...Victory Banquet, Chocolate Ballroom

NOTE: ..... All rooms (unless otherwise specified) are located at the Hershey Lodge and  
Convention Center. Please do not confuse the Lodge with the Hotel Hershey. The Hotel Hershey  
grounds is the venue for the Concours d'Elegance and Porsche Parking Corral and Car Show.





# Autocross Returns to RTR

Autocross

*Patrick Wayman, RTR Autocross Chair*

RTR will hold its first autocross of 2005 on June 5th at the Valley Forge Convention Center Parking lot in King of Prussia. This is a great opportunity for everyone to enjoy their cars in a safe and controlled environment. The event will be a day long affair, with

registration opening at 8:00 a.m. and the first car off at 10:00 a.m.

Our ability to hold additional events is dependent on a strong turn-out, so please look for a registration PDF on the RTR website by mid April and get

it sent in!

The autocross program needs volunteers. If you would like to become more involved, please contact Patrick Wayman :

*patrick.t.wayman@aexp.com*

## Spring Rally

*Dennis Angelisanti, RTR Rally Master*

Spring Rally - Morgantown to Reading, May 29th

Starting at the Morgantown Furniture Outlet..SE end of the parking lot, behind McDonalds and Holiday Inn. This is at the Morgantown Exit of the TP. Take Rte. 10 South and you'll see the Holiday Inn and McDonalds on the right.

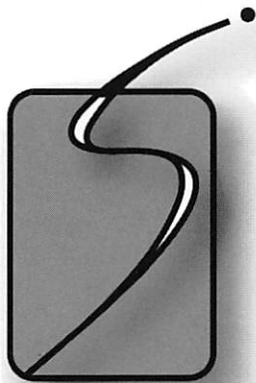
Registration will be from 9:00 to 9:45, driver's meeting at 10, with first car off just after driver's meeting... The rally route will be limited to about 2hrs and the finish point will be great for a nice lunch, rally scoring and results. Also you can bash the rallymaster, who of course will not be swayed.

The final destination will be in the

Reading PA area. We should all be on our way home by 2 PM or so... No pre-registration required, but a heads up e-mail would be appreciated. Enjoy the beautiful, uncrowded roads of Southern Berks County....they are hilly and twisty...and relatively smooth.

*Dennis Angelisanti • Rally master: dlar09@nni.com*

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# Rants and Harleys

Christopher Mahalick, RTR

Getyer motor runnin..... My buddy Doug stopped by the other day with his new Harley Davidson, a 2005 "Night Train"(isn't there a wine out there by that same name, favored by nine out of ten hobos?). It's an all black Harley, accented with enough chrome to keep a South African mining family employed for six months, as well as having the obligatory fringe-adorned leather pouches on the tank and forks. Aside from that, the raw materials used to build the bike look like they are still in the "raw" stage. As if sourced from the Vocational-Technical School trade guild. For "design" and "engineering highlights", it is quite obvious that this motorcycle company has hired no "Designers" or "Engineers" since the end of World War Two(the big one). Yet for all of this crudity, there are to this day, long lines of yuppies willing to shell out big bucks(as in the same price as a BMW motorcycle) for the "privilege of ownership", and the accompanying camaraderie.

OK, so maybe I am a bit prejudiced against American products, but then what else would you expect from someone raised in

the era of the Ford Maverick, Chevy Vega and the AMC Pacer? The heck with that era. Our country now produces the Hummer and the Cadillac Escalade! What are these folks thinking?! Our old MGs used to break, but they still out handled anything made on this side of the pond. And looked good as well.

Back to the Harley. It was with some hesitation that I accepted Doug's gracious offer to take this motorcycle for a ride around the block. As stated in prior articles, I can't seem to fathom the wisdom of riding a motorcycle with one's feet stretched out to the front of the bike. And now it was time to test this theory in a real world setting. But before riding, one must put on a helmet. In this case, the "helmet" was nothing more than an inverted soup bowl lined with Styrofoam. "Oh well, if I die, at least I'll look stylish"(intentional sarcasm). Sitting on the bike felt like putting my body in a torture rack. Feet and hands stretched forward as you sit upon the rear fender. Kind of like the way a harness jockey is positioned in his sulky. After completing a ten-point turn in my driveway to turn the bike around, it was

time to hit the road. The first thing you notice is how "whippy" the bike feels, due to the long forks with their excessive rake. The whole frame actually shakes and wiggles until you reach cruising speed. The golf equivalent would be to swing a long wood on an extra soft graphite shaft. And the noise! I've been up in stunt planes that were quieter. So off I went, in search of the American dream.

I went down the hill in front of my house, and turned right onto a main road. It was a weird feeling sitting so far back, just as I had initially expected. On a sport-bike your face is right up front where the action is. On a Harley, you feel that you will lose valuable milliseconds in case of emergency since the front of the bike is so far forward, as if it is already in the next township. So I'm "cruising" down the street and I see a guy riding a sport-bike like a complete nut-case. So he's having fun, and I look like the high-school kid showing up at the senior prom in his grandfather's Caprice Classic with the Landau roof option. Just totally embarrassing. So I continued unabashed. At least the engine was torquey



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and easy to shift, despite a linkage system that would look at home on an automotive transmission.

On the loop back home, I decided to take the "Isle of Mann" test track. Talk about pure, unmitigated fear. Needless to say, Harley's are built for the highway, rather than curvy, twisty roads. It could be argued that they are more like a NASCAR racer, while a sport-bike is more like a Formula One car.

So after riding a Harley, I can now say with some authority that they are rolling death-traps with absolutely no thought given to handling or performance. And the Harley riders take on this? "They are cruise bikes".

I just don't get it.

I mentioned this article idea to Doug the other evening, and he gave me the green light provided I state the following: "I, Christopher Mahalick, despite having ridden motorcycles for the past thirty years, am not qualified to accurately report on Harley Davidson motorcycles, as I am in no way an 'expert' Harley rider". Is that OK, Doug?

Now on to our next subject.

Driver's Education, Fathers and Sons. We

were sitting at the bar the other night, and a couple of the fathers present were ruefully discussing the fact that both of their sons had inflicted damage upon their GT3 track cars. I got the distinct impression that they were actually surprised that a testosterone filled twenty-one year old would take a fast car and drive it like a(n) (inexperienced) madman on the track. Now come on guys, think back to your college days. I get the distinct impression that neither of you were active in the campus ministry or quilting clubs during that time.

Putting a young person in a fast car, with little prior track experience is like putting some brightly colored bottles of poison in front of a toddler.

We all know from prior experience that both will result in bodily damage. The car owners will need a body-shop while the toddler's parents will be visiting a hospital. Same principal, though.

So if fathers keep letting their sons drive these cars

then we should come up with a "Waiver of Emotional Liens" form, to be filled out at the track by all involved parties. This form would outline in full detail the expected/accepted levels of body damage about to be experienced, as well as an outline of appropriate behavior subsequent to said crash. This would save hours of lecturing/silent treatment, and serve to heal broken familial relationships.

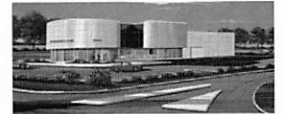
So come on, big spenders, lets get on with the carnage.

See you all at the track.

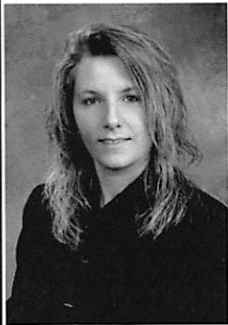
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# RTR Beats the Rain at Shenandoah

Mike Andrews, Track Chair

What can I say? All of my fears and concerns were unfounded. It appears that the Shenandoah event was a success (despite the weather) and we will plan on using the track next year. Although we are attempting to move it off of the Hershey swap meet weekend.

When we went down there last year to try out the track, there were a couple of areas that needed attention and we made comments to track management. It was nice to see that our suggestions didn't fall on deaf ears and those changes were made. And more importantly, made for a safer more enjoyable event.

track in their pickups last year as they went through construction but it considerably different in the cars at speed (as one would expect). The weather forecast for day two was calling for thunder showers all day. We added a new section to the track layout and started the day. It was partly cloudy but the clouds quickly burned off to give us a very nice day and as expected the track temps came up, and so did the tire temps, and we were able to put down some pretty

decent laps. That is until the last session of the day when the thunder storm finally moved in. Sunday brought us pretty much the same as the end of Saturday but colder with a touch of snow thrown in for good measure. All I can say is if everyone had a good time this year I can only wait for next year, and the hope of nice weather for an even better event.



Photographer: Christopher Terry

and the facilities were better than anywhere else we drive. Brian and Jim were able to hold classrooms for green/blue and white/black (respectively) at the same time which we would not have been able to do at other facilities. I really do think this track will become one of our better tracks.

I would like to take a moment to thank the rest of track program guys, the instructors and all of the participants for making this a safe and enjoyable event. And I'd like to congratulate the follow promotions: David West to black; Eric Haas, Steve Meenan, Bill Moffit and Chris Terry to White; George Lucuiano, Paul Pigman and Gerhard Scherffel to blue. Great job guys.



Photographer: Christopher Terry

The other area of concern was would we be able to get all of us into the infield. We only had 85 participants at this event but there was plenty of room and I don't expect that space will be a problem even for events at full capacity.

We started out the event on a wet track, which in retrospect was not a bad thing as it allowed us to start slow. Of the 85 participants there were only about 10 of us that had actually driven the track. Well, a number of people had driven the

The track was fun to drive, easy to teach



Photographer: Christopher Terry

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# Season Opener A Winner

*Brian Minkin, Membership Chair*

This weekend the track season started for RTR when 84 drivers headed south to experience the newest track in the Summit Point Complex, Shenandoah. After classroom sessions led by Brian Smith for green and blue drivers and Jim Zelinski for white and black drivers, each run group started out learning a track they had never driven before, and on top of that it was raining on Friday. A lot of anxiety and anticipation from rumors about the difficulty of this track began to disappear as the drivers returned from their sessions with smiles and plenty of talk about what a great track Shenandoah is. Friday's layout was a shortened version using only one of the two carousels this track has to offer. This carousel is an exact duplicate of a carousel found in the famous Nürburgring in Germany. Steeply banked it is like no other turn found in any other track RTR uses. Saturday found cloudy skies without rain. With the dry track, drivers were able to pick up the pace and experience Shenandoah at higher speeds. In addition a longer layout was instituted adding an additional carousel that included a



*Photographer: Tom Zaffarano*

blind turn at the exit. Challenging, yes but everyone loved this longer configuration. Sunday brought much colder temperatures and even a small ice storm in the afternoon. Mike Andrews offered the opportunity to reverse direction for Sunday's sessions but the group was unanimous about continuing with Saturday's layout and direction so everyone could work on perfecting their ap-

proach. A poll was taken to see if the drivers felt that RTR should continue to run events at Shenandoah and again a unanimous YES was sounded. Thanks go out to Mike Andrews, Brian Smith and all the instructors, Dave Ehm and Dave Coughlin for organizing a smoothly run event at a brand new facility we had never used before.



*Photographer: Tom Zaffarano*

# Maiden Voyage to the Track

Doug Terry, RTR

I was asked to write my experiences as a Newbie at my first track event. As much as someone tries to explain the experience prior to the event, it is impossible to truly explain to someone how it all gets "put together." What an amazing amount of planning and coordination prior to the event as well as during the event. I am amazed at how much people are willing to give of

mention the anxiety that added to moment. I realized quickly how difficult it is to be smooth, consistent and relaxed. I still have not mastered any of those, but can more fully appreciate seeing someone drive with all of those qualities. I must say, however, due to John's patience and enthusiasm to teach the proper skills, each session seemed to get better, and the confidence grew with the more I drove. John seemed to know exactly how much information to relate as well as the order of importance.

The other part I felt that added to my improvement was the driving sessions followed by classroom where I learned more about the track as well as how the car handles different sections. Classroom learning always seemed to help when it came time to put it to practice. I guess it helped to hear some text book learning from my old friend Brian Smith who I have known for 30 years. I let him drive my first 72 Porsche in 1975, guess he never looked back, only forward.



Photographer: Christopher Terry



Photographer: Tom Zaffarano

their time and energy in order to help new people like myself learn the art of driving. It requires sacrifice and patience of those willing to give back what they have been able to master.

My instructor John Heckman was all the above and more. I decided to enter the experience thinking I did not know anything about driving and a mindset that I had to learn those willing to teach. John drove the first session to show me how it could be done, and I was very happy to have someone show me rather than drive (it was also wet most of the first morning to add to the degree of difficulty). I was able to observe what it was I was going to strive to achieve.

Once I had my chance to take the wheel for the second session, I felt like I had five thumbs and no fingers, not to



Photographer: Tom Zaffarano

Of course, one is on information overload, when driving for the first time, but with the patience John portrayed as well as help of the classroom, improvement was experienced. Also, I must thank my son Chris, for letting me drive his car (isn't it supposed to be the other way around!). Chris also helped to make it easier with having the car prepared properly plus some great performance enhancements, Thanks Chris!

Thank you to all the volunteers and participants for helping make my first experience a great one. I look forward to seeing you all at another track event in the near future.

# Porsche Prototype Racing for North America

Press Release

ATLANTA, GA, April 15, 2005 - In response to increasing customer demand and to raise the excitement level in American sports cars racing, Porsche Cars North America, Inc. (PCNA), and Porsche Motorsport North America (PMNA), today revealed they will embark on a new racing program created for customers in the American Le Mans Series (ALMS). The two organizations have commissioned their parent company, Porsche AG, to design and construct a racecar that will be eligible to compete in the LMP2 (Le Mans Prototype 2) class of the ALMS. It will be the first Porsche-built prototype racecar since the 1998 Porsche 911 GT1.

Penske Motorsports, Inc., a wholly owned subsidiary of Penske Racing, Inc., will field the new Porsche prototype in its first full season of competition exclusively in 2006. One of the world's most successful racing organizations, Penske Motorsports has a rich racing history with Porsche highlighted by winning championships in the 1972 and 1973 SCCA Can-Am series campaigning the legendary Porsche 917/10 and 917/30 race cars. It is anticipated Penske

Motorsports will debut the new Porsche prototype at the final two races of the 2005 ALMS season, the Oct. 1st Petit Le Mans at Road Atlanta and the Oct. 16th season finale at Laguna Seca, as test events before entering the entire 2006 season.

"Our American racing customers have made it clear to us that they would like to move up several levels in ALMS competition, as would we," said Peter Schwarzenbauer, PCNA President and CEO. "We believe this new Porsche prototype program will provide the perfect means to do so and will generate added enthusiasm for sports car racing in America, especially with Penske Motorsports as our partner and initial entrant."

Porsche's current ALMS customer program, administered by PMNA, is confined to the GT2 (formerly GT) Class, where Porsche customer teams have captured a record 47 victories resulting in Manufacturers Championships in five of the past six seasons primarily racing variants of the production-based Porsche 911 GT3. It is the latest in more than 30 years of highly

successful North American Porsche customer racing programs that have featured such famed Porsche racecars as the 934, 935 and 962.

"PMNA is fully committed to provide the same level of customer support for this new ALMS prototype program once it reaches fruition," commented PMNA President, Uwe Brettel. "Indications are there is real interest in a racecar such as this for the LMP2 class."

Porsche Cars North America, Inc. (PCNA), based in Atlanta, Ga., and its subsidiary, Porsche Cars Canada, Ltd., are the exclusive a further importers of Porsche 911, Boxster and Carrera GT sports cars and Cayenne sport utility vehicles for the United States and Canada. A wholly owned, indirect subsidiary of Dr. Ing. h.c.F. Porsche AG, PCNA employs approximately 250 people who provide Porsche vehicles, parts, service, marketing and training for its 205 U.S. and Canadian dealers. They, in turn, provide Porsche owners with best-in-class service.

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1986 944 Turbo Track Prepared

Old #46 has to go. It's been in the club for 7 years and I'd love to see it stay. Fast and fun to drive. Billstein Motorsports Coilovers, big brakes, full cage, Koenig race seats with 5 pt camlock harness, many fiberglass panels to reduce weight to about 2600lbs, BBS race magnesium wheels, full 3" exhaust with B&B SS headers. Engine completely overhauled by Dougherty Automotive at 76,000 miles. Presently has 82,000 miles. Driver's Ed events only. Street legal. More info and pictures at <http://www.geocities.com/dymant212/944.html>. \$21,000 to RTR members. Trades considered. Tom 610.294.8276 or [dymant@epix.net](mailto:dymant@epix.net). [3]

Bill Miller's 914-6 GT5 racecar

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or without motor/trans. Win gt5 this weekend or drop in your own motor for DE, vintage, etc. Street trades considered. Best offer. Mitch; 610 715-3532 or [MJReading@comcast.net](mailto:MJReading@comcast.net) [4]

1988 911 Carrera Cabriolet

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and never has been driven on salted roads. Only 82,000 miles. All premium features and premium alpine sound system. \$19,900 Diego Puiggari, 610.293.0805, [diego\\_puiggari@yahoo.com](mailto:diego_puiggari@yahoo.com) [4]

1988 944 Turbo S

Silver w/ black. Motor and transmission recently rebuilt. Car maintained by expert mechanic. I'm the second owner and purchased the car approx. six years ago. Car is chipped, slightly lowered and suspension stiffened. Call for more details. Need quick sale. \$12,500 obo. Gerald, 610-284-4033 or [Jerry.Denise@netzero.com](mailto:Jerry.Denise@netzero.com) [4]

1987 Porsche 944

White exterior/ tan/interior, Boxster 7 & 8 X 17" wheels, 5 speed, lots of paperwork (incl. original sales slip), MSDS stage I kit installed, Colgan bra, original Blaupunkt, turbo valance, Great condition. \$5,400 or BO. 215-431-2968, [lukebusier@yahoo.com](mailto:lukebusier@yahoo.com) [4]

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Submissions to:  
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Jeff Haas  
jwhaas@comcast.net

932 St. Andrews Dr.  
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(610) 647-5695 (H)  
(610) 256-8433 (C)

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awrothe@aol.com

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Terry Minkin  
tlamont99@comcast.net

120 S. Bishop Ave.  
Springfield, Pa. 19064  
610-626-6178

### **Membership**

Brian S. Minkin  
bminkin1@comcast.net

120 S. Bishop Ave.  
Springfield, Pa. 19064  
610-626-6178

### **Tech**

Bill Cooper  
barrett356@comcast.net

1148 St. Finegan Drive  
West Chester, Pa 19382  
(610) 793-9345 (H)

### **Editor**

Sandor Ferenczy  
srferenczy@cceceye.com

1340 Glen Echo Road  
West Chester PA 19380  
610.738.8922 (H)

### **Autocross**

Patrick Wayman  
patrick.t.wayman@aexp.com

1045 Montgomery Avenue  
Penn Valley, PA 19072  
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Brian Smith  
brian021@comcast.net

2125 Country Club Drive  
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Dave Coughlin  
dcoughlino01@yahoo.com

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barrett356@comcast.net

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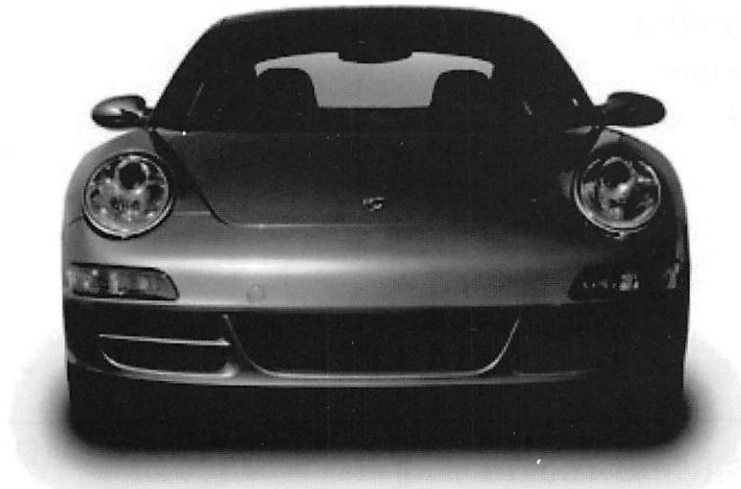
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