

# „der Gasser“

Juli 2006

## *Not-Quite-Summer Rally 2006*

*Last year's winners on the way to defending title*



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# „der Gasser“

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## Upcoming Events:

- July 15 Tech @ Brandywine Porsche
- July 19 Member's Meeting - Performance Automotive
- July 22 Mail Registration opens for Pocono MAW DE
- July 28-30 DE @ Watkins Glen
- Aug 10 Mail Registration closes for Summit Point DE
- Aug 12 Tech @ Don Rosen Porsche
- Aug 20 RTR Family Picnic 12-5 Ridley Creek Park
- Aug 24-25 DE @ Summit Point
- Sept 3 AutoX Valley Forge Convention Center

### On the cover:

Last year's winners on the way to defending title

Photographer: Dennis A.

„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*

Back in the news is RTR and Make-A-Wish. This time we have been honored with their "Benefactor of the Year" Award. See photo and details in this issue. Another proud moment we all can share. This car club and its members continue to amaze me....

Betsy and I attended the social after the 'not quite summer' rally where 40 or so members enjoyed lunch and the afterglow of successfully finishing the event. There is nothing like a ride in the country in a Porsche.... Dennis Angelisanti, our Rally Master, provided a good time and many smiles. More details inside....

The popularity of Drivers Education continues to grow with waiting lists in the double digits for new students. Look in this issue and our website for some changes we have made to the registration process to lessen the impact on our hosts and the stress of our members at the monthly meetings.

On the topic of Drivers Education I have, on a few occasions, been asked about non Porsche cars on the track. Fundamentally, our Drivers Education Program is a driving school and "the primary purpose of the club is to promote greater automotive safety in and around the community by providing organized and supervised activities that encourage safe and skillful driving... activities are offered in several formats...Driving schools held at road racing tracks". The above was taken directly from our Bylaws and does not specify "Porsches only."

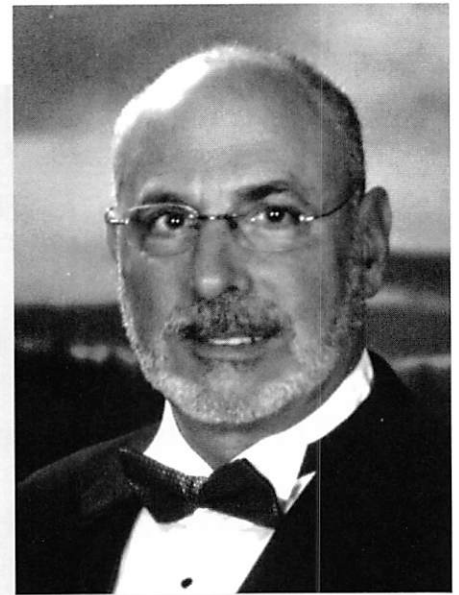
It is my observation that DE is becoming more of a family activity with spouses, significant others, and children. Some drivers are learning with the family Porsche and others wanting to learn how to drive their own vehicles, have migrated to our DE program. Personally I think this is a good thing and in line with the primary purpose of the club.

Included in this month's issue is our 2005 financial report. Values shown were taken from our 2005 form 990 Return of Organization Exempt From Income Tax

With half of the year over, it is time again to nominate yourself or others as candidates for the 2007 Club Officers Election. The process is simple: send me your nominations or speak up at the August Membership Meeting. I will forward the names to the nominating committee (past 2 presidents and myself) and the names will be published in September, with an election in October.

Be Cool, Keep Cool....

*Tom Zaffarano*



# ***Riesentöter Track Safety Advisory***

To All Riesentöter Driver Education Participants: This year, the RTR Exec and the members of the Driver Education Program "Track Council" have taken a hard look at our track safety program. As this is a "transition" year for track approved helmets, it seemed logical if not imperative that we address other driver/vehicle safety related issues.

As we all know by now, May 31, 2006 was the last day for use of 1995 and earlier dated helmets. Riesentöter no longer allows the use of these earlier helmets. Beginning with our upcoming Driver's Ed event at Jefferson Circuit, only Snell 2000 & 2005 SA or M certified helmets will be accepted at our events. Any driver/passenger without an RTR approved Snell 2000/2005 SA or M helmet will be denied participation at RTR track events.

Further, the RTR Exec and the Track Council have mandated that as a confirmation of recent PCA National amendments, the following requirements and/or changes will be enforced at all RTR Driver Ed events:

- 1) The vehicle used in the track event must be minimally equipped with a properly installed lap and shoulder restraint system (aka: three (3) point restraint).
- 2) Restraints and seating must be equal and similar for both the student/driver and instructor/passenger.
- 3) Four (4) point harnesses are not allowed under any circumstances.
- 4) Drivers of vehicles running in the White, Black and Red run groups are strongly encouraged to install and use five (5) or six (6) point harness restraint systems.
- 5) As stated by National, a properly installed 5 or 6 point harness will require several changes to the automobile to create a safe occupant restraint SYSTEM. Harnesses must include a submarine strap and be mounted in an approved manner consistent with PCA Club Racing requirements and the harness manufacturer's instructions. A seat designed to be used with a harness must be properly installed in accordance with the seat manufacturer's instructions. A seat designed for use with harnesses will have holes allowing for the correct routing of the harness, both through the back and base of the seat for the respective shoulder, lap and anti-submarine belts. Shoulder straps should be mounted at 90 degrees to the axis of the occupant's spine or at most 40 degrees down from horizontal. In most installations this will require the use of an approved "harness guide bar or harness truss". As the addition and use of a properly installed 5 or 6 point harness places the occupant in a fastened and upright position in the vehicle, a properly installed padded roll bar or roll cage is strongly encouraged to complete the SYSTEM. The use of one without the other may result in an unsafe occupant environment and is not a complete SYSTEM.

The above requirements will be checked for all RTR Driver Ed events beginning with the upcoming June 24th & 25th Driver's Ed event at Jefferson Circuit. Requirements 1, 2, 3, and 4 will be enforced for all RTR events.

Vehicles with installed 5 or 6 point harnesses are to be inspected for conformance to the above Requirement #5. The Owner/Driver of a vehicle found to have deficiencies related to the above detailed Harness System will be advised of the deficiency. Unless it is determined that "gross deficiency" exists that would compromise the safety of the driver/occupant, the vehicle will be allowed to participate in the event. However, beginning in 2007, all of the above requirements will be strictly enforced. Failure to comply will result in a denial of participation privileges.

# Past, Present & Future

## Membership Meeting News

Jeff Haas, RTR Vice President

Hi Gang,

Hey, has anybody else noticed that we are almost at the half-way point of this year's activities and events. How time flies when you're having fun.

Gone are several months worth of membership meetings, exec meetings, tech sessions, two Driver Ed events, track council meetings, an autocross, three member breakfasts, several issues of Der Gasser, and a partridge in a pear tree. Naw, I just threw that last one in just to see who was paying attention. Anyway, a very busy six months!

Which brings us to the next six months. Aside from the requisite DE's and related Tech sessions, a couple of autocrosses, a club picnic, a few more Exec and Track Council meetings, and another Dyno Day, we have a few Membership Meetings to attend to.

Our June Membership Meeting will be held at Rosen's Porsche/Audi in Plymouth

Meeting on Wednesday, June 28th. The Social hour will begin at 7:00PM with the meeting beginning at 8:00PM. Our own John Heckman will be in attendance to update and answer questions about the upcoming Riesentöter 50th Anniversary Celebration. Special guest, noted photo journalist, Harry Hurst will be with us this evening to share with us a look back at the "12 Hours of Sebring 1970". Mr. Hurst has enjoyed an eventful career following his passion of photographing famous racers and their automobiles doing what they do best - racing.

July will find us at Performance Automotive in Malvern on Wednesday July 19th. The July Membership Meeting will feature a "Club Racing Forum". Riesentöters' own Mitch Redding will head-up an open discussion and Q and A session on Club Racing. Several RTR club racers will be in attendance to share their experiences. If you've ever thought about getting involved in this exciting aspect of being a PCA member, you won't want to miss this evening.

Social at 7:00PM. Meeting at 8:00PM.

In August, we will attend our first ever Membership Meeting at AWE Tuning in Willow Grove. On Wednesday evening, August 30th, we will hold our annual "Race Cars of Riesentöter". A presentation of club members automobiles that have seen the track, still see the track, or wish they could see the track. A club favorite you won't want to miss. Social at 7:00PM. Meeting at 8:00PM.

Mark your calendars now!

See you there.



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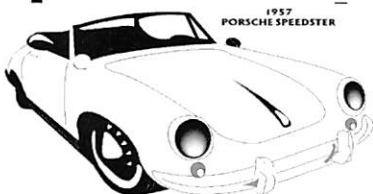
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- ♣ PA State Safety and Emissions Inspection
- ♣ Hard to find parts available

# Membership News

Brian Minkin, RTR Membership Chair

Today was the first 90+-degree day of 2006 and tomorrow is the day to register for the Watkins Glen DE. Both are benchmarks signifying that the RTR season is in full swing. I have hosted 4 new members breakfasts so far this year and met many new members who I have continued to greet at many other events. I have been to meetings, DEs, Autocross, and Tech Sessions this year and am happy to see that many of the new members who have joined Terry and I for the Not Just For New Members Breakfasts enjoying the many other events the club offers its members.

On Sunday May 7th, 9 members old and new joined us for breakfast at the town Family Restaurant in the parking lot we are the occupants of a car. We went into the restaurant and were not RTR members but simply there for a bite to eat. Of course we talked them all about the club, and we hope we persuaded them to join and will see them at one of our events as members. Thanks to all the other members who helped with the sales pitch. The lucky winner of the guaranteed green slot at the Jefferson/Shenandoah DE event being held in June was Tom Barfield. Our thanks go

out to Jim and Maureen Sangiorgio, Marty Koese, Steve Mankowski, Rob and Gerry Pandoleon, Steve McMorn, Tom Barfield and Sonja Lengel for helping to make this another fun breakfast event.

The Not Just For New Members Breakfast will take a new course in July. The New Hope Auto Show will be announced. Although the show will not be working with any car clubs to obtain entrants they have included Porsche as one of the marques that will compete in their own concourse group. The number of cars is limited so if you want to show your car in the New Hope Auto Show on August 13th go to their web site [www.newhopeautoshow.com](http://www.newhopeautoshow.com) and follow the registration instructions. Since no registration form has been created, to create a "Make shift" registration print the pages from the web site, mark choices with a circle, write up your description, add photos, a payment check, and then mail it to the New Hope Auto Show. They hope to have an online form up shortly. Watch the July issue of Dergasser for caravan plans to the New Hope Auto Show.




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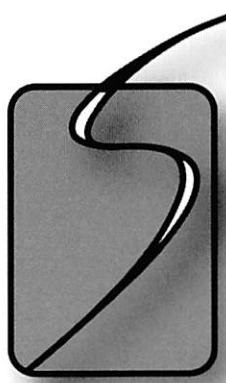
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*An open letter to the Editor of der Gasser, the Region President, and general membership via publication in der Gasser.*

Ladies and Gentlemen:

Today I received the Mai der Gasser and sat down to read it. I was both surprised and dismayed when I read the article on pages 10 and 11. I had those emotions because of the tone and content of "Dear Hanzy, mein Hanzy." For the past 40 years of my PCA membership, der Gasser has been a newsletter about Porsche and of specific interest to Porsche enthusiasts. Until now it has never lent itself to political diatribe, regardless of which party was in power.

I do note a disclaimer at the bottom of page 1 that "Ideas, opinions, suggestions, etc., are those of the authors and do not necessarily reflect the official position of Riesentoter Region PCA." However, I also note that the article appears to be selected or perhaps solicited from a non-Riesentoter member and/or website.

I strongly object to the inclusion in my PCA region's monthly Porsche newsletter of this or any other article which presents a political point of view even if it is expressed under the pretense of relating a "dream" involving a Porsche. Mr. Killion and this region's editor certainly have the right to express their political feelings; but, I, for one, neither need nor want to read about them in this publication.

Very truly yours,

William P. Smith

*Ed. note:*

*What is published in "der Gasser" is not a direct reflection of RTR or PCA, rather work which i, as editor, have chosen to publish. I try, with as much energy as a volunteer can expend, to extradite articles and columns from RTR members first, but am never against consideration of articles submitted by other region's members when i have a page or two to fill. So when John Killion of the North Country Region began to send me his satirical articles from his series published monthly in the Nordlander ( [www.ncr-pca.org/northlander/index.htm](http://www.ncr-pca.org/northlander/index.htm) ) i informed him of my "region members come first" policy, and thanked him for writing.*

*Overall, as editor, i desire to put out a publication which members will read and react to, and this feedback, this interaction is what i am glad to see from our members. I want der Gasser to be the product of 1300+ members.*

*As always, if you, as a PCA member, have anything to contribute, whether it be images, history, or fiction, feel free to email, mail or call me. we'll get it in.*

Juli • 6

## Warm weather wheels.

### Current Pre-Owned Inventory

- '99 911 Carrera, Sold
- '00 911 Carrera, 6-Speed, Red/Black
- '02 911 Targa, 6-Speed, Silver/Black
- '02 911 Carrera 2 Cabriolet, Tiptronic, Silver/Blue
- '02 Boxster, 5-Speed, Silver/Black
- '02 Boxster, 5-Speed, Silver/Blue
- '04 Cayenne, Sold
- '04 911 Carrera Cabriolet, 6-Speed, Black/Black
- '05 911 Carrera, 6-Speed, Red/Black

### New Inventory Sample

- '06 Cayenne, Tiptronic, Grey/Grey
- '06 Cayenne S, Tiptronic, Silver/Grey
- '06 911 Carrera S Cabriolet, 6-Speed, Red/Black
- '06 Cayman S, 6-Speed, Red/Black
- '06 Boxster S, 6-Speed, Yellow/Black



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# Riesentöter Family Picnic



Ridley Creek State Park  
Pavilion #8

Sunday, August 20<sup>th</sup>

Noon to 5PM

Come to a summer barbeque with RTR friends and family  
(that includes the family pet!)

Want to go horseback riding?

Want to fish?

Want to bring out your Porsche for a  
People's Choice concourse?

Want to bring a delectable dessert for our contest?

**YES ! YES ! YES! and YES !**

Bring your appetite along with a lawn chair or blanket  
and...

Let's have some fun !



Pre registration price: \$10/Adult (children under 12- free)

Pre-register by email- [RobinGZ@comcast.net](mailto:RobinGZ@comcast.net) no later than Aug 16<sup>th</sup>

Make checks payable to RTR-PCA and mail to: Robin

Zelinskie, 644 Store Rd, Harleysville, PA 19438

Day of event price: \$15/Adult

Horseback riding- for riding trails (\$40/pp for ages 8 and up) and pony rides  
(\$3 each) contact [hiddenvalleyhorsefarm.com](http://hiddenvalleyhorsefarm.com) or 610-892-7260 or take your  
chance there'll be a space for you the day of the picnic

Fishing- adults bring your fishing licenses

Playground next to picnic area

## Directions:

From I-476 (Blue Route) take Rt 3 exit west to Newtown Sq, then south on Rt 252 to Gradyville Rd. Enter south end of park from Gradyville Rd. Pass by park office and follow directional signs to picnic area #8



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# *Riesentöter Region DE Registration Rules*

## *Payment*

- Payment must be received before your application will be processed. We are unable to accept any applications without payment.
- Check(s) must clearly indicate the participant for whom payment is being made
- Separate checks are required for each participant for each event.
- Checks will be deposited once your application is approved. If registration is not accepted, checks will be voided and destroyed.

## *Cancellation*

- You may cancel via email notification to the registrar until 15 days prior to the first day of the event.
- Cancellations not made via email must be received and ACKNOWLEDGED by the Registrar in order to qualify for refund consideration.

## *Refund*

- Written requests for refunds must be received two weeks prior to the event

## *Applications*

- Due to the large number of PCA club members who wish to attend our Driver's Education events, first priority will be given to PCA members. Non-Porsche cars are also allowed into our events, provided they meet our tech-safety standards.
- Registration will open at two months prior to the event date, and close 14 days prior to the event date. See Application for specific open date.
- Applications must be complete and include a valid email address. We send all notifications via email. You are responsible to maintain your email address.

**· APPLICATIONS WILL BE ACCEPTED VIA US MAIL ONLY. APPLICATIONS MUST BE POSTMARKED OPENING DAY OR LATER. APPLICATIONS RECEIVED WITH POSTMARKS PRIOR TO THE OPENING DATE WILL BE PROCESSED AFTER THOSE SUBMITTED CORRECTLY.**

## *General Application Processing and Acceptance*

- Applications will be processed in the order received.
- The registrar will reserve space for sufficient instructors before filling all spaces in the upper run groups.
- You may be accepted for any event for which you have applied without notice until the 15 day cancellation cutoff prior to an event. **IF YOU DO NOT WANT TO BE ACCEPTED YOU MUST CANCEL.**

## *Notification*

- The Registrar will send out wait list acceptance via email entered approximately 15 days prior to each event. **YOU ARE RESPONSIBLE TO MAINTAIN A VALID EMAIL ADDRESS.**
- Applications are processed continuously. If we are able to contact you prior to the 15 day commitment, we will do so via email.

*Forms* \*\*\*ON RTR WEBSITE\*\*\*  
<http://rtr-pca.org/DEApplication06/rules.htm>

There are two versions of the application form available - PDF and WORD. Please select the application for the event(s) you are applying for.

Print out a copy, sign it and send it in (or bring it to the meeting) with the appropriate fee.

# Dear Hanzy, mein Hanzy

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

I got home kind of late the other night after a wonderful evening of food and cocktails with some friends, only to find Bill Shakespeare standing at the end of my driveway yet again, at once both resplendent and foolish in his flamboyant and outrageous attire. I resisted my childish impulse to chase him down, mainly out of fear of damaging my old and beloved Porsche, but before the garage door could close he ducked underneath it and I found myself at his mercy once again.

"Didn't you see me standing there, Little Brother?" he asked while coyly scanning my pockets. "I've been waiting for you all night long. You can't tell me you weren't thinking about her when 'Midnight Train to Georgia' started playing," he smirked with a charming devilishness as his greasy hand began fishing through my inner pockets in search of a smoke. "I know everything there is to know about these matters of the heart. I am an expert in this field."

I let out a wimpy whine and said, "Aw, Bill, haven't you said enough already. She and I both feel bad enough about all this without you adding to it. And how do you know what was playing anyway?"

"Whoa, Little Brother," he theatrically exclaimed. "Take a chill pill. I am here to help." He lit his pilfered cigarette and grandly blew a thick cloud of swirling smoke around us as he sat down on the hard concrete floor. "You know, there was a lot more to my life's work than just tragedy, murder and deceit, although that seems to be about the only thing you people want to remember about me. That and my exemplary manners. Now look – please – sit down and let's have a quiet little talk."

Knowing full well that escape was all but impossible I sat down beside him as I've done so many times in the past, and I noticed that he looked a bit more tired than usual, more careworn, and his unhealthy pallor was an even starker shade of ashen gray, and I warily wondered if he had anything of a contagious nature lurking about his unkempt presence. He was vigorously scratching at himself in a manner which defies all polite description and I wisely resolved that this would be a very brief visit for us.

"Dude, listen, I read that self-pitying drivel you typed the other night and all I can say is: Muffin! Poor Muffin!" he laughed outrageously, and his laughter quickly degraded into a spastic and frightening coughing fit of massive proportions, heaving and in and out like a convulsing human bellows in a TB ward, blowing his rank and poisonous air in every direction. Then, recovering surprisingly quickly for a fellow who's been dead for a couple of centuries he asked, "Do you think your the first Bozo to come down the pike feeling short changed by circumstance? For crying out loud kid, you've got to learn to relax. Now gimme another smoke." I handed him my last cigarette and he warily looked into the empty pack, and I could see him calculating his future prospects, "You have more of those, right?" he coarsely asked.

Now Hanzy, after a lengthy and time-consuming discourse focused on assuring him that I indeed had another pack stashed in my car, a temporal pack, one of our world, he continued with his talk. "You know, when those dandy literary types start yammering about my work all they ever focus on is the human tragedy, the unrequited love, the betrayals, the seedy and darker side of humanity, blah, blah, blah, but I wrote all that stuff just to keep the critics happy, and of course to keep myself in wine and women. You know, Little Bro, women love poetic types, and a little wine goes a long way when delivered with a nice verse."

I considered slapping him. "I know, Bill. I've been there. But this was something different. I didn't have to pretend to be someone other than who I was and neither did she. She was just so easy to be with, and I found I was actually interested in talking with her."

"Oh, paleeeze," he bellowed with a sweeping gesture of authority. "Your gonna tell me you weren't thinking about her more mysterious and secret charms? Are you claiming that your sole thoughts were confined to your polite talk while the two of you were eating in that commoner's establishment? I saw the way you were looking at her. I've looked at hundreds of women that way. I dare say thousands!" he said while picking one of the several dozen pieces of crud from his shirt.

"But Bill," I pleaded. "This was something beyond infatuation. I've been around the block more than once, and she is the type of woman who comes along maybe once or twice in a lucky man's life. Sure, I could fill my time with any number of distractions, but there is more to life than treading water at the shallow end of the pool."

He cursed my name. "Now you are telling me about the mysteries of life?" he grandly questioned with but a small fraction of the literary might and indignation he could have easily mustered. "I wrote the book on this subject – don't ever forget it – and if you would just shut up and listen you may learn something," he said while blowing another voluminous cloud of smoke. "Underlying all my brilliant perceptions concerning human folly, tragedy and misfortune was a subtle message for knuckleheads just like yourself, and if you only took the time to look a little deeper you just might have an easier go of it."

He had my full attention now. I shook the hair out of my eyes and looked at him closely, and I could tell that he genuinely wanted to help. "I've been watching you for years, Little Brother," he said calmly. "I've taken an interest in you and your silly business, and I've seen you emboldened with an attitude of smugness far beyond what your actual level of talent could ever properly answer. But now you claim that you've grown up, that you've developed a taste for sipping fine wine as opposed to gulping down the grog, and now you have a genuine desire to touch the enchanting soul of a woman, instead of just her body," he rolled his eyes in exaggerated disbelief and continued. "So, last week you met a woman you believe that may be possible with, only to find yourself hindered by circumstance and distance seeming beyond the control of either one of you. Have I got it right so far?" he asked.

"Yup, that's about right, Bill," I quickly said to him, anxious for him to provide some actual insight to me as payment for my many years of listening to his incessant and fulminating blather.

"And you think she felt the same way about you?"

"Yup, whatever was sitting there between us felt way too good to be traveling in only one direction. It was just so easy to be with her. It felt, I don't know, correct, like I was harnessed in my driver's seat, you know? Like we'd done it many times before and would do it many more."

He shot up from the concrete floor with an agility I never would have expected from him. He tossed his funky bell hat to the floor and began dancing around it like a crazed troubadour, snapping his fingers as high into the air as he could reach which was about up to my nose, convulsed in laughter, and spouting, "This is pitiful, PITIFUL. What do I have to do for you people, hold your hands? Can't I leave you alone? I bet your thinking some Romeo and Juliet type of thing here, right? And now your cast in the heroic part of one of the dumbest characters I ever bothered to take the time to create? And she's Juliet?" He howled with laughter. "That's it! Huh, Little Brother?"

He was coughing and laughing with such frightful enterprise that I would've considered his days numbered if he hadn't already died so long ago.

"Well, ahem, it's not totally unlike....," I fumbled. "Um, ah, hey would you like another smoke? I have that extra pack in my car..."

"Oh, brother," he slowly groaned. "Pretending for a moment that I'll overlook your self indulgent flattery regarding one of my masterpieces, let me ask you something. Do you know what made it a tragedy?"

"Well, yea, they died," I cleverly responded.

"Oh, very good, Einstein. 'They died.' How first-year-English of you."

"No, I mean they died tragically."

He slowly shook his head. "Pitiful. No wonder you people need me. You really need me,

and your lucky I've taken an interest in you." He stopped dancing and stood on his tippy toes to reach up and place a surprisingly strong hand on my shoulder. I bent over so he could stand flat on his feet.

"Listen dude, those two tragic little kids went off to fairyland way before their time and their only mistake was of one of bad timing, and that blew the whole deal for them. So, do you get the point yet, Little Brother? Life is long, circumstances change, full plates can become empty. So don't be so quick to jump on the knife. Now give me that smoke."

-John R. Killion, Car 168  
JRK944@aol.com

Author's Note: In light of the current questions regarding the definitive image of William Shakespeare, I thought it might be fun to draw my own. In spite of what he considers to be unflattering portraits of him, he still visits me on a regular basis.

## Riesentöter Region Lauded

*Maureen P. Sangiorgio, RTR*


Riesentöter Region recently received the Benefactor of the Year award by the Make-A-Wish Foundation of Philadelphia and Southeastern, PA at their annual dinner held on May 19.

First presented in 2002, each year the chapter awards one person, organization, company, or foundation based upon loyalty, outstanding level of financial support, dedication and com-



passion for the Make-A-Wish mission. The criteria for the annual award? Simple . . . "The awardees have to be selfless givers," says Karen Traten, Director of Development, Make-A-Wish Foundation of Philadelphia & Southeastern, PA. "These are folks who just want to do something good for sick kids, with little or no fanfare."

*Way to go RTR!*




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**R. Craig Rosenfeld**  
*Dealer Principal*

# Family Values

*Christopher Mahalick, RTR*

If you are amongst the two per cent of folks who have not already done so, please disregard everything I have said in the past about cars being nothing more than devices made to get you from point A to point B as fast as possible. With comfort trailing far behind preferences of speed, handling and braking. But I was wrong.

It had snuck up on me without my realizing what was happening.

About two years ago, my fathers health was such as he was having trouble with driving. And since I was still on a "life sabbatical", I had the time to drive him to his Doctor's appointments and other destinations. It was a cold winter, and the heat had just broken on my current thrasher, "the \$200 Jetta". So I was given my parent's 1995 BMW 525i to drive. It was nice and comfortable, but it was an automatic. Bummer. And then the heat went on that car the very next week! So in my freezing cold driveway I replaced the thermostat, and then made sure that the cooling system bled more than a hemophilic British Royal.

Having dispensed with that unpleasantness, I really began to enjoy driving the car. It was big and comfortable, and handled to boot. One Saturday afternoon I was heading down route 202, heading to the Desmond Hotel to pick up my mother from work. And as I approached the off ramp to Great Valley, some idiot in a pimped out Civic swerves in from the passing lane at the last minute, cutting me off in the process. Enter the "red mist". I entered the ramp and went deep, for a late turn-in. I was so enraged that I was either going to "bring home the checkered, or bring it home in a ball". So I turned in and held my breath, expecting the worst. And I got lucky. I hit the apex and the car just hunkered down and gained speed on the exit. Which flung me towards the offending vehicle at a very fast clip. And then I had to laugh, here I am all comfy and in control, while an obviously panicked "rice-boy" is sawing at the wheel faster than a Maine lumberjack. The only thing that would have made it bet-

ter is if I were waving a Luger in his rear view mirror.

Score one, "Old Man's Bimmer".

And then in time, my father's health recovered to the point that he once again resumed his driving chores. So I really didn't see much of the car for a year or so. But it seemed to run fine.

So upon my father's passing away this past February, the old Bimmer was available once again.

It took only one, single financial decision to make me a sellout, a tool, a corporate drone, a conspicuous consumer, dare I say, "a commoner".

For my entire life up to now, I had never understood why cars had things like "interiors" and "air conditioning", instead of race seats and full cages. Anything that didn't directly contribute to speed, handling, braking or safety just seemed to be sacrilege. Of the worst sort.

And now I find myself driving a four door car with working air conditioning, and(I am just so embarrassed to admit this publicly) an automatic transmission. There, I said it. You didn't hear wrong, I actually bought a car with an automatic. This is the only thing that may make me want to revisit this decision in the future.

The car itself cleaned up beautifully. And the interior looks like new. And to tell you the truth, I really like driving it. Sure, it accelerates slower than a diesel Rabbit, but then again, there is very little noise. Which makes for a really good high-speed highway car. And a highway car was just what I had been looking for over the past six months.

It came down to choosing between a Mercedes 300 with a five speed, and the BMW. The Mercedes was cheaper, but the BMW had a properly functioning air conditioning system. But the Benz was a five speed, and the BMW was an auto. Tough choices.

But I got the "family discount" on the BMW, which while still more expensive, turned out to be the better value. (Get it? Now the title makes sense. Family "values". Such wordplay, yuk, yuk).

Well, it took forty-two years for me to learn that all driving does not have to constantly involve sacrifice, deprivation, and discomfort on a Hairshirt level. I have found that it is actually possible to go to the Grocery store without having to endure sweltering heat and constant noise. I actually arrive at my destination feeling fresh and relaxed. And it is so nice to cruise at ninety without having it sound like there is a jet engine idling in the passenger seat. And it's also nice to have a daily driver, which will free up the Porsche for some future track work.

In a sense, the luxury car will actually help me get back on the track. See? You can rationalize anything if you put your mind to it.

And what if we combined the two sides? The Ying and the Yang, so to speak. I know that one of our club members has a really nice 750iL. How fun would it be to take out three friends on the track for some hot laps, "touring car style"? Come on Mark, those weld marks on the B pillar would appear obvious only to the trained eye. Another member has a Volkswagen Phaeton that should also prove to be quite track-worthy.

I can see it now. A series devoted to big touring cars. Where you could race with the air on and the stereo playing your favorite music. A five hour enduro would surely be more comfortable. And then you could drive the car over to a fine restaurant after the race. A veritable series of "gentleman's racing".

The possibilities are endless.

In the end, I am really glad that I sold out. Change is the only constant in my life. So with that in mind, be sure to take whatever I say with a grain of salt. For it may change faster than the weather.

# Not-Quite-Summer Rally

Dennis Angelisanti, RTR

The "Almost Summer Rally" was by all measures an unqualified success. Twenty one cars and 40 members showed up to tackle Berks County roads. Members were given a full color map with ten checkpoints highlighted. Teams were required to visit all ten points, via their own routing, while accumulating the least mileage.



Three cars were within

.6 miles of each other based on corrected mileage as determined by an initial odometer check leg. The team that won a similar

rally last year was there to defend their title. The second and third place teams from last year were also present.

After a nice lunch at "The Works" the re-

ter Emilie who finished 3rd last year were second this year. New to the podium were Bob Brown and Kathy Brown, finishing 3rd.

We also had an award for perseverance which went to Robert and Linda Rosend who after 3 hrs on the road finally arrived at the finish line, exhausted. They rebounded and had a good time after some good food and drink.

sults were in and..... Michael Thomas and Stephanie Baldwin successfully defended their title. Ben Johnson and his daughter

We will do this again, maybe this Fall, so consider joining us as we explore another section of the county.

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# der Gasser Marktplatz

## Porsche Cars

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 6104696331 or barbmgr@aol.com [4]



73 911 rs clone

gulf blue / black 75,000 original miles. solid navada car fresh 2.7 rs engine (4% leak down) 210 hp w/40 ida webbers, 915 trans, 7:31 gears, new sachs power clutch, 3 oil coolers, racaro's, 7 & 8 X 15 fuchs, lowered, corner balanced, glass front & rear bumpers and duck 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! 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 sway-bars. 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 headlights with relays. Perfed leather '81-'84 manual sport seats. 930S steering wheel. Many new and replaced components. Weighs 2153 lbs. w/ 190 hp from the SC engine. Odo shows 39.8k miles currently. Clean PA Antique title lists 35k miles. \$24,500. Located in Wallingford, PA. Jon: 911fs@sginews.com.[5]



2001 996 Turbo Coupe

6-speed, #WPOAB29991S687139, 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]

3,2 '87 Carrera Motor Conversion

Superb interior and body. All records. California car until 2004. Always garaged, no snow. New Yorkahamas. New RS style door panels. Momo wheel. Sunroof. Excellent paint. Motor needs rebuild. Over

\$30,000 invested. markg@wolfdesigninc.com [5]

2001 Boxster

red/tan, original owner, new Pa. inspection, always garaged, dealer serviced, factory bra and tonneau cover, s/s door sills, body colored roll hoops, colored wheel centers. \$24,500. Ron Kellett kellett123@aol.com or 215-752-1582 [5]



1989 911 Turbo (930)

Silver metallic/black, 5-speed 78K miles. Original owner, non-smoker. Garaged and never driven in snow/salt, seldom in rain. Engine rebuilt @ 55K miles with enhancements for greater power (cams, turbo, valves/guides/springs, headers, cat bypass, EBC, fuel enrichment system), and suspension modified for improved handling. Very clean, well-maintained. All service records. No collision damage. Never tracked, used as daily driver. Recent full servicing including new front brakes (pads, sensors, rotors), replaced motor mounts. Runs great! Pics and info sheet available, Kandaboyd@aol.com or call Ken Boyd 610 793-2836 [6]



1979 911SC

Gold with brown interior, 55,000mi original engine, mechanic evaluated as "very good to excellent" condition (engine, trans, body etc) \$13,900.00 contact: 610-627-1052 or simaed@msn.com [7]



1983 911 Turbo (930)

White coupe w/ blue and red Brumos style detail, reliable DE track car/race car/ street able, fully sorted, fresh engine, many PCA race podiums, all performance upgrades. 1989 5-speed transmission (G 50). Fresh 3.3-liter motor rebuild (with few hours) 300+ HP/2880 lbs., full custom roll cage by K-Fab, "fuel safe" fuel cell (17 gal) with stock fuel filler and cap, Corbeau Monza seats with 5-point "team tec" harnesses, custom window net (removable), 17x8/17x10 Fikse FM10 wheels, new windshield/fuel lines/oil lines, stainless steel B&B headers, rear fiberglass spoiler/deck lid, newer turbocharger. \$32,000 Bert Cossaboon (267) 496-0452 lbccossaboon@mtmail.biz [7]



## Porsche Accessories

996/Boxster S rotors

Take-off rotors (front and rear) from new 2004 Boxster S. Will fit 996 or Boxster S. \$350. Contact Geza at gezaiii@msn.com or 484-459-0542. [4]

Brey-Krause roll bar extension

2004 and earlier Boxsters. Painted in hammered silver finish, not the plain old black. \$450. Contact Geza at gezaiii@msn.com or 484-459-0542. [4]

33 years of Panorama

1972 to the present with a few 1971's. A few issues missing (possibly 4 at most) Condition: Very good to

excellent. \$950 or best offer Larry Tractenberg, 609-883-5208 larrytrk@comcast.net [4]

Intercomp Deluxe Pyrometer

retails for \$159 - never used - \$125 610-399-3264 [5]

Fuchs wheels

2-16x6, 2-16x7 very good condition. 2-205 55 16, 2-225 50 16 Michelin Pilot Sport tires - as new. Mounted and balanced on Fuchs. Paid \$1500 will take best offer. Contact John @ 610.563.0209 or jpanizza@genterra.net [6]

4 new 18" Porsche 911 wheels and tires

2 Dunlop Sport 9090 225/40ZR18 and 2 Dunlop Sport 9090 265/35ZR18. \$2400.00. Contact Frank Parke 215-355-1806 or fwparke@verizon.net [6]

Boxster Hardtop

Arctic Silver hardtop for 2000+ Boxster in excellent condition. Used 2000 and 2001. Garaged since. \$1100. Includes rolling cart. Center City Philadelphia. Call Neil 917-921-5945 or send email to compu\_doc@hc-strategies.com. [7]

## Wanted

One (or two) Fuchs forged alloy wheel 8" x 15" Should be round and true, but cosmetics are not important. Will be a spare track wheel. John Heckman (215) 680-8468 (m). [5]

*Member Classifieds are free to PCA Members for occasional sales of personally owned items and run from date received for three issues unless cancelled. Porsche Vehicles For Sale may be accompanied by one small photograph. Copy and cancellations must be received in writing by US mail or email. Other vehicles may be offered for sale by members at the cost of \$10 for three issues; check for payment made out to "RTR-PCA" must accompany your copy. "Commercial Classifieds" are available to businesses within the Riesentöter Region for the sale of Porsche cars, parts, or accessories; "Commercial Classifieds" are available at a cost of \$20 per issue, limit 25 words.*

*Submissions to:*

*sandorferenczy@gmail.com*



# Riesentöter Region Porsche Club of America

## Executive Board Members 2006

### Riesentöter Region Porsche Club of America Inc. Financial Statement

#### President

Tom Zaffarano  
tzaffarano7@aol.com

#### Vice President

Jeff Haas  
jwhaas7@comcast.net

1/1/2005 Through 12/31/2005

#### Treasurer

David Theisen  
awr0the@verizon.net

#### Secretary

Terry Minkin  
tlamont777@comcast.net

#### Income

Autocross  
Banking (interest)  
Der Gasser (Ad Income)  
Driver's Education  
Dues - Region's Share of National Dues  
Duel Membership Income  
Goodie Store  
Meeting Income  
Rally Income  
Social

937 St. Andrews Dr.  
Malvern, PA 19355  
610-367-9975 H  
610-368-8423 C

460 Shelburne Road  
Downingtown, PA 19335  
610-874-2273 H  
610-365-2773 W

120 S. Bishop Ave  
Springfield, Pa. 19380  
610-626-6178 9,305  
161,295  
19,082  
313

**Tech**  
Erik Haas  
rtrtech7@comcast.net

**Editor**  
Sandor Ferenczy  
sferenczy77@comcast.net

**Autocross**  
Patrick Wayman  
patrick.t.wayman77@comcast.net  
2,489  
383  
200  
9,575

#### TOTAL Income

1712 Green Street Unit 3  
Philadelphia PA 19130  
215-299-3511

1045 Montgomery Avenue  
Penn Valley, Pa. 17350  
610-667-4204 H  
610-667-3100 W  
207,140

#### Expense

Autocross  
Banking  
Contributions (Note 1)  
Der Gasser  
Driver's Ed Exp  
Exec. Meetings  
Goodie Store (Note 3)  
Membership  
Miscellaneous (Note 4)  
Monthly Meeting  
Rally  
Social  
Volunteer Banquet  
Web Site Expenses

**Track Chair**  
Michael Andrews  
Jonathan Drive  
North Wales, PA 19354  
610-368-9302

**Goody Store**  
Francine Knochenhauer  
francinebod77@aol.com  
122 Foal Circle  
Warrington, PA 18976  
215-243-7464

**Past President**  
Craig Rosenfeld  
rosenfeldvisionauto@prod.com  
1,689  
1,203  
4,666  
1,084  
317  
14,352  
2,243  
300

#### TOTAL Expenses

**Registrar**  
Tom Zaffarano  
rtrega@aol.com

**Safety**  
David T. Elmi  
dte7777@safety77@aol.com

**Community Service**  
Mark Reynolds  
mar12277@comcast.net  
200,972

Cash provided from activities

2135 Huntingdon Valley, PA 19135

Cash & equivalents at 12/31/2004

11 W Annapolis Drive  
Fried NY 18881  
856-435-0190 H  
215-426-4225 W

426 Circle Top I  
West Chester, PA 19380  
610-738-7115 6,169  
97,566

Net Assets at 12/31/2005 (Note 5)

103,735

#### Awards

Fred Borsari  
fborsari@bsai.com

#### Historians

Bill and Debbie Cooper  
banert2767@comcast.net

#### Rally Master

Dennis Angelisanti  
dta7777@mm.com

#### Webmaster

Doug Mahoney  
d-mahoney7@aol.com

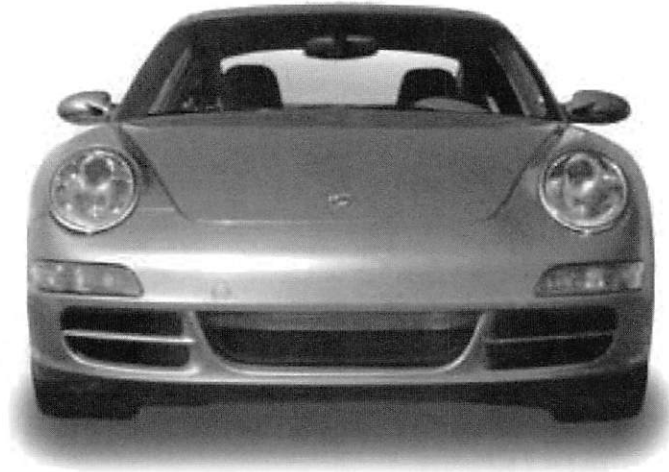
Note 1 - contributions collected but not yet disbursed

Note 2 - includes \$7467.39 Club contribution to MAW

Note 3 - all Goodie Store purchases are expensed when purchased

Note 4 - expenses related to our 501C(4) filing

Note 5 - on April 11, 2006 a \$75,000 CD was purchased at Stonebridge Bank at an annual rate of 4.5%



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- Leesport 610.926.0400

**Lancaster County**

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- Lititz 717.625.3700

**Montgomery/Chester County**

- Limerick 610.409.0400
- Pottstown 610.705.5501
- Kimberton 610.933.5984

**Dauphin County**

- Mechanicsburg 717.620.2360



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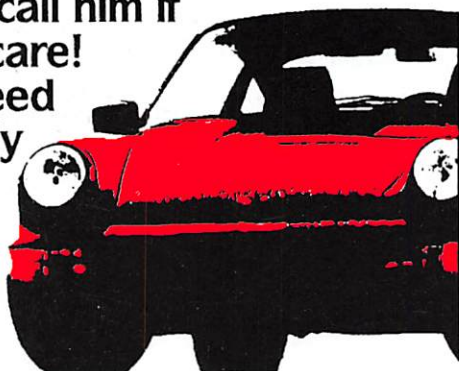


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