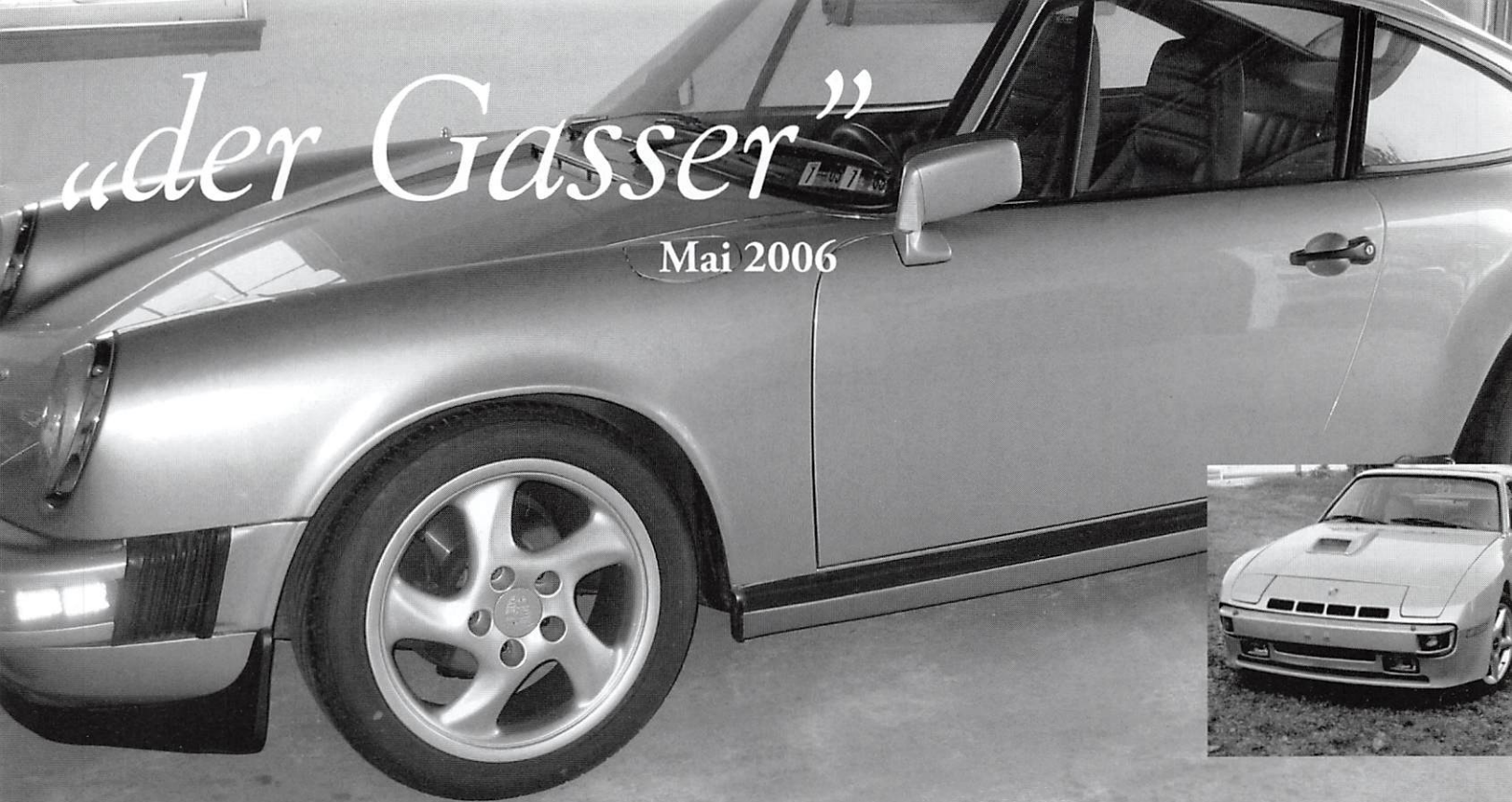


# „der Gasser“

Mai 2006



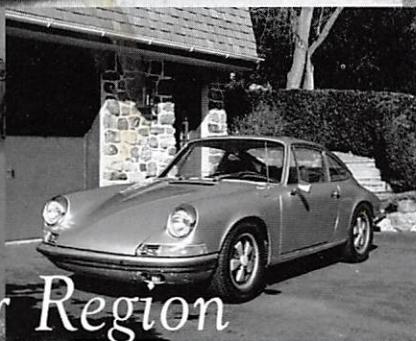
## der Gasser Marktplatz

page 15



Riesentöter Region

Porsche Club of America



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# „der Gasser“

Mai 2006

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## Upcoming Events:

May 19-21	DE @ Pocono
May 28	AutoX - Valley Forge Convention Center
May 31	Member's Meeting & DE Signup
June 4	Not Just for New Members Breakfast
June 10	Tech @ Tillson
June 11	Not Quite Summer Rally
June 24	DE @ Jefferson
June 25	DE @ Shenanadoah
June 28	Member's Meeting & DE Signup
July 2	AutoX Valley Forge Convention Center
July 28-30	DE @ Watkins Glen

On the cover:

“For Sale” - der Gasser

Photographer: sandor

„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 locally 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*

I think that I'm back on track with email meeting reminders and monthly messages. Five weeks of vacations in the past two months took its toll on my RTR time.

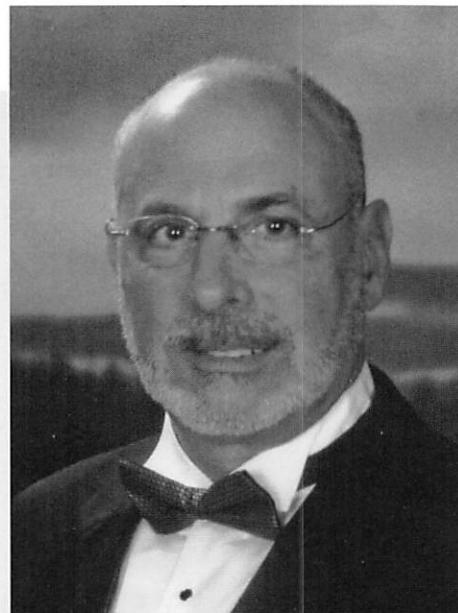
I am pleased to announce that John Heckman has accepted the appointment as Chairman for the Riesentöter 50th Anniversary Celebration. I'm sure many of you know John as a long time active club member, an anything Automobile enthusiast and all-around good guy. You can contact him to volunteer, donate or share ideas at [johnh@holberts.com](mailto:johnh@holberts.com).

The monthly meeting turnout has been very good with well over 100 members attending the first two meetings this year. The turnout for DE registration has been overwhelming for our two instructed run groups, green and blue, with all 30 or so positions allocated before the start of the meetings. The issues that limit the numbers of students are first the size of the race tracks and second the number of instructors. The former has to do with the number of drivers that can safely run on each track. We need to find larger race tracks. Watkins Glen (July 28-30) with its 56 green and blue slots should give everyone a chance to run. The latter we can and have improved through regular instructor training programs.

I think the weather gods are angry with our neighbors to the west: I can't remember when it didn't rain for the Hershey swap meet. Let's hope the rains are over and all will be dry and warm this weekend as we begin our first track event of the season at the Shenandoah Circuit. Of course, by the time you read this message Shenandoah will be history and Pocono will be just around the corner. And to further demonstrate how quickly the year is moving on this Wednesday, the 26th of April, the day after tomorrow, registration will be open for our third Drivers Education event this year at the Jefferson and Shenandoah circuits.

Keep up the pace....

*Tom Zaffarano*



# The Calendar

## Monthly Member Meeting

May Meeting @ CJ's Tires, Limerick

Wednesday  
31 May 2006  
7 P - 10 P

\*\*\*Details @ [www.rtr-pca.org](http://www.rtr-pca.org)

## Track • DE • Autocross

DE Sign up @ Monthly Meeting  
@ CJ's

Wednesday  
31 May 2006

DE @ Pocono, North Course - Friday  
instructors only

Fri(ADV) - Sun  
19-21 May 2006

<http://www.poconoraceway.com/>

AutoX @ Valley Forge Convention Center

Sunday  
28 May 2006  
800a - 400p

Tech @ Tillson's

10 June 2006  
9:00A to 2:00P

## Social Events

Not Only For New Members Breakfast

Sunday  
4 June 2006

Country Squire Diner

2560 W Chester Pike, Broomall

## The adventure of a lifetime starts here.

### Pre-Owned Inventory

- '99 Boxster, 5 Speed, Black/Black
- '01 Boxster, Tiptronic, Dark Green/Beige
- '01 911 Carrera, 6 Speed, Silver/Black
- '02 911 Carrera Targa, 6 Speed, Silver/Black
- '02 911 Carrera 2 Cabriolet, Tiptronic, Silver/Blue
- '03 Boxster, 5 Speed, Silver/Black
- '05 Boxster, 5 Speed, Silver/Grey

### New Inventory Sample

- '06 Cayenne S, Tiptronic, Carmon Red/Beige
- '06 Carrera 4S Cabriolet, 6 Speed, Red/Beige
- '06 Cayman S, 6 Speed, Silver/Black
- '06 Cayman S, 6 Speed, Black/Black
- '06 Boxster S, 6 Speed, Yellow/Black



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# Past, Present & Future Membership Meeting News

Jeff Haas, RTR Vice President

Hi Gang,

Well, we are off and running. Brian and Terry Minkin hosted the years 1st "Not only for New Member - New Member Breakfast" at the Bob Evans Restaurant in Bensalem. On Saturday, March 25th, we will held our annual "Super Tech" at Dougherty Automotive in West Chester. Approximately 80 club members attended the event to get a primer on the RTR track program, find out about the latest in track/car safety equipment and mingle with the track veterans. Instructors attending the event participated in the annual pre-track roundtable discussion. And, many of us took the opportunity to purchase new safety equipment. Bill Dougherty and Bill for continuing to

The Membership meeting was held at in Warrington, PA. The meeting was our annual "New Members Meeting" where we welcome those who have recently joined our club. It was no surprise to again meet and greet

well over 150 new and veteran members attending the event. Several of the club's volunteer committee chairpersons were on hand to discuss the club's activities and offerings to it's membership. The success of any club depends on active participation by it's members. We actively encourage all members to volunteer in some manner. Holbert was on past racing. Roger and other Blue instructional sold-out as has the popular annual "Snidely Whiplash Trek" on the Track. Thank you Vince, John and Bob for a great evening.

Mai brings a very busy calendar of events. Aside from the monthly Membership Meeting on Wednesday, Mai 29th at Brandywine Porsche, we will be preparing for our first track event of the season. Beginning Saturday, Mai 15th, we have our Tech Session for Shenandoah DE at Holbert's. The Shenandoah DE is Satur-

day and Sunday, Mai 29th and Mai 30th. And, let's not forget our 2nd "Not Only for New Member - New Member Breakfast" provided benefit to the Caravan will be on Bob Evans Restaurant. A daytrip to Hershey, PA for a Porsche Only Swap Meet, an event must event if you are a die-hard Porsche owner.

May will bring us our 2nd Tech Session on Saturday, May 6th at Dougherty Automotive in West Chester. Dyno Day at AWE in Willow Grove on Saturday, May 13th. Our 2nd Driver's Ed Track Event at Pocono, May 19th thru 21st. Our 1st Auto-Cross at Scanticon Center on Sunday, May 28th. And, we wrap-up the month with our Membership Meeting at CJ Tires in Limerick on Wednesday, May 31st.

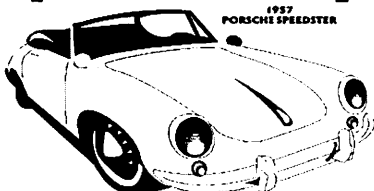
Mark your calendars now!

See you there.

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- ♣ A/C systems
- ♣ PA State Safety and Emissions Inspection
- ♣ Hard to find parts available

# Membership News

Brian Minkin, RTR Membership Chair

What seems like an old tradition continued on Saturday, April 22nd. The "Not Just For New Members Breakfast" with a caravan to the Hershey Swap Meet found a cold, wet miserable day. I can't remember a swap that I have been to in the last ten years that did not involve rain. But despite the terrible weather 17 members joined Terry and I for this month's Breakfast. As usual, Bob Evans was more than happy to accommodate our party. (Of course, we were there before they opened at 7AM).

Everyone had a hearty breakfast mixed in with a lot of "P" talk. At the end of the breakfast, we picked the winner of this month's guaranteed spot in the upcoming DE event. Our lucky winner this time was Lazlo Vasko, who will now be attending our May DE at Pocono. Our thanks to the attendees who awakened very early and braved the weather: Peter and Pauline Majka, Tony Scalies, Jerry Campagna, Jim Schwartz, Paul Marshall, Bill Truhe, George Saxon, Kevin Magerr, Andrew Ray, Mark Ray, Laszlo Vasko, Geza Korehmaros, Pat Nolan, Todd Little.

After the breakfast, 10 of the breakfast participants joined us for a caravan to the Hershey Swap Meet. When we arrived in Hershey it was raining lightly but Mother Nature had other plans and the heavens opened up. Needless to say the Swap was not well attended by vendors, customers or browsers. But despite this, the 10 Adventurers from RTR were able to find some great deals and went home wet but happy they made the trip.

The May breakfast gathering will be in Quakertown on May 7th at 9:00 AM at the Quakertown Family Restaurant on Rt. 309, 25 North West End Boulevard, Quakertown, PA 18951. The Drivers Ed drawing will be for the Jefferson Circuit/Shenandoah DE on June 24th and 25th. Jefferson Circuit is a great track for a first DE experience so join us and try your luck at winning this slot in the green group. The Drivers Ed drawing will be for a guaranteed slot in the green group at the Drivers Ed June 24th and 25th. The award is for a guaranteed slot only and registration and

entry fee are the responsibility of the member who wins the drawing.

In June the Not Just For New Members breakfast will be held in Newtown Square/Broomall. On Sunday June 4th Terry and I will be at the Country Squire Dinner on Rt. 3, 2560 W. CHESTER PK, BROOMALL, PA. 19008 to enjoy the company of New and Old members and a lot of club and P-Car talk. A Slot for the Watkins Glen DE being held on July 28th, 29th and 30th will be awarded to a lucky member.

National PCA has greatly improved the National Web Site [www.pca.org](http://www.pca.org) and you can now maintain and update your complete membership record just by logging in. So if you have not visited the national web site recently log in, check out the new look and make sure your email address and car information are up to date.

I would like to officially announce that the Goodie Store has been renamed, and is now:

**Riesentöter Marktplatz**

Thank you, and look for me at the next event!

- Francine

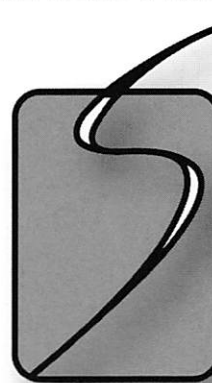
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# “Not Quite Summer” Rally

Since Radnor is doing a Fall and Spring Rally, I will hold a “almost Summer Rally”

*Date: Sunday, June 11th, 2006.*

*Start Point: Michael's Restaurant in Douglassville PA. It is at the intersection of Route 422 and 662. Just take the 422 by-pass to the end of the freeway. Route 662 is at the 1st light. It is just inside the Berks County line.*

*Time: Registration will commence at 9:00 am and END at 9:45. (please, no late entries) Driver's meeting will start at 9:45 and the first car will go off at 10:00am.*



You must have a working odometer to be scored, and a working trip odo is desired. If you don't have a working odo

feel free to come anyway and just enjoy the roads.

My rallies are not high tension endurance runs..rather they allow you your own pace and even your own routing.... to a degree. We drive on great Porsche roads, with little traffic, light patrolling, and great scenery.

The rally will be about 2 hours long (60-75 miles) and we will end at a nice joint for lunch and drinks, where I will score you and declare winners. At the last rally folks were on their way home by 2:30-3:00 pm.

Pre-registration is NOT required, but an e-mail (dlr109@nmi.com) indicating you're coming would be appreciated.

A large black and white advertisement for an autocross event. The background is a blurred image of a car's front end. The text is overlaid in a stylized, bold font.

**Riesenötter Autocross**  
**Scanticon Center, Valley Forge**  
**Convention Center**

**Sunday 28 May**  
**8.00a-4.00p**

**AutoX info @**  
**[www.pca.org/autox/index.html](http://www.pca.org/autox/index.html)**



# SuperTech at Dougherty Automotive

John Floyd, RTR

A definite harbinger of Spring is Riesentoter's Annual SuperTech Session, held this year on Saturday, March 25. Unlike the uncertainty of Punxatawney Phil's shadow (or lack of) weather forecasting and more like the lemmings' annual trek to the sea, this annual session draws hibernating track junkies out of their winter doldrums to unofficially mark the beginning of a new track season. RTR VP Jeff Haas welcomed the attendees, which consisted of 3 groups -

1. instructors who incredibly are willing to put their lives in the hands of their students;
- 2.- drivers required to have instructors in the car with them (the first two tiers - Green and Blue - of the 5 tier DE Program)
- 3.- non-instructor drivers who have advanced into the other 3 tiers (White, Black, and Red).

After Jeff's welcome and explanation as to how the day was scheduled, the instructors adjourned to another room for a meeting chaired by Chief Instructor Brian Smith. (more on that in a future issue of der G). The remaining attendees were presented a "track talk" by Mike Andrews, RTR Track Chair, safety comments by Colin Dougherty of CDOC, and comments by our host, Bill Dougherty. Describing the workings of Riesentoter's Driver's Ed program. Mike explained that DE offers the opportunity to drive safely in a contained environment without having to worry about traffic, pedestrians, police, and the occasional groundhog (not atypical of the speed bumps one finds on certain tracks in WV).

He gave the dates of the upcoming DE events, and then fielded questions from the audience. One was how the pricing of a track event was determined. Start first with the cost of the track rental, insurance, the payment of corner workers, then, using the Sports Car Club of America formula of 16 cars per track mile, calculate the number of cars that will "fit". Sometimes a track's length will be the variable. A short track like Jefferson Circuit doesn't lend itself to adding a few extra cars because of the potential for track congestion resulting

in slow "trains". Conversely Watkins Glen allows the flexibility of adding a few extra cars because of its length. Total the number of cars, and divide into the initial costs, then build in some "profit" to help support other Riesentoter Club activities. Addressing the issue of the earlier DE sign-up at the membership meetings, Mike explained that this was to allow our members time to visit the host dealers' showrooms. Concerning questions regarding instructors, he said that RTR tries to match instructors to students with like cars -turbo-driving instructors with turbo students, 944 instructors with 944 students, etc. RTR's ideal goal is a teacher/student goal of 1:1. I remember events where as I came in from a run group, I would leave my instructor at pit-out, so he could jump into his student's car in the next run group, which definitely made for a pretty hectic weekend for an instructor.

As to how one progresses from group to group, Mike made it clear that safety is the first concern, and there is an established protocol to determine when a student is ready for advancement. When driver's instructor recommends advancement, the driver will then be accompanied by a "check-off" instructor who will ride with the student, and final decision will be made by Brian Smith, RTR's chief instructor. There were additional Q's, including that of adding another driving group, which Mike discussed. Because we have the track for only a certain amount of minutes, to add an additional group for a meaningful amount of time would take away from the other groups. Finally Mike mentioned that for the '07 DE season, RTR may require that all instructors be nationally PCA certified instructors. In checking with Jack Kramer, coordinating this new certification for RTR, of the club's 56 instructors, only 20 haven't been through this program.

Colin Dougherty discussed safety

concerns, including the use of head and neck restraints, two of which are the HANS and the R-3. While the HANS is perhaps the best known, it requires the occupant's car be fitted with harnesses. Conversely, the R-3 device travels with the wearer, doesn't require harnesses, and is more advantageous for instructors who move from car to car. However, the only Head and Neck device currently allowed in use by NASCAR is the HANS.

Bill Dougherty discussed the proper installation of safety devices such as race seats and harnesses. He has seen fasteners used that are inappropriate for their application because of lack of shear strength, such as the bolts used to secure a race seat to a frame. And the proper installation of harnesses is also an area of concern - it's not just a matter of drilling holes to secure the harnesses; the proper positioning is critical. The advantage of attending RTR meetings at Dougherty's is that there are usually things going on of interest to gearheads.


Some of the items on this day's menu consisted of an '05 Lotus Elise in the process of being corner-balanced, a 1977 911 chassis, now wide-bodied and sporting a 3.6 engine that was in for a suspension upgrade, a 996 club racer in for safety upgrades, race-seats, and brake-cooling, a GT2 club racer getting a new wing set-up, an 81SC Targa (my favorite) G class club racer, and a Mr. Cox's GT3 Cup car being prepared for Lord knows what. Oh, and there was time out for pizza feeding frenzy that was reminiscent of a scene from the horror flick Piranha - all in all a great day!

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# *Riesentöter Driver's Ed 2006 Schedule*

*Mike Andrews, Track Chair*

<i>April 29-30</i>	<i>Shenandoah Circuit</i>	
May 19	Pocono North Course	Advanced Instructor Training
May 20-21	Pocono North Course	
<i>June 24</i>	<i>Jefferson Circuit</i>	
<i>June 25</i>	<i>Shenandoah Circuit</i>	
July 28-30	Watkins Glen	
<i>August 24-25</i>	<i>Summit Point Raceway</i>	
Sept 22	Pocono South Course	MAW
Sept 23-24	Pocono North Course	MAW
<i>Nov 10-12</i>	<i>Summit Point Raceway</i>	



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To learn more about the Up-Fixin publication, click here:

[http://www.pca.org/tech/upfixin\\_article.html](http://www.pca.org/tech/upfixin_article.html)

# Dear Hanzy, mein Hanzy

John Killion, North Country Region [www.ncr-pca.org](http://www.ncr-pca.org)

Notwithstanding the excellent, earthy flavor and snappy texture that your 'aunt's' mushrooms added to my recent batch of spaghetti sauce, I have to admit that since consuming those wonderful little fungal nuggets I've been plagued by some rather bizarre and quite troubling dreams. Normally, my nightly imaginings are either fun-filled adventures of swashbuckling daring and heroic gallantry, or sometimes, the really good ones grandly feature myself in some sort of Harry Reams-themed tempest of truly inspired degradation and unfettered bluster. Of course, I usually look forward to these dreams, as anyone would, but as of late I've had good reason to eschew my otherwise trusty and steadfast pillow and take solace in a steaming cup of Hawaiian Kona bean.

Last night may have been the topper. It started out innocently enough and in familiar surroundings. I was in the room at NHIS that we use for our driver's meetings, trying to appear enthused about the twenty-fifth time I've been instructed on the proper use of corner flags, when I realized that I was sharing the room with none other than the President of the United States, Mr. George W. Bush. In all his official splendor he was surrounded by his usual and customary cronies, protectively hovering about him while he fooled around, cracking his silly and some-may-argue moronic jokes while all the while making what I would have to call 'bathroom noises' and trying to get his assembled entourage to laugh at his juvenile humor while the chief instructor attempted to press on with his lecture. I saw the tall, shapely and otherwise nocturnally-welcomed Condi Rice off to one side, fully dressed, casting sinister and conspiratorial looks my way and any hope I had of incorporating her into one of my preferred settings completely vanished when I saw her tap the shoulder of Donald Rumsfeld and he slowly turned and gave me... The Evil Eye, and I suddenly felt like toast. Other than Dubya and his goons and the track master the

room was empty, and I realized that I would be driving against only him, but the real fear, the kind that shakes to the foundations of your very being and unleashes a slow-rolling tsunami of terror, came when my eyes fell upon our Vice-President, Mr. Dick Cheney, breathing deeply and slowly like some kind of Horta, gradually materializing from the dark and recessed shadows of the 70s and seeming to rise like some fetid toadstool from the cheap plastic chairs we were sitting in.

They were laughing at the established rules the track master was laying out. I could hear the brainy ones making legal arguments concerning the validity of passing zones, implying they would pass anywhere they damn well pleased at any time that suited them, and just try to stop them. Dubya snickered something about the Supreme Court being the best friend a fella could ever have and I could've sworn I heard him mumbling something about his daddy, when, oddly, Harriet Meirs surprisingly appeared to engaged him in a challenging game of rock-paper-scissors, to which Dubya quickly rose. Mr. Cheney, clearly disapproving of his behavior, seemed to haul him in and Dubya gently slapped Harriet's hand, saying, "Heh, heh, This gonna be easy, we'll just stay the course!" To which Cheney quietly growled, "Pay attention boy. There may be questions later." Dubya immediately straightened up and flashed a discrete and reassuring nod to Meirs, indicating they would finish their 'bidness' later. And as I slowly assessed the honorable assemblage of the room I felt a tangible and quite terrible gloom infuse itself deep into my bones. And I don't think I've ever felt so alone and vulnerable in all my life.

Now Hanzy, as I'm sure you can appreciate from reading the above narrative, I was in a state of extreme distress as the driver's meeting concluded and it was time for us to meet on the track. My poor old 944 had nothing more go-

ing for it than a recent oil change when, from out of the garages, I saw what the Bush Team was planning to roll out. It appeared to have once been an early 70s 911 -- very, very early -- and made horribly grotesque with Hummer 2 fenders welded onto the sides and the whole hideous mess can-sprayed a lifeless shade of battleship grey. Though I'll never know for sure, I suspect that a lump of Detroit iron was hiding in the butt of that monstrosity as the big-ass open headers were spewing partially-burned fuel in a cloud so dense it left splatter marks on the pavement. This horrible, sputtering and spitting beast shook the ground like a herd of buffalo and just to drive the point home there was a genuine and authentic set of Texas Longhorns mounted on the hood, with the right horn inscribed, "Love" and the left one, "Hate,".

We were staged at the start/finish line. I looked to my right and through the fog of raw, un-burnt fuel hanging in the air I saw Dubya in the driver's seat, wearing a baseball cap backwards to suitably protect his vital national assets and he seemed to be fiddling with the radio while Cheney was riding shotgun and carily grinning at me from under his black Darth Vader racing helmet. The trackmaster was clearly as frightened as I was when we both heard them laughing outrageously as he called for a fair race, and then Cheney suddenly hollered, "Let 'er rip Georgy-Boy!" Dubya started digging for a gear and produced nothing more than the sounds of grinding steel when the trackmaster waved his flag in my face and said, "Go. Go Man! RUN!" I felt like a rabbit at a dog track as I wound out my little four-banger for all it was worth and entered turn one faster than I've ever managed before. Refusing to brake, I was careening off the apexes nearly out of control, sliding wildly as I fed back out onto the oval in a state of near panic. The President had managed to get his rig in gear and I could see that the Bush/Cheney calamity was gaining some serious traction

and I knew it was only a matter of time before they caught up with me. I went into turn three way too fast and spun my car, but by the grace of gravity I ended up pointed in the right direction and sprinted up the hill. From my vantage point I could see them coming. Dubya had the beast under control now and was thumping down the short straight ahead of a cloud of slowly expanding and quite noxious exhaust fumes. At the top of the hill I became aware that there were corner workers on the job when I spotted one terrified fellow encouraging me to go faster, as if I could. Exiting the outfield I could see a trail of lingering pollution running up the hill and I knew they couldn't be too far behind me, so I resolved to immediately pit-out, turn tail, cut and run, and get on the highway home as fast as possible. As I exited turn twelve to shoot into the pits I saw to my horror that my escape was blocked by several large, black SUVs and some very nicely dressed men wearing sunglasses and holding weapons unlike anything I ever saw growing up in the woods of Hanover. Clearly, they were helpfully suggesting that I continue driving, and not wanting to press the issue with them, I quickly turned down the main straight for my second lap around the track. I saw Dubya's wholesome cheerleading squad perched upon a makeshift podium with a gargantuan power point presentation behind them saying, "Cheer to win. Win to Cheer," and the sight of Condi and her pompoms had me hoping this dream would soon take a dramatic change of course.

But that was not to be. Halfway down the straight I saw them feed out behind me. They were charging down upon me fast, obliterating everything behind them in a fog of half-burned fuel, hydrocarbons and solid filth, and the apocalyptic parallels were hard to ignore. I knew I had to brake soon but I never got the chance. I gave them a clear passing signal but they hit me from behind, hard, and I saw my shattered taillights exploded as shards of yellow and red plastic flew from the rear of my car. I completely missed the turn-in to the infield so I mashed the gas

peddle and pointed my wounded car towards the oval, blowing through a line of once-sacred cones. I looked in the rear-view mirror and they were right on me, and, deepening my horror, I realized that Mr. Cheney was now doing the driving and Dubya was in the backseat, boning-up on his rock-paper-scissors technique. They hit me again, this time knocking my bumper to the ground and sending Dubya tumbling into the front seat as Mr. Cheney tried to avoid my treasured debris and regain control of his blunderbuss. They immediately pulled up beside me and I heard Dubya holler, "Stay the course, Mr. Cheney, we gonna stay the...", and then they slammed into the right side of my car flattening the fenders so severely they left a reverse impression of a Hummer 2 stamped into them. My car started pulling badly to one side, and as I compensated by turning the steering wheel I became aware that the right side of my car was now emitting massive amounts of thick, acrid tire smoke. I was careening wildly around the track, desperately looking for somewhere to run, to escape or hide, and I sadly realized that I had nowhere to flee: They owned this track. They came up on me again, this time on the driver's side of my car and I saw Dubya in the passenger seat with his arm out the window and his cap still turned backwards, and I saw a look of panic in his eyes as Darth Cheney slammed the 911-H2 into the side my car an instant before Dubya retracted his arm. I heard a horrible crunching sound and my car lurched sideways as the rear-view mirror disintegrated before my eyes along with both fenders and most of my door. My car still had power, but it now had an ominous grinding sound coming from the front end while the rear end was bouncing around like it was riding on square tires. I looked over and saw Cheney grinning madly, at one with himself. Oddly, Dubya gave me some kind of goofball thumb's up sign as they hit the gas and moved out ahead of me, immediately spraying my windshield with partially burned fuel and petroleum by-products. I hit the wipers and instantly smeared the inorganic mess everywhere and my vision all but disappeared. But

it really didn't matter. As soon as the Bush/Cheney Team got in front of me they locked up their brakes and when I stabbed at mine the only answer I got was a peddle to the floor; my terribly battered 944 was bleeding profusely from every corner. I slammed into the back of their abomination so hard that my harnesses stretched against my shoulders and the hood of my car completely separated and flew over the roof. Their car, of course, was completely undamaged, but it was now raining green antifreeze across my windshield and I warily noticed that my oil pressure gauge was reading zero, and that all that terrible smoke I was currently producing was not coming from just the tires. The Bush/Cheney Team went speeding off to Glory and Gain as I sadly heard my venerable and bulletproof engine toss a rod through its crankcase in a final, metallic death throes. As my old and beloved 944 came to its ultimate, grinding halt, I knew right then and there that it would never, ever, roll again under its own power.

I unbuckled my harness and got out of my car. The damage was impressive to the point of rendering it unrecognizable. I could smell fuel in the air and wisely backed away as flames broke out from somewhere underneath her and within moments she was completely engulfed in an expensive and vigorous funeral pyre. I could see the corner workers rushing to my aid, extinguishers in hand, but there was no point; this was as dignified an ending as she ever could have hoped for, and I silently blessed her for the time we shared together.

I looked across the track and saw the 911 Hummer 2 parked in front of the cheerleaders and power point presentation. I could see Condi bouncing around in her short, pleated skirt and bobby socks, and I wondered how a dream could come so close yet go so horribly wrong. I saw Dubya attempting to collect a massive trophy and straighten his cap at the same time while reading from a card and saying into a microphone, "We just stayed the course, works every time."

# Gas Pains

*Christopher Mahalick, RTR*

It just cost me over fifty dollars to fill the tank of my 911, and am I ever mad. I remember six years ago when I had first bought the car, being amazed that it cost a whole thirty dollars to fill up! Quite a jump in just six short years.

So why did this happen. If your opinion is based solely on what you read in the press, one would be inclined to think that these increases are due to rampant corporate greed. If you listen to the "genius" in the White house, then you would tend to believe that it was due to a rise in global terrorism (but then again, hasn't "terrorism" become the all encompassing answer to all of societies woes, from drug abuse through rising crime rates?). It's like World War two all over again, only now, the Nazis and Japanese have been replaced by the Iraqis and the Iranians.

So who really is to blame? Well, if you drive a huge truck or sport utility vehicle for non-business related purposes, go take a look in the mirror. We have met the real enemy, and it is ourselves. Unless you have been residing under a rock for the past thirty years, you should have known all along that fossil fuels are a non-renewable natural resource. The supplies are finite.

So how did the American people react to this revelation? Well as they always do, of course. Like brainless sheep, they lined up to buy gas guzzling sport utility vehicles because somewhere along the line they were led to believe that this was the "cool", "In" thing to do. "Well, if the Joneses next door have an Explorer, I'll show them who is boss by going out and buying an Expedi-

tion". And so it went from there.

I just love the rationale given by these selfish folks. "I have children, and we need a big truck to accommodate the entire family". Hmmm. Seems like when I was growing up in the sixties and seventies, families still managed to get around. And we certainly didn't require commercial grade vehicles to do so. And am I to believe that the streets of the Main Line are unpaved, rutted affairs, regularly covered by snowfalls of thirty-six inches or more?

Hardly. Another "gem" I hear all the time is "Well if they can afford the gas, then who are they hurting?". Well to be honest, I know they are hurting me every time I fill up. See, their selfishness has created an insatiable demand for a natural resource that we all require. And if what John Maynard Keynes told us in our College Economics courses was correct, then this demand will naturally drive up gas prices. So while folks' wallets remain intact, they are depleting our limited supplies of fossil fuels at an unprecedented rate. Yet at the same time they proudly display their American flag emblems on the back of these behemoth vehicles, all the time telling us how "patriotic" they really are.

How sad, that a nation that once considered waste of any kind to be tantamount to aiding the enemy back in the days of World War Two, now considers conspicuous consumption to be the height of "patriotism". Where did we go wrong? And why am I rambling like this in a publication that is supposedly "car friendly"?

Because it's like this. I love cars and motorcycles. And anything that can possibly get in the way of my enjoyment of these vehicles worries me.

I think it's safe to say that a lot of us really enjoy taking our cars to the track. Yet this consumes gas in two ways. First, we burn gas getting the vehicle to the track. And then we burn some more gas getting around the track. So basically, we need gas to have fun. And we'd probably all like to continue having fun in the years to come.

And I really don't believe that we, as a nation need to do anything overly drastic in the name of fuel conservation. For starters, I would hazard a guess that most of you folks reading this biased article own a Porsche. Which should probably be good for about thirty miles to the gallon on the highway (actual results may vary). How about putting away that truck for a day or so a week? The Porsche in your garage would perform just fine in getting you to work and to the store. And it will save a lot of gas (that we can then use on the track) at the same time. And another benefit would be that I will finally be able to see the road ahead for a change (now I am being selfish here), rather than the bland back side of an oversized "family truckster".

And what if folks all across the country took out their Porsches for a day or two a week? Think of all the gas that would be saved! Which would in turn decrease demand for gasoline, ultimately driving down prices to more sane levels. All because a few folks decided to drive their Porsches. I can see it now. There will be ad campaigns pro-

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Gas will once again be plentiful, and we can all continue to drive our cars as they were intended. Foot to the floor, all the way around the track. Gas prices be damned, I need my speed!

And we could take this further still. I had the opportunity to take a test ride on a Ducati 749 this past weekend. It was fast, it handled, and the braking was like nothing I have ever experienced. Oh, those brakes. Now I truly understand the real meaning of the word "sublime". Life suddenly became meaningful once again. And I'll bet you this Ducati gets pretty good gas

mileage as well.

So in a sense, it would be patriotic of me to go into debt in order to assist my fellow Americans during our time of need.....

I am just like that. A truly, giving person. No matter how hard it hurts.

## From Doug, on the website:

### ATTENTION SNIDELY WHIPLASH TREK TO THE TRACK PARTICIPANTS

Terry Minkin will be substituting for Fred Bonsall (our "Snidely Whiplash") due to his unexpected hip surgery. If you are a Snidely participant or currently on the wait list, you can reach Terry at 610-626-6178 or at [tfamont99@comcast.net](mailto:tfamont99@comcast.net) for any questions.

**August 24, 1957**

Eastern Pennsylvania Region (Today's Riesentöter) is Chartered by PCA  
(April 26, 2006)

So it looks like we have a Golden (50th) Birthday just over the next raise and around the bend (OK - for DE it might be closer).

Tom announced, in his President's message below, that John Heckman has accepted the appointment as Chairman for the Riesentöter 50th Anniversary Celebration. We're still looking for ideas on how to celebrate this occasion. If you have any, please send them to to John ([JohnH@Holberts.com](mailto:JohnH@Holberts.com)), with a copy to me ([dsmahoney@aol.com](mailto:dsmahoney@aol.com)), on or before June 30, 2006. As we receive the ideas, they will be published on a "BirthDay Page" that was established with receipt of the first idea from Stephen Mankowski

*To see the ideas - click here. (Page will open in a new window)*

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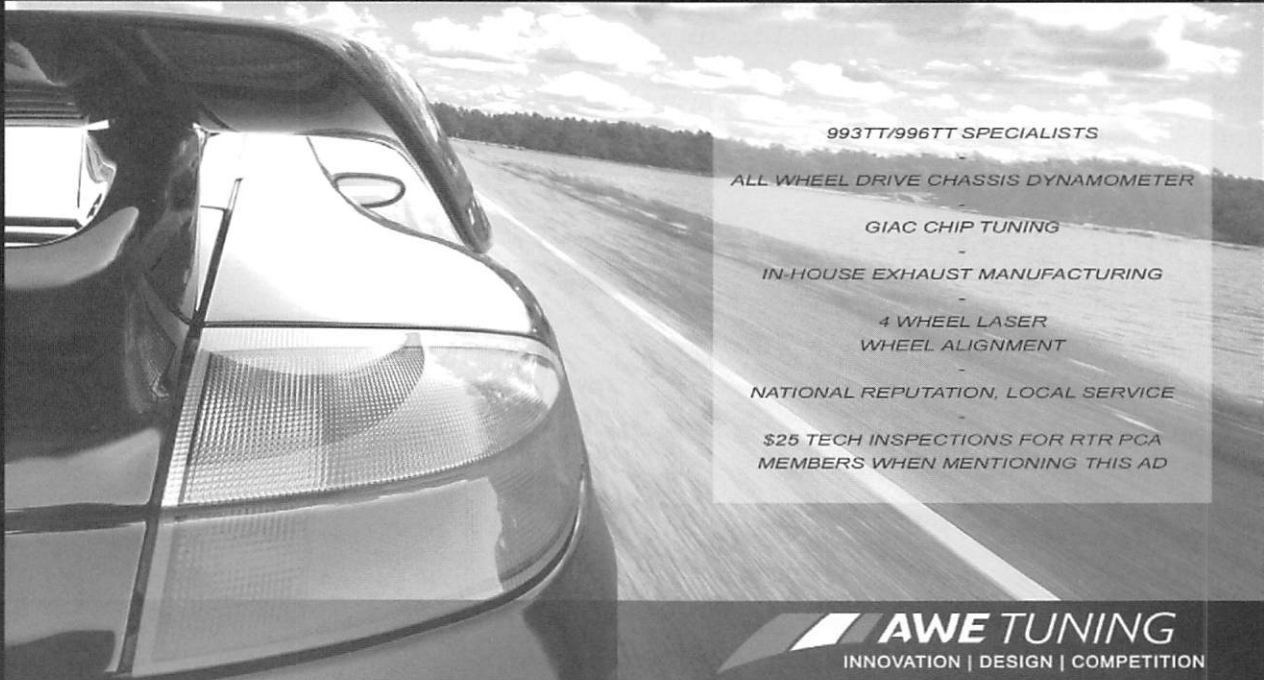
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Drk. Blue Coupe w/ Burgundy & Blue Interior. RUF front "aero" and RS "cup" spoiler. Street Legal and Track Prepped for PCA DE. Interior fit w/ Recaro seats, K-Fab roll bar, seatback brace and TeamTech 5 pt. harnesses. Cytex prepared 3.4l engine w/ Tec3 engine management controlling twin-plug ignition and sequential fuel injection. 4 hours since major rebuild. Prepared drive-train includes "930" transmission w/ Quaife differential, Wevo shifter, light-weight flywheel and Sach's performance clutch assembly. Track prepared suspension w/ Sanders hollow torsion bars, Bilstein "tuned" dampers and Smart Racing ARB's. Street and track wheel/tire set-ups. Exceptionally maintained example of a Porsche classic with its "fang's" back in-place. Serious inquiries to Jeff via phone at 610-256-8433 or e-mail at jwahaas@comcast.net. [4]



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1972 911

zermont silver, 5 speed, 2.7 engine, orig 2.4 avail. lots of new parts installed. same owner since 1976. classic tags. 97,000 on car, 41,000 on engine. \$10,500. barbara weaver 610.4696331 or barbmgr@aol.com [4]



2003 996 Carrera 4S Coupe

seal gray/blk, warranty, 6-spd, 11,200 miles, factory sport exhaust with "Switch", B&M shifter, Xenon, clear lights, 18" turbo wheels, PSM, AWD, Sunroof,



fog lights, heated washers, mats, supple full leather, power heated seats, lumbar, alum shifter/brake/gauges, SS sills, hi-fi w/cd, non-smoker, always garaged, no rain/snow/track driving. All books/records/sticker. Original Owner/Custom Ordered. Outstanding Condition. Perfect Service and more options in Bucks County, PA. \$ 68,990. Bill 215-504-8129 or C4S@LC-MS.com. [4]

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tail, 2300 lbs wet, bilstein shocks, uprated torsion bars, sway bars, 6pt k-fab custom roll bar, fuel cell, new toyo proxy's, ect. de insected ! email bmoyer@anro.com or 610-993-9791 bill moyer [5]

911 Turbo 1992

Guards Red with Black interior. 74k miles excellent condition inside and out. All power options, garage kept. Engine is completely stock with a B&B exhaust and high flow filter kit. Engine runs perfectly with great performance and drivability. Street Track/ lowered suspension with Bilstein coilovers with no ride quality compromise. Car looks and runs great needs nothing, many extras. \$37,500 any questions call. Steve (267) 784-5936 stentech@juno.com [5]



1971 911E Carrera RS-look

Bright yellow with black RS graphics. Black leather interior with charcoal carpets. Steel RS rear flares. No sunroof. Fiberglass oil cooler front bumper, rear bumper and ducktail. 3.0L low miles '81 SC engine installed 3k miles ago with SSIs, new clutch. Earl's front oil cooler. Leda adjustable struts/shocks (threaded body if you want coils later) with RSR spindle height. 22/28 torsion bars, 22/22 swaybars. All new suspension bushings, ball joints, factory adj. spring plates, etc. Fuchs 15x7&8 with S-03s. "S" calipers just rebuilt. New master cylinder. New rotors with R4S pads. Turbo tie rods. Bumpsteered and corner balanced with street performance alignment. Hi (dual bulb) headlights with relays. Perf leather '81-84 manual sport seats. 930S steering wheel. Many new and replaced components. Weighs 2153 lbs. with ~190 hp from the SC engine. Fun and great handling weekend toy. Odo shows 39.8k miles currently. Clean PA Antique title lists 35k miles. Driven <5k miles in three years, which is why I'm selling. \$24,500. Located in Wallingford, PA. E-mail Jon: 911fs@sginews.com. [5]



2001 996 Turbo Coupe

6-speed, #WP0AB29991S687139, 11,000 miles Seal Grey/Grey leather, Immaculate, Carbon steering wheel & gear lever, Ruf front spoiler, Sun roof, Color match BBS wheels, valences, and center console, lowered, B&B exhaust, custom sound, Color match painted console, all original take-off parts. Tim Lombardi / 610 775-2504 tlombardi@penskeracinginc.com \$79,900.00 [5]

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*Submissions to:*

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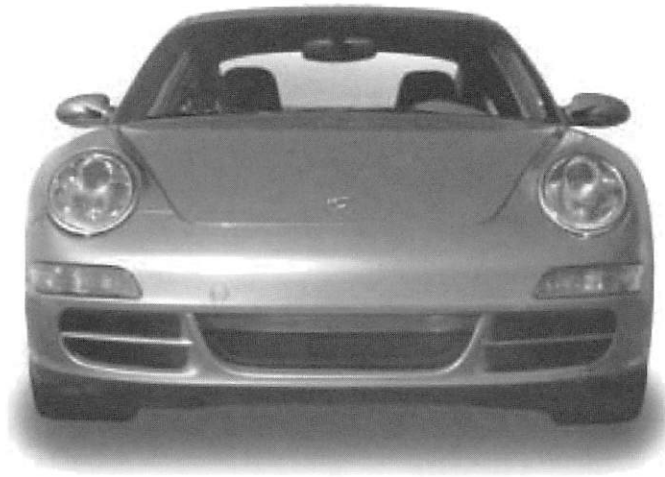
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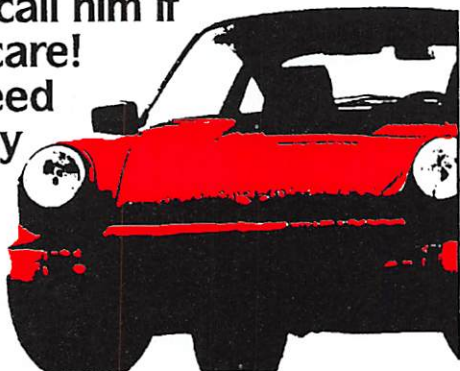
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