

DER GASSET



JANUARY, FEBRUARY 2009

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DER GASSE

A monthly publication of the Riesentöter Region
Porsche Club of America

JANUARY/FEBRUARY 2009

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For the latest information, please visit the Riesentöter Region web page at: www.rtr-pca.org.

From the Editor's Desk

Happy New Year! It's a brand-new year. I've always felt each January cleans the slate and gives us a second chance to accomplish any goals we have in mind and didn't get to the previous year. According to the recent members' survey, I see that many of you would like me to run more articles on how-to repair and maintenance, and performance driving. So I'm making it one of my RTR Resolutions to do just that. I also see that a whopping 87% of you are satisfied with Der Gasser, so I would like to take this opportunity to thank you from the bottom of my heart for the positive feedback. Please feel free to contact me at Got2BFit@aol.com with any article ideas, or if you would like to be a contributor.

See you 'round the garage,

Maureen Sangiorgio

State of the Region

By Graham Knight, RTR President

Welcome to 2009!!! This year is sure to be a banner year with new and existing RTR executives striving to make our club the best it has ever been. All Execs are participating in creating new ideas and initiatives on ways to keep this club interesting and fun.

Some activities to note: the 2008 banquet/awards ceremony will be this month (Jan). We will be starting our RTR monthly meetings in February and then hosting our popular Vendor night in March. Our first Drivers Ed (DE) event is in April and the "tentative" 2009 schedule is now on the RTR web site, and in this month's Der Gasser. We continue to explore options for our annual charity event, such as including additional charities and moving the event to the New Jersey Motorsport Park in Millville, NJ.

I would like to give a special thank you to all those that participated in the RTR survey. The information provided is extremely valuable to the Executive Board as we try to form and plan the 2009 and 2010 years. This survey is still available online and I encourage every member to visit our web site (www.rtr-pca.org) and complete the survey as soon as possible. \$100 cash for some lucky participant!

In other news, we have several new people joining our Exec team. As past President, Brian Minkin will use his 10 previous years to continue to assist the club however necessary. He has served the RTR club for almost 10 years and I thank him for his dedication and devotion to the Club.

Joe Asher has been elected to the VP position and will be bringing his enthusiasm, experience and wisdom to the position. Joe recently put a Corvette motor in his 944 hence his new "Porsch-ette" can be seen around many of the DE and social events.

Chris Karras stepped in as the club Secretary and has already brought a new level of organization to the club. Chris drives a GT3 and was recently promoted to Porsche Instructor status.

Kevin Douglas is our new registrar, handling all event registrations including Rally's, Autocross and Drives Ed. Kevin can be seen 'buzzing' around the track in a slightly modified but quick VW Corrado.

Mike Thomas has volunteered as our new rally master. Mike has some great ideas to reinvigorate the Rally program and we look forward to our first drive in the country. Currently he drives a mid 80s 911 that can be seen at most of our DE events.

Katherine Weber will be our new charity event organizer. A nurse by trade, Katherine brings her caring nature to the club along with fantastic organizational skills. Driving an '02 911, she can be seen at our monthly meetings, many of our social events and occasionally on the track.

Please welcome our newest members to the Exec team as well our existing team: Steve Mankowski (Treasurer); Marty Kocze (Membership Chair); Larry Herman (Tech Chair); Maureen Sangiorgio (Der Gasser Editor); Robin Zelinski (Social Chair); Steve McMorn (AutoX); Peter Majka (Webmaster); Francine Knochenhauer (Goody Store); Bill & Debbie Cooper (Historians); Paul Walsack & Steve Meenan (Safety Chair & Co-safety Chair); Tom Zaffarano & Mike Andrews (Track Chair & Co-track Chair); Jack Kramer (Chief Instructor); John Heckman (Awards); Ken Souser (Photo editor); Brian Minkin (Past President).

Again, we look forward to 2009 and if you, the members have some bright ideas, wish to volunteer to help out in your club or just send a comment, feel free to reach out to me or any of the Executive team.

-Graham Knight
president@rtr-pca.org

A Word From Our New VP

By Joe Asher

I look forward to a great year for our club. I plan on bringing tons more social events to our club. According to the recent survey, many of you would like to see more drive/dine events and scenic tours, so I plan on organizing those kinds of events. I also plan on including more charity events on a much smaller scale. Our next drive & dine (skiing) is fast approaching with skiing, snow tubing & a great bar. I hope to see you at Sno Mountain on January 31.

Our members especially enjoyed the wine tour (the 08 survey) & are asking for more!! I would like to arrange a wine tour in Chester/Delaware counties & or the Allentown area this spring. If you are familiar with the area and interested in hosting a tour I will be more than happy to help, feel free to contact me.

Our first 4 club meetings in 09 will be located in the 4 corners of the region. Holberts Porsche & PCNA will be hosting the Feb 25th meeting with Paul Gagliardi from PCNA as guest speaker. His topic is Porsche's new PDK transmission & Holberts will be providing 2 PDK-equipped Porsches for your driving pleasure. Bill Dougherty's shop in West Chester is our March meeting location, which is Vendors night & great food for all on March 25th.

New to the schedule is Penske Racing Shocks & Competition Tires East in Reading Pa. Aaron Lambert from Penske Racing has agreed to host the April meeting & brief us on Penske products & Goodyear racing tires for your P car. And in the fourth corner of our region is Knopf Automotive in Allentown on May 27th. RTR member and Assistant Porsche Manager Jim Sangiorgio is working on the details & will have more info in the next Der Gasser. All socials @ 7pm, the meetings start @ 8.

Donna Broderick, a recent drive & dine participant has proposed a tour to the Doylestown Arts Festival in September, Porsche only parking, dinner & plenty of art, what more could you ask for. Francine K. has returned to the touring scene recently running a wonderful trip to Longwood Gardens. She promises to again host her tour of Maryland's eastern shore this summer, I can smell the blue crabs.. Mike "el diablo" & Stephanie Thomas (3X rally champions) have assumed the duties of rally master & have plans for at least 2 interesting rallies for 09.

To my suprise my better half, Katherine Weber has volunteered to chair Make a Wish at New Jersey Motorsports Park this year in September. (yes she volunteered). Special thanks to Ken Nielsen for volunteering to host the auction again in 09.

You have to ask yourself, who are these people? New blood/new ideas. If you have one come out of hiding & contact us. Your event may only attract 20-40 members; however, speaking from experience that is 20-40 members the club has not touched in many years.

Letters to the Editor

The recent issues of Der Gasser have been a great improvement over the last few years! Thanks Maureen!

Regards,

Todd Sager

President

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Address letters to the editor to **Got2Bfit@aol.com** with Der Gasser in the subject line. Letters are subject to editing for length and clarity. Please include name and phone number.



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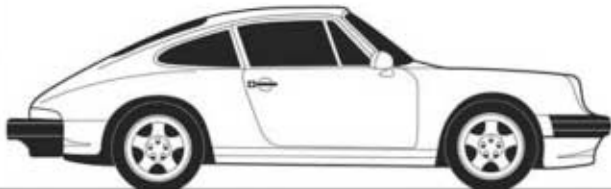


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AutoX News

Drivers . . . Start Your Engines!



Au•to•cross (ô'tô-krôs', -krôs') n. - A form of motor sport that emphasizes safe, low-cost competition and active participation. An autocross is a timed competition where drivers navigate one at a time through a temporary course marked by traffic cones. Autocross tends to place more emphasis on car handling and driver skill than on sheer horsepower.

Musings of an Autocross Newbie

By Mike Kling

We moved here from Pittsburgh a few years ago. I thought I just lived on the other side of Pennsylvania, but according to the new people we met here, I was from the Midwest. It wasn't exactly a culture shock, but things in southeastern PA are different. For example, in Pittsburgh, when first in line at an intersection, you let the opposing car make a left turn before proceeding through yourself. Drivers here are a little more impatient. I quickly learned that any more than a two second delay from a green light results in a horn blast. Now this is not a criticism, only that things here are different. In New York any delay from green results in a melody of horn blasts in your direction. In Tokyo, drivers forego their horns and give you a "friendly" bump to make sure you are paying attention. More subtle, but very effective.

Getting used to the more hurried lifestyle of a large metropolitan area does have its challenges. We have met many wonderful people through the neighborhood and work. When joining a new organization, there is always a little anxiety associated with being in a roomful of strangers. I have been a member of Riesenoter Porsche Club for less than a year and I can tell you that a finer, friendlier group of people doesn't exist. We are all from different walks of life and all over the economic ladder. Our cars serve as a common denominator. From the hottest Cup Car to a 40 year old classic, each one is special, just like their drivers.

In particular, my experience with Autocross has been most rewarding. I started with the school hosted by Specialty Cars (<http://www.specialtycarsservicecenter.com>) and taught by Dave Newman. Dave is a National SCCA Champion and drives a Porsche like a demon possessed! The next day was my first event with the SCCA in Warminster. Dave followed up his excellent talk with an RTR-only course walk which helped put all the theory into practice. After several Autocrosses ranging from Hershey to New York, I attended another school taught by the SCCA. Practice makes perfect. I'm far from perfect, but with each event my confidence builds and my times get better.

There are many reasons to participate in Autocross. You'll hear how it teaches you better car control, gets you ready for Driver's Education or teaches you safer operation. Let me give you one more. The fellowship and camaraderie among members that Autocross is superb. We all support and help each other while the friendly competition goes on. Autocross promises to be even better in the coming year.

If this old dog can be taught new tricks, you can do it too. Several new ideas will be tried along with the well tested mix of courses. In 2009, as returning Autocross Chair, Steve McMorn, with help from Vytenis Bichnevicius (aka Vee) and Myself will continue with the successful Roadshow series and F1-style points championship where we travel to various PCA and SCCA autocross events throughout the tri-state area. There will be six events in 2009 with your four highest scores counting for the championship. Our first date is confirmed. Our RTR event, Planes and Porsches, will be held on Sunday, June 7th 2009 – please look for our full page advert in this issue of DG. Set up an account on the Forum, tag Autocross to get all the latest postings, and keep up with the announcements.

On behalf of Steve & Vee, here's to another great year with RTR-AX. Hope to see you out there.

Mike Kling

Official Autocross Newbie



Riesentöter
Awards Banquet

Saturday, January 17, 2009
7PM to 11PM

Sheraton Philadelphia
City Center Hotel
17th & Race Street
Philadelphia, PA 19103

Horizon Rooftop Ballroom

Stationed buffet
Cash bar
Awards, music, and dancing

\$70 per person

Semi-formal

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Winter Driving Tips

By Christopher G. Karras

Riesentöter has held its last Driver Education event of 2008, the leaves have fallen from their branches, the sky has turned grey and the days are growing shorter. It has become winter, and our driving must change to fit the season and the weather. Some will flush the fluids in their Porsches, wash and wax them, vacuum the interior and tuck them away for the winter in a garage or under a cover, but others will drive them throughout the winter months, at least when the roads are dry and clear. These tips are for those drivers.

Proper tires are a critical element in driving, and especially so in winter. All the technology and engineering excellence that is a Porsche must work through four small contact patches between the tires and the road. The Porsche factory equips its vehicles with N-Spec tires. (Marked on the sidewalls of the tires by an N followed by the numeral from 0 to 5. The larger the numeral the more recently the tire was approved by Porsche.) Carreras, Boxsters, Caymans and most Cayennes come from the factory with ultra high performance tires that are designed to work on wet and dry pavement only at temperatures above freezing. Some Cayennes may have All-Season Tires that are designed for all temperatures, but Porsche has not approved an All-Season Tire for any of its sports cars. In any event, some say All-Season Tires are really No-Season Tires because they are a compromise. Porsche uses these tires only on some of the Cayennes because their use on a sports car would overly compromise performance.

When the temperatures drops below 40° F, the tire's rubber compound becomes stiff—traction falls off and braking distances increase, even on dry pavement. Whether or not there is snow or ice on the road, vehicles driven in the winter should have true winter tires that have the Mountain/Snowflake symbol

branded on their sidewall: . For those who have R-rated DOT competition tires such as Toyo RA1s or R888s or Nitto NT-01s on their Porsches, there are more serious concerns with cold temperatures. These tires have extra-soft rubber compounds and driving on them, and even storing them, at sub-freezing temperatures can cause cracking and sudden failure. The Hoosier warrantee for their DOT tires does not cover any use on public roads, summer or winter. At low temperatures a spirited highway drive on competition tires may end catastrophically.

ABS, or Antilock Brake System, helps prevent tires from sliding under braking by modulating the brakes at each of the four wheels. ABS shortens stopping distances and allows steering, even in a panic stop, but it can only make the best of what traction the tire can find. If the tire is not a winter tire with a rubber compound designed for cold temperatures and the aggressive tread design and siping needed for traction on snow and ice, stopping distances will be much longer than with a proper tire. ABS will not stop the vehicle effectively if the tires

cannot grip the pavement.

PSM, or Porsche Stability Management, helps tires to accelerate a vehicle on slippery surfaces just as ABS helps tires to stop the vehicle. PSM monitors direction, speed, yaw velocity and lateral acceleration and then uses that data to calculate the actual direction of vehicle travel. PSM applies selective braking on each wheel to help vehicle go where the driver intends. If braking alone isn't enough to maintain control, PSM utilizes the engine management system to control engine output to stabilize handling. Of course PSM can only be as effective as the tire's grip on the pavement will allow.

All-Wheel Drive virtually doubles acceleration on slippery surfaces, but offers no advantage when the vehicle has to stop or turn. Every vehicle uses all its tires for braking and cornering. Improved acceleration without improved braking or turning can lead to exciting and unexpected results, some of them including bent metal.

Tire pressure should be checked regularly as temperatures change. For about every ten degree drop in temperatures tire pressures drop by about one pound. Tires should be kept at the pressures recommended in the owner's manual, for better mileage and for safety.

Windshield wipers should be replaced about every six months. Even when it's not raining, water from melting snow and slush can be thrown onto your windshield by passing vehicles. Don't forget to top up the windshield washer reservoir with fluid, too.

Car control skills are valuable at any speed and in any conditions, but are particularly important in cold weather where there can be ice, slush, snow, and even unseen black ice on the pavement conspiring to interrupt the driver's command of the vehicle. Knowing the theory of steering, braking and accelerating when a car begins to slip out of control is a first step, but these abilities cannot be learned by study alone. Car control skills require in-car learning and practice. Most drivers know to turn into a skid, but fewer know how to reverse that steering input, and even fewer can do so proficiently in a panic situation. Many loss of control incidents arise not from a failed steering correction, but from a failed recovery from the correction.

Riesentöter offers autocross and DE events where you can have a PCA trained instructor sit in your passenger seat to guide you around the course and teach you how to control your car near the limit. Make a resolution now to participate next season. You'll have tremendous fun and satisfaction acquiring skills that will help you avoid the expense of a fender bender and perhaps even personal injury.



Passages . . .

RTR's own Bert Everett of Doylestown, PA passed away November 9, 2008. He started racing at age 40 in Porsches. Among his many accomplishments were: 1962 D P National Champ – Speedster; 1965 Northeast Region E.P. Champ – Speedster; 1968 Governors Cup – Sebring 911; 1969 5th O.A. 1st Under 2L Daytona 24 Hour 911; 1971 8th O.A. 1st GTU Sebring 911. Most recently, he sat on the panel for the Trans Am Seminar at the 2008 Amelia Island Concourse.

Time for Some Recruiting

By Steve Meenan, RTR Co-Safety Tech

According to the mainstream media the United States is in an economic crisis of epic proportion. This information that is spouted out every day can make one think, "I better tighten up and start saving." The truth is this problem is not because of one particular thing, war, political party but a cumulative over spending of the American People for decades and the allowance of these people to attain credit that was grossly disproportional to their income level. Throw a ripple into their over extended budget like \$4.00 per gallon for fuel and a chain of dominos are set into action that can put a person or company into a real bad position in a very short period of time. One of the areas where people may cut back in their expenditures is recreational activities like going out to eat, vacations and participation in Driver Education events. This is why it is more important than ever to be proactive in the recruiting process to ensure the success of our DE program. Driver Education events are the main income stream for our club so ultimately a successful DE program will keep our club financially sound.

Every year I try to set a goal number of people that I can get to do a DE event with RTR. This year despite the media propaganda that may make one think about jumping off the top of a high rise I was able to get 4 people who had never driven in a DE to run with us. I also convinced 5 people to go to the track during our one of our events to see what our program is all about. I make it a point to not only get these people to run with us but throughout the event I monitor their thoughts about the event their progress and most importantly if they're having a good experience. All the newcomers this year used quite colorful adjectives to describe how ---ki-g awesome they thought it was. I ask new DE participants that may have run on the track before but not with RTR to compare our events to some non RTR events and the feed back from every one is the same. Comments like "I can't believe how organized and on time you guys are." "I feel like all the drivers are very courteous and in control." My reply is that doesn't happen by accident. It is a result of the efforts of all involved from the instructor's tech crew, track program officials and the elimination of participants that present a safety problem.

Some of those that came to the track to check out the program were fortunate enough to participate in our newly resurrected **Taste of the Track Program. One person said "That was the most fun I've ever had in a car with all my clothes on."** With a comment like that I felt that I accomplished my objective. The following Monday he was looking at track cars and asking me questions about how well particular cars worked on the track. "Yes! I got another one." I thought.

This year I hope to get at least 5 new participants and at least five people to the track to check it out. One thing that will make this even easier is that NJ Motorsports Park and Pocono are both close enough for someone to make a day trip to the track and if the people are participating in the DE they could commute. That is strongly discouraged because then they do not get the fully festive post track RTR experience which is all part of the experience. The fact is you will not be able to find any better bargain in the motor sports world. For less than what it would cost for equivalent seat time in the go karts at Arnolds you can take your car to world class motor sports complexes and learn proper performance driving technique with expert instruction. The skills and information acquired with their DE participation will improve the participants overall driving skill and could be critical to help avoid an accident on the road.

Here are some of my experiences and tips for getting people to get involved. There are four very common concerns and objections people mention when I am trying to get them involved. But I consider myself to be a salesman of our program and any salesmen has to be able to effectively handle objections to accomplish the goal. To get people interested enough to pull the trigger and get to one of our events.

Response #1: "I don't have time." My response to this is "If I have time you have time." You have to make time. I have a very crazy work schedule, 3 awesome kids and I am often

prepping for events till 2-3 in the morning. At times this hobby is stressful but when I strap into one of my cars and get on the track it is all worth it. There is no other hobby that would give me the same level of enjoyment with out resulting in a divorce. All hobbies require a time commitment. Even if the person does only one DE per year it is great for the program and it often stimulates

them to do more events in the future. Now the person that gave the B.S. excuse that they don't have time is doing more events with RTR than I am. Some of the people that use this excuse have the time they would just rather plop their but in front of their TV all weekend drinking beer and living their life vicariously through their professional sports teams or hanging out behind their house drinking beer throwing horse shoe with neighbors, and then calling it quality family time. Sounds like a hoot? Truth is some may just be too lazy to get involved in DE. When I sense this I move on and never ask again unless they do. After all I don't want to harass them about it.

Response#2: "My car is too nice to race. It will beat it up." I tell the prospective participant "We are not racing our cars. We are conducting an on track driving school program that will teach you how to properly drive you car and use its performance capabilities in a controlled environment." I never call it racing because, it's not. The word racing may scare people away from participating. Images of last weeks sprint cup race with cars cart wheeling through the air smashing into the wall going through their mind will not encourage their participation. I tell them that some of the nicest cars that I have ever seen are cars at the track. A trip down I95 at 85 miles per hour following a tractor trailer is probably worse for the appearance of a car than DE. I also emphasize that there will be an instructor in the car to help ensure that you are doing everything that will keep both you and you car coming home in one piece. If they still are concerned about the car I ask why they spent all that money on a car like that (assuming it is a sports car Corvette, Porsche, BMW etc.) when on the streets you can't do much more with it legally than you can with a Geo Metro (sorry Barry) I ask them if they bought the car to look cool or to use it for what it was designed. Some times this statement ruffles their feathers I get a chuckle out of it. They usually have even more interest because I have challenged their ego more or less implying that they are posers (there are allot of them). I tell them about my wife's car and what great condition it's in even though it has been used on the track for years. I also mention that some of the cars that run with us are concourse condition 911s, f430 Ferraris, Carrera GTs, etc. These potential participants if still concerned can protect their cars with painters tape or invest in clear Bra. The track will certainly wear things like tires and brakes but the appearance of the car will by no means be compromised. In fact I think the look of well used track brakes are more attractive than the look of new shiny red calipers and rotors with no stress cracks, but many may not share my perspective on what's aesthetically appealing.

Response #3: Is my car fast enough for taking on the track? I respond to this by listing some of the lower powered cars that run with us, such as a Dodge Omni, Honda Civic, Acura Integra Mazda Miata, etc. I often tell them how my wife got passed by a 4 cylinder Toyota Camry in her 911 Turbo. The truth is that even fairly low powered cars can do well on the track for a beginner. It is much easier to learn in a car that has



limited capabilities. In super high performance cars the adhesion levels, and power levels are so great that it is more difficult to show new participants some techniques because the speed required to do so is so significant. I often say "If you were learning to fly would you wouldn't start out in an F18." Cars are no different. There is always going to be people that are faster and there is always going to be people that are slower. I then emphasize that if the car is mechanically sound and passes our tech inspection process then it can be used on the track. Many people get their feet wet in DE with very modest cars and as their skills progress they upgrade their equipment but establishing proper and safe technique is the first order of business. Many driving schools have cars that participants run as part of the school fee but a single day at one of these schools can cost two or three times as much as our three day events and with many of these schools you don't get as much seat time as you do in one of our events. I think that ultimately the best car to learn how to drive is you own car.

Response #4: I don't think my wife would approve me going to the track. I always hear the wife excuse. I always tell potential participants about my wife's participation in DE events. I tell them that how my wife's driving has improved dramatically since she started due to the quality instruction provided. She now looks forward to all the events not just for the driving and quality time with me but for the social interaction with the members of the club. I tell them that this club is not full of yahoo racers. It's sort of like a country club but the club is at different locations for every event and instead of chasing a little ball around for 18 holes we drive on the track together. I tell them that there are many father/son, husband/wife, father/daughter participants that share cars for the events. DE events are a great family activity. If they still show resistance I then tell them it's better to ask forgiveness than permission. Just grow a set,

register for an event and if the wife finds out say you're going to the track to watch some one else run. Just be very careful not to have an incident with her car.

I hope everyone can be proactive in the recruiting of DE participants for next season. I am sure that next year due to changes in their income level or work situation some regulars may not be as active next year. So it's up to us to fill their shoes and parking spot at the track. The reimplementation of the Taste Of The Track program for next year is a great way for you to get potential participants to the track and see what it is all about for a nominal fee. More information on the Taste Of The Track program will be online shortly. We have a long off season ahead of us make an effort to budget for your track events, tires brake pads, etc. This also gives us 4-5 months before our first event to recruit and ensure the success of our upcoming 2009 Driver Education season.



Web Resources for the Riesentöter Driver

By Christopher G. Karras

It will be colder and snowier before the spring driving weather arrives, so consider spending some quality time on the web. Here are some suggestions for free web resources to help you enjoy your Porsche, share your experiences, learn about your car, research modifications and repairs, meet other Porsche enthusiasts and otherwise read and talk all things Porsche. Of course you already know about the calendar of events and club information you can find on the Riesentöter web site (www.rtr-pca.org) and the club and local discussion among members you can find on the Riesentöter forums (rtr.mywowbb.com), don't you?

General Interest Sites

There is not much related to Porsches, from 356s to Cayennes to Boxsters to 997s, that one cannot find a wealth of owner information about on forums.rennlist.com. Rennlist boasts of more than 65,000 participants across the world and hosts 72 user forums, including one dedicated to discussion of the 924/931/944/951/968 series of Porsches that has more than 900,000 messages, another dedicated to the Boxsters with more than 30,000 messages and for those who make a voluntary contribution to the forum, the ever popular "off topic" forum with more than 1,200,000 messages, some of which are not safe to be viewed at work. The specific, detailed technical information obtainable on Rennlist is second to none. Messages are searchable and those posting them are generally friendly and helpful.

Close on the heels of Rennlist are the www.6speedonline.com/forums. Their signal-to-noise ratio may be slightly lower, but many Rennlist participants also read and contribute to the 78 6speedonline forums, many of which address non-Porsche or ancillary interests. The Rennlist and 6speedonline forums allow users to subscribe to discussion threads and get periodic e-mail notices of new postings. Combined with the search tools it's easy to get highly-focused help on virtually any Porsche question from someone with real-world experience. There is misinformation too, of course, but it is generally corrected reasonably quickly.

Consider regularly checking www.pca.org to seek answers to technical questions from members and a team of Porsche club experts and to find a national calendar of events, member classified ads and other national club information.

Technical Information

In addition to help from fellow owners on web forums and the Q&A sections on the national PCA web site, there are a few sites on the web that host technical information. At www.renntech.org you can find DIY articles on many common tasks. For example, there are detailed articles on changing oil and brake pads for various models complete with line drawings and lists of required tools and materials. More technical articles, parts diagrams, questions and answers and similar information can be found at www.pelicanparts.com. There are many DIY projects described at p-car.com/diy. Even if your dealer or independent shop does all your work, a few minutes at one of these sites will give you insight into what the technician is doing, and how he is doing it.

Surprisingly, Porsche makes available its genuine parts lists and some other technical information for free download. Start navigating at techinfo.porsche.com and click through to your model. Many of the Porsche workshop manuals can be downloaded from cannell.co.uk/Manuals.htm along with technical resources on some other marques. The workshop manual will not qualify you to do all the work on your Porsche, but it is wise not to turn any bolt without consulting the manual, finding the torque value and bearing the cautions in mind.

Recreation

For those looking for track days, in addition to the list on www.rtr-pca.org consider thetrackschedule.com where you can filter track events by type, geography and sponsoring organization. If you have ever considered driving the Nürburgring, the essential starting point is www.nurburgring.org.uk. Finally, there are several amusements to be found from time to time at www.porsche.com/usa/entertainment.

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A Longwood Christmas

By Maureen Sangiorgio

My holiday season got off to a great start as my friend Dr. Jenn and I joined a group of sixteen RTRs for a tour of Longwood Gardens on Saturday, November 29th. After meeting at the Cracker Barrel Restaurant in Plymouth Meeting @ 3pm, we caravanned down to Longwood. When we first stepped in to the East Conservatory, the sweet fragrance from hundreds of lilies swept away any winter doldrums. At the far end of the conservatory was a 25-foot Douglas fir tree that rotated and glittered with tiny white lights and mirrored ornaments.

In the ballroom to our right we heard sing-alongs, and the Music Room was decorated with the theme of refined country manor elegance. The Exhibition Hall was dotted

with white poinsettia trees, and hundreds of white icicle lights dropped down from the high ceiling. Jenn's favorite was the Orchid Display, while I got a kick out of all the Christmas trees decorated by local school children.



After touring the buildings, we walked outside just as it was turning dark. Every tree in sight was decorated with multi-colored lights. But clearly, the highlight of the evening was the Open Air Theatre Fountain Shows. Dancing fountain shows are synchronized to holiday music every hour, and beginning at 5:00 pm, the fountain shows light up the night with vibrant colors such as tangerine and fuchsia. Dotted among the trees around the fountain were glittering snowflakes. What a sight.

After the tour, we caravanned to the Chadds Ford Tavern and Restaurant on Route 1 to warm up and have dinner. THANK YOU to Joe Asher and Francine Knochenhauer who organized the event and managed to get us in with a group rate. For more info, go to www.longwoodgardens.org.



We're both 21 now . . .

By Aaron Binkowski

I have just recently become a Porsche owner and Riesentoter member. My baby is a 1987 944 Turbo. Sporting a leather-trimmed burgundy interior, the only flaw being a single crack on the dash, I would give the interior a 9.9. On the exterior she gleams in the sun with eye-catching aftermarket metallic silver paint and matching 16" wheels. I have hopes for 18" Turbo twist wheels in the near future. When opening the hatch I was surprised to discover the original spare tire, tool kit and air pump inside its case, along with the original window sticker from 1987! It was clear that no matter what year, model or trim, every Porsche is cared for meticulously. After the first detailing of the inside it looked brand new, and I was very proud of my purchase. I spent the next few weeks taking all of my friends and family for rides while explaining to them all the cool features and speed my Porsche had, most of which their 20 year younger cars didn't have. My Porsche and I just celebrated our 21st birthday together on the 14th of September, and there are many more to come. I will never sell this car no matter what, it has been a dream of mine to own an '87 951 and finally my patience has rewarded me with my long overdue prize.

After purchasing my Porsche and driving it through the hills and winding roads of Schuylkill County's scenic routes, I realized I had vastly underestimated the sheer performance, handling and amazing engineering of these gorgeous cars. On my way home from the notary office, owning the car for just ten minutes, I took a slight detour. I enjoyed the freedom of the back roads and my Porsche seemed to enjoy it also, effortlessly slicing through corners, sticking to the road no matter how hard I pushed her. I was lost in my own zone, just driving, taking notice of how my new car easily pushed over hills and through the turns. The brakes then harmonically reminded me the car hadn't been driven in a while as I slowed to a stop. Let's just say I turned a ten minute trip home into an amazing one hour adventure down Lake Road and Tumbling Run Road, two long and windy roads great for testing new Porsche upgrades.

On the second day of owning my car, I immediately dove into the performance upgrades and doing the odds and ends to keep my

Porsche clean and fast. Within the first two weeks of owning my Porsche I had replaced all of the vacuum lines with durable, high heat silicone ones, upgraded fuel system, and full Bosch and MSD ignition from battery to spark plugs. Fuel pressure gauge, removal of factory cat and a boost enhancer were my latest additions. My future plans for the car are as follows: Four inch catless exhaust, larger turbo, fuel control system, mass air flow, performance chips, racing head and cam, dual port waste gate, bigger intercooler and hard pipes, and a full engine rebuild. My expectations are a 400+rwhp 944 Turbo; I plan to accomplish this sometime in '09 with my Mechanic in crime, Josh Fletcher.

After attending the PCA-RTR monthly meeting at Porsche of the Main Line in Newtown Square, I realized it wasn't just the cars I was in love with, it was the community. The RTR members there were very friendly and were easy to communicate with. Current RTR member Jo Bottor introduced me to the PCA and from then on it was only forward for my Porsche and me, quickly. That night was one of the best times I've had this year, from the food, wine and the unbelievable test drive of an '09 Carrera S. I enjoyed driving the brand new speed machine with just 23 miles on the odometer when I got behind the wheel. From red lining through the gears with the sport driving mode, experiencing the responsive handling through intense cornering, at *legal* speeds, I knew I had to make my own Porsche that fast. I had the pleasure of meeting Maureen Sangiorgio, who invited me to write this piece about my new-found love for Porsche and one of my first RTR experiences.

Some of the things I definitely plan on getting involved in are the Autocross events and the Rally's. One thing I love to do more than working on and talking about my Porsche is driving it, and hopefully racing it. Looking through the Club events for this year there seems to be no shortage of fun. I look forward to getting new people involved in the Club and experiencing what I have already been so lucky to. I am also looking forward to trading knowledge and talking to the other 944 Turbo owners in the Club about our wonderful cars. I know Porsche and the RTR Region are going to be a passion that will stay with me forever.

Porsche Presents First Photos of Four-Door Panamera Gran Turismo

Stuttgart. Roughly nine months before the actual market launch, Dr. Ing. h.c. F. Porsche AG, Stuttgart, has released the first official photos of the Panamera in its final look. In its design, profile and silhouette, Porsche's unique four-seater stands out clearly as a new member of the Porsche family. Conceived and designed as a four-door grand touring sports car, the Panamera combines numerous talents in typical Porsche style: sporting driving dynamics, a generous and variable interior, and the supreme driving comfort of a Gran Turismo. Joining the 911, Boxster and Cayman sports cars as well as the sporty SUV Cayenne, the Panamera is Porsche's fourth model series.

The designers of the Panamera have succeeded in positioning this unique car as a brand-new and truly different model while nevertheless retaining the looks of a typical Porsche. Through its proportions alone, the Panamera stands out clearly in its market segment: measuring 1931 millimetres or 76.0 inches in width, the Panamera is wider, and measuring 1418 millimetres or 55.8 inches in height, lower than comparable four-door models. The unmistakable, sleek GT silhouette is created by the car's overall length of 4970 millimetres or 195.7 inches and short, sporting overhangs front and rear. In its styling and details, the Panamera follows the design philosophy refined over decades on the 911 and successfully implemented also on the Boxster, Cayman and Cayenne.

Through its design language alone, the Panamera will establish a new segment versus the competition. The symbiosis of sports car DNA derived from the looks of a coupé, the unique interpretation of the classical saloon body and the benefits of a variable space concept give the new Porsche its truly unmistakable appearance. As an example, the Panamera comes with highly individual, strongly contoured air intakes instead of a conventional radiator grille. Striking wheel arches and the long and sleek engine compartment lid create that typical 911 "landscape" at the front end of the car the Porsche customer has appreciated for no less than 45 years, with the distinctly contoured wings as flanks bordering on the flat front lid. The V-shaped seams along the engine compartment lid and the rear window tapering out like an arrow to the rear convey the features characteristic of a sports car to the new, highly individual Panamera class. The striking, muscular shoulders over the rear wheels, the dynamic sweep of the coupé-like roofline, and the visible tailpipes again bear out all the DNA so typical of a thoroughbred Porsche.



The elegant roof arch extends stylishly over the generous interior, simply begging the beholder to get inside. Like all Porsche models, the Panamera is oriented in every respect to the needs and wishes of the driver. But now, thanks to the new concept of space and the sporting architecture of the interior, the car's occupants are also able to experience this special "pilot feeling" on all four seats. All four occupants enjoy supreme ergonomic comfort on both the front seats and the two firmly contoured single seats at the rear. The luggage compartment easily takes up all the passengers' luggage. The variable space concept with its folding rear seat backrests enables the driver and passengers to adjust the luggage space individually to their personal requirements. And last but not least, the coupé tailgate in the sporting rear end combines superior suitability for daily use with stylish elegance.

Porsche has developed superior and up-to-date power units for the Panamera again reflecting all the qualities typical of the brand – the V-engines within the engine compartment come with six and eight cylinders and range in power from 300 to 500 bhp. Some of the engines use turbocharger technology, Direct Fuel Injection making them both fuel-efficient and powerful all in one. The flow of power to the wheels goes either through a manual six-speed gearbox or the new seven-speed Double-Clutch Gearbox, the so called Porsche-Doppelkupplung (PDK).

In addition to sporting rear-wheel drive, the top version of the Panamera comes with even more sophisticated all-wheel drive, which is also available for the other versions as an option. As a further highlight, Porsche is preparing a particularly fuel-efficient version of the Panamera with hybrid drive. Further details on the engines, transmissions, performance, prices and equipment will be disclosed next spring.

The Porsche Panamera will be built at Porsche's Leipzig Plant, where a production hall measuring some 22,000 square metres or almost 237,000 square feet and a logistics centre are currently under construction. While the engines featured in the Panamera are built at Porsche's Main Plant in Zuffenhausen, the painted bodysells will be supplied by the Volkswagen Plant in Hanover. The Leipzig Plant will then assemble the Panamera for final delivery, with an annual sales target of some 20,000 units. Porsche is once again cooperating largely with German suppliers in the production of the Panamera, with some 70 per cent of the car's overall value being created domestically. Hence, the Panamera is most definitely a car "Made in Germany".



Rumble at the Oak Tree II Club Race Volunteers Needed

By Jim Becker, Zone 2 Rep

We are seeking Zone 2 Region members to participate in producing Rumble at the Oak Tree II Club Race at VIR this coming June. We have confirmed dates (June 26-28) and are assembling a team of leaders (we will solicit volunteer workers in a few months).

Currently there are four critical team leader positions open who will play an important role in the race. The open positions are: Registrar, Timing/Scoring, Worker Coordination and Sponsorship chairs. The chair positions require members with experience and exceptional reliability. The chairs are required to attend all three days of the event and a few provide even more time onsite. The chair positions are provided rooms for the duration of the event. Other expenses for travel and some meals are/will be considered depending on the success of the event. (Simply stated as: Enough participants to generate the revenue to cover those expenses.)

Those interested should immediately contact the Race Chair Tom Bobbitt at: 757-259-7823 or jthomasb@cox.net. Thanks in advance for your support on behalf of all the regions of Zone 2. Jim Becker, Porsche Club of America, Zone 2 Representative, 3438 Wild Cherry Lane, East Stroudsburg, PA 18301. Email: zone2rep@ptd.net. 570-629-5568 Evenings till 10 pm; 570-421-0648 Days (Urgent Only); 570-424-7361 Fax. For more information, check www.zone2.pca.org and upcoming Der Gassers for more details as they become available.

Make Your Voice Heard! Complete the Member Survey (Maybe Win \$100.00)

Riesentöter is planning for the new year, and it's important to the Executive Board that you have a say in what your club does. Important enough that one Riesentöter member who completes the survey and supplies the (optional) contact information will win \$100.00 in cash in a random drawing. The Board wants to know what you think of your club's activities in 2008, and what we can do to improve the club in 2009.

We estimate that it will take only about **10 minutes** for you to complete the survey. *If you choose to provide your contact information you will have a chance in a random drawing to win \$100.00 in cash.*

The survey is located at the web-site listed below. Try the shorter form first, but if that does not work for you the full form is there, too. You only need one of them to work.

<http://tinyurl.com/6j4wty>

http://www.surveymonkey.com/s.aspx?sm=mC4xVAPJZm17ArC41yZG1Q_3d_3d

Your answers to these questions are extremely important. Unless you choose to enter the random drawing for \$100.00 in cash, your answers will be anonymous and confidential.

Your club operates entirely with volunteers, many of whom dedicate hundreds of hours to make the social, driver education, autocross and other activities widely available and fun. Each member of the Board and each volunteer has an excellent idea of what he or she thinks the club should do in 2009. This is your chance to confirm or correct those views with *your* perspective.

If you have any questions, please e-mail our membership chair at membership@rtr-pca.org.

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RTR Membership

By Marty Kocse, Membership Chairperson

2009 is finally upon us and who knows what it will bring? With a less than optimistic economic outlook, I look to my Porsche and PCA as a great way to get my mind on something other than the U.S. economy. The upcoming year will include exciting new challenges to keep everyone participating in the many activities our PCA region has to offer. Don't let the economic outlook slow you down – in a Porsche, I don't know if that's really possible anyway...

At the beginning of each year, I always like to take this time to say "HELLO". As the Riesentoter (ree-zen-toe-ter) Region (RTR) Membership Chairperson, I look forward to seeing as many new faces as possible at our events. Please take the time to look me up. I am happy to answer any membership questions you may have. As you may know, for 2009 we have a new President, Graham Knight, and Vice President, Joe Asher. Graham did a great job as VP last year and Joe finished up 2008 with a couple of Tours that were enjoyed by many. I know they both have great things planned for 2009. Let's help them make it another good year.

If you're new to the club, please take a little time out of your schedule to attend an event and maybe even get involved. You'll find that we have a great bunch of people that enjoy spending time talking about our cars and the history behind them. Even though we may all enjoy our cars in different ways (car show, road rally, auto-x, driver's ed., etc.), we all share the passion the Porsche marquee brings. As a Porsche club, we pride ourselves on offering something for everyone and we welcome all to come out and participate. Please check the calendar of scheduled events via the RTR website at www.rtr-pca.org for specific dates and times.

This year, my biggest challenge will be to attempt to grow the RTR membership and try to increase the number of active members. So I'm going to ask that everyone who has a friend that is a non-member to try to get them to join us; have them stop by an event to see what our club is all about. They may find that we have a car club activity they always wanted to try but didn't know how to go about doing it. When I first joined the club, I had no idea what the club was all about and found it to be just what I was looking for but never knew it.

If you happen to make it to an event, again please take the time to look me up and introduce yourself. I will be more than happy to make you feel welcome and answer any questions you may have. In addition, I would like to continue the informal breakfast gatherings at various locations throughout our region. Please check the RTR Calendar at www.rtr-pca.org for the upcoming "Not Just for New Member Breakfast" meetings. The next one should be the last Sunday in March (29th). I look forward to seeing you and your Porsche's.

Again, if you have any questions about the club, feel free to contact me at Membership@rtr-pca.org or even give me a call at home anytime 610-865-0550.

New Porsche Museum to be opened on 31 January 2009

Stuttgart. In the new Porsche Museum the final preparations are made for the opening on Saturday 31 January 2009. At last, now that the scaffolding has been removed, it is possible to see to the full extent the bold architecture of the building at the head office premises of Dr. Ing. h.c. F. Porsche AG in Zuffenhausen: The 5,600 square metres of exhibition space are supported on just three so-called cores of reinforced concrete – hence just seeming to hover in space. Inside the building the majority of approximately 80 exhibits are already in place.

In the other areas of the new building – amongst them the museum workshops, the museum shop, the Porsche archive, an exclusive restaurant, a bistro and the capacious event areas – a team of experts are busy putting the finishing touches. Three days after the ceremonial opening, which takes place on Wednesday the 28 January 2009, the doors of the new Porsche Museum will be flung open to welcome the first visitors. On a daily basis, apart from Mondays, the exhibition can be viewed for an admission price of eight Euros (reduced price: four Euros). Children up to the age of 14 get free admission when accompanied by an adult.

The restaurant on the second floor – which has both a view through the glass facade onto the Porscheplatz as well as through the glass partition into the exhibition itself – has its own separate entrance and is also open at hours different from those of the museum itself.

With the new museum and its range of catering facilities additional capacity for conferences, company and private events in exceptional surroundings will come into being. We have already received hosts of inquiries.

Interested parties can get more detailed information from the internet on www.porsche.com/museum.



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Calendar of Upcoming Events

DRIVERS EDUCATION SCHEDULE

2009

Event Name	Date
Shenandoah	April 25-26
Pocono North-Advanced Instructor Training	May 15
Pocono North	May 16-17
NJMP Lightning	June 13
NJMP Lightning	June 26, 27 & 28
NJMP Thunderbolt	July 15
Watkins Glen	July 31, August 1-2
Summit (Thursday, Friday)	August 20-21
Pocono North	Sept 19-20
NJMP Thunderbolt (MAW)	Oct16, 17 & 18

Please note: check upcoming Der Gassers and the web for more details.
Online registration begins at 12:01 AM.

RTR MONTHLY MEETING SCHEDULE

Meetings start with a social hour at 7pm unless otherwise stated.

February 25 - Holbert's Porsche featuring as guest speaker a PCNA rep reviewing their new PDK shifter. Holberts will provide PDK equipped cars for test drives. Contact Al DeChiaro, Porsche Specialist: ald@holberts.com.

March 25 - Vendors Night at Dougherty Automotive Services, 720 East Nields Street, West Chester, PA. Contact 610-692-6039.

April 29 - Penske Racing Shocks, 150 Franklin Street, Reading, PA, 610-692-6039. Penske Racing will be providing a guest speaker. info@penskeshocks.com.

May 27 - Knopf Automotive, 3401 Lehigh Street, Allentown. Contact RTR member and Assistant Porsche Manager Jim Sangiorgio @ 610-967-0787. jsangiorgio@knopfauto.com.

Upcoming Social Events

January

Riesentoter Awards Banquet to be held on Saturday, January 17 from 7pm to 11pm at the Sheraton Philadelphia City Center Hotel. For more info, check out the full-page ad in this issue or contact Robin Zelinskie @ 215-256-9357. RSVP no later than January 12, 2009.

Join us for our first annual Drive and Ski on Saturday, January 31. We will be driving to Sno Mountain in Scranton, PA for a fun-filled day on the slopes. Sno Mountain has 30 trails, a 1,020 foot vertical drop, and the only 22ft half-pipe on the East Coast. The mountain has reserved an area in the bar/restaurant for us to meet. Lift tickets/lessons will be discounted and kids are welcome. We will be leaving from the Cracker Barrel Restaurant in Plymouth Meeting at 6:00 am . . . yes, 6:00 am. Our Allentown members can meet us at the Allentown Turnpike exit at 6:45 am. Josh Dodd has volunteered to be the contact for Allentown area members at the Allentown Turnpike entrance. Contact Joe at asher681@hotmail.com. For more info, call 1-800-GOT-SNOW or www.snomtn.com.



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JLowe Racing's 2008 Porsche GT3 Grand Am spec Cup car is now available for immediate sale. The car was run in four Grand Am Rolex series events in 2008, and finished 4th at the Rolex 24 Hours of Daytona, driven by Johannes van Overbeek, Tim Sugden, Jim Pace, RJ Valentine, and Jim Lowe. The car comes with an attractive spares and wheel package, and now has less than 20 hours on the current engine rebuild. The car has been prepped by both Farnbacher-Loles and TRG, and is ready to hit the track now. Be the first on your block to win at Daytona, or just run out front during club races and SCCA events. \$200K fully prepped and nicely equipped. Contact Jim Lowe at 609-432-4606 or email at jim@jlowe-racing.com.



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Porsche Wheels

1995 Porsche 911 C2 stock alloy wheels for sale mounted with Ventus (Hankook) K102 tires. Front wheels, 16" x 7" (55mm offset) with 205 55 ZR 16 91W having 8/32 tread. Contact Ray (Reading, PA area) at 610-585-4433 or ray.zale@penske.com.

Rear wheels, 16" x 9" (70 mm offset) with 245 45 ZR 16 94W having 5/32 tread. Wheels in very good shape with no curb rash but does have a few minor marks. No Porsche center caps but do have a set of Kinesis' that are included. \$900 for the entire package. Contact Ray (Reading, PA area) at 610-585-4433 or ray.zale@penske.com.

Porsche Accessories

"PORSCHE IS A TWO SYLLABLE WORD" T-SHIRT – The perfect gift for the Porsche enthusiast! Let everyone know the correct way to say "Porsche." These are NEW high-quality Gildan activewear "Ultra Cotton" T-shirts, Size XL, White with BOLD black printing. Shirt is made of heavyweight 100% preshrunk cotton for years of enjoyment. Only \$15 each (Local pick-up) or \$20 (W/Shipping). Payment by PAYPAL or CASH only. David 610-964-7996. Wayne, PA.

996 GT3 STOCK SPORT SEATS – Excellent condition; power/black; never used. \$2,000/pair. Contact Marti @ 908-385-7948 or papayak@aol.com.

Set of black front fenders from a 91 – 911. These were removed for a conversion in the late 90's. Minor dings from storage. \$230 each or \$400 for both. Also have a set of sport seats from the 70's. Black vinyl with striped cloth inserts. Minor vinyl flaws. \$250 –no rails. No shipping. Frank @ cyntag@comcast.net or 610-666-6463.

Garage Space

Heated automobile storage available. Five miles from the Quakertown interchange of the PA Turnpike, also close to Route 100 in Hereford. Special Riesentoter only rate of \$50/mo on a month-to-month basis or only \$420 (\$35/mo) if prepaying a year in advance. I have indoor space for about 6 cars and outdoor storage space for one or two trailers. Riesentoter referrals will also receive preferred rate. Call for more information 215-205-2526 or e-mail chris.barone@gmail.com.

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 e-mail. 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 Riesentoter Region for the sale of Porsche cars, parts, or accessories; "Commercial Classifieds" are available at a cost of \$20 per issue, limit 25 words. Email submissions to Maureen Sangiorgio at Got2BFit@aol.com with Der Gasser on the subject line.

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A True "Porsche Road"

By Richard A. Bach



"Porsche Roads" is always a fun and interesting subject and driving them is even better. Having experienced Mulholland Drive and the Grapevine in California, and the Blue Ridge Parkway and a couple others, new ones are always welcome. I do keep Route 6 across Northern Pennsylvania as my personal permanent stress reliever.

Recently I was in Northern California on business for two weeks and hotel boredom took me and my rental Ford Taurus exploring. Redwood City probably has many interesting and historical things to see (the Ford dealer has 2 GTs, both blue, one for sale, in the showroom) but nirvana is Route 84. I had planned to keep this a secret, but since I am not sure when I will get back I will share my find with you.

Leave Redwood City heading west and the first 6 or 8 miles are California sprawl. Then the pretty little town of Woodside arrives. Start the next part of your trip at the Woodside Bakery and Café—a word of warning... the bakery must be passed through to get to the dining area! I did not make it to the dining room the first trip but later stops for real food were very well rewarded with good food, great service, full wine list. Before you pull out of the lot to head west visit the 16' salmon carved from one redwood tree—this is an educational trip as well as solid pleasure.

Tighten your seat belt. In the next 5 miles there are some great views—let your passenger look—you will be intent on the road as you wind up the mountain. The eastern side of the mountain is horse country, McMansions, and modern stuff. When you arrive at the stop sign at Route 35 on top of the mountain you can exhale when you discover that you have been either

holding your breath or hyperventilating.

Directly across the road is Alice's Restaurant, another worthwhile stop. Good food again, nightly entertainment, and great pictures of Alice's motorcycle weekends—looks like refugees from Sturgis.

Now you are going to go west and down the mountain. Same road, more great scenery, more thrills per mile than you thought you could use. Heading west is into an entirely different scene with former Haight Ashbury residents, holistic healing spa, irrigation on suspicious looking plants, an attempt at a Spanish castle, travel trailer graveyard, stock farm with rodeo days, but most of all super Porsche Road.

Nearing the bottom of the mountain you will visit the very small town of LaHonda. If you arrive on the right day of the weekend the volunteer fire company will be having a pancake breakfast with real cowboy sized pancakes. Across the road from the fire hall is Apple Jack's, the local watering hole



and the locals do congregate there. If you for some reason have on a suit with tie please remove the tie before entering the bar area; casual is the key word here!

Keep going—you are not yet done. The road is less steep but still challenging. And maybe the best is saved for last. At the end of the fun part as 84 levels and straightens is San Gregorio. An abandoned stage coach building is a photo opportunity but the big yellow building is a trip back to the Old West. The post office is on the left, the general store occupies most of the building and it IS a general store and saloon. Need a baseball cap? Boots? Hunting coat? Silverware? Books? Post cards? Food? And by now you are thirsty, right?? A real Old West bar complete with back mirror and full complement of libations (for your passenger as you are going to go back up the mountain) is available and the locals gathered on the front benches will be happy to delight you with yarns, probably untrue but fun.



Want more? In front of the store is Bear Gulch road—it is only 1 mile long but it is fun —watch for cattle loose on the road.

You have just run about 13 miles of pure Porsche Pleasure. Do it again (and again).

But most of all, do it now. The McMansions are beginning to creep down the western slope and pretty soon enforced speed limits and soccer SUVs and Mercedes sedans will take over.

Route 84, Woodside to San Gregorio...PORSCHE ROAD.



MAKE-A-WISH Sponsor Correction

The following business was accidentally omitted from the list of generous supporters in the last Der Gasser:

A.W.E. Tuning, 215-658-1670, Orderline 888-565-2257, www.awe-tuning.com.
A.W.E. Tuning donated a cool new V.I.O. POV in-car camera kit for the MAW Silent Auction.
Bill apologizes for any inconvenience.

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– Tim Cahill

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No More Gimmicks...a true competitive test of
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Spring Rally May 23rd 2009

Great prizes for podium finishers!

Michael Thomas

Rally Master

Do you want to compete within Riesentöter? I know the answer is yes, but wouldn't you like to do it without fussing with your brake pads or tire pressures? Do you just want to hop into your Porsche as is...without worrying about a tech inspection or wearing a helmet...but still truly compete? Then you will absolutely love rallying with Riesentöter.

The new rally program is specifically designed to test a driver's ability to carve apexes repeatedly and be consistent and deliberate with his or her driving. A skillful navigator requires an absolute mastery of the map, an amazing attention to detail and the willingness to take chances. Only a team possessing both these skills will trim the necessary tenths-of-a-mile off of their final distance traveled to trump their competition. Beautiful, rarely traveled scenic roads. A chance to actually seriously compete in the car you love but don't want to thrash or modify.



Spring Rally May 23rd 2009

Montgomery County

1st place: \$100

2nd place: \$50

3rd place: \$25

Where: Wawa parking lot. NW corner of
Germantown Pike and Whitehall Road

When: 9 am registration...driver and
navigator meeting...first car off
thereafter.

Pre-registration:

mikethomas828@hotmail.com and/or
motorsportsreg.com

Entry Fee: \$10

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Is A High Performance Driving School In Your Future?

By George Busch II

So you're thinking track season is over, winter is here, and you won't be doing any more on-track Driver Ed's until April or May, right? Well, not necessarily. The thought of attending a driving school during the winter months has no doubt entered the mind of every DE driver. And, what better way to dust off those winter cobwebs and perfect your driving skills in preparation for the 2009 driving season than enrolling in a Professional Driving School. It is a thrill and learning experience all wrapped up into one exciting package!

Looking back when I did my driving schools, I didn't really know which school to choose. Most schools advertise in the back of automobile magazines and here their advertisements describe where they're located, the types of cars they use and the different driving programs available. There are many schools from coast to coast catering to a wide variety of driving styles, i.e. defensive, student, high performance, racing, etc. Some of the better-known schools are Skip Barber, Bob Bondurant, Bertil Roos, Spring Mountain, and many more.



How Do You Choose The School That's Right For You?

First, zero in on your personal goals and what you want to achieve from the school. Are you a beginning novice student needing work on the basics? Or, an advanced driver looking to further develop your skills? They all have a program that's just right for you. Calling each school with a detailed list of your questions is the first step. My choices were Bob Bondurant's School of High Performance Driving in Phoenix and Bertil Roos Road Racing School, at Moroso Motorsports Park in Florida.

Choosing A Driving Program:

Let's say you want to do a high performance driving and road racing school to brush up on your basics and to step up your skills a notch. Schools can range from 1 or 2-days, or up to 5-days. My choice with the Bondurant School was the 4-day Road Racing School, and

with Bertil Roos I chose the 5-day program with Formula 2000 cars.

The Bondurant School has a first class facility, great track & pro instruction. The first 3-days are classroom and on track training in brand new Corvettes and skid pad in specially prepared Cadillac CTS skid cars. The fourth and final day was in Formula cars. It is a large facility and part of the Firebird Raceway in Phoenix, Arizona.

The Bertil Roos School, was a 5-Day Road Racing School. A combination of the 3-day Road Racing program and 2-day Advanced School. All 5-days were in Formula 2000 cars, which are incredibly agile machines, very light and responsive and a blast to drive. I had more fun learning in these cars than in any other type of car I've driven. Things happen quickly in Formula cars and over the several days of driving them you become accustomed to that. That's the trick. . . learning car control in Formula cars!

What Will I Learn?

Both the Bondurant and Bertil Roos schools are first class in terms of facility, equipment, instruction and both had a 3:1 student to instructor ratio. Many schools offer a menu of different driving programs based on your previous experience, goals, etc.

Daily Exercises Included:

Skid Control (understeer & oversteer) in specially prepared Skid Cars, Acceleration and Braking techniques, Correct Heel and Toe Downshifting, Lead & Follow, Trail Braking, Throttle Steer, Proper Line Technique (entry, apex, exit), looking ahead, being smooth, and more. The schools provide students with suits and helmets.

What's The Best Choice For You?

Consider the location of the school, because travel options may be a consideration. Ask for any specials the schools may offer because of off-prime dates or holidays. Last minute bookings (within 1-week) typically save you 15-20%. If you can wait until spring or early summer, Bertil Roos offers schools at most all of the local tracks including Pocono, NJMP, VIR, etc., eliminating the need for long distance travel.

A professional driving school will certainly improve your driving skills and track awareness. Take advantage of what you've learned at a school and apply it to your next Driver Ed. You'll be amazed at how much you've learned and how much more fulfilling driving at the track can be.

AUTOBAHN ADVENTURES

The Ultimate European Driving Experience

Story and photos by Garey Cooper (PCA – Orange Coast Region)

It all began with...It all started at the Porsche Club of America, Orange Coast Region's Christmas Party in December 2006. There was a silent auction (no mimes were harmed) and one of the items was the Autobahn Adventures tour of Germany for 2007....hmmm, what driver didn't ever dream of driving the Autobahn in a Porsche? Hey, I thought; let's take a chance. How far would you go to drive a car on a highway? Of course it's a nice highway but it's a highway nonetheless. All right, it is the AUTOBAHN, famed in story and legend and it is true, there are times and areas where there is NO SPEED LIMIT.

Somewhere across the sea...Fast forward to September 2007 and we are on a jet to Germany, which would be Stuttgart (or Lourdes to the faithful), home of the flat six and the driving passion that is Porsche. In Stuttgart you not only have Porsche but Mercedes Benz, talk about a town with pedigree. With some American pride I might call it the "Detroit of Europe", but for the fact that in the tides of business it seems that Detroit is in thrall to Stuttgart.



Our first stop was at the Kempinski Hotel Neu-Isenburg in Frankfurt. Here we were greeted by Mark and Tina Trewartha of Autobahn Adventures, who would be our hosts for the trip. And in the most exciting preamble, out in the parking lot there was a shiny row of Porsches. Imagine a kid of 12 walking into a candy shop and being told, "take one, any one" and, well, you get the idea. Escorted by Mark and Tina we each had to choose our new 911 for the next 10 days. Just like Henry Ford said, "take any color you want so long as it's black." In fact, they were all black. We selected a Carrera 4S that was, you guessed it, black!

Our Porsche was outfitted with all the options you could want including a navigation system. Programmed in English it became our "Passport tout" to every nook and cranny of Germany, and Switzerland that we visited. And boy did we visit some amazing places.

Ventura Highway...The Autobahn system is unique. It was the inspiration for the US Interstate system and was a national highway system that in early conception was meant to mobilize troops to one frontier or another. Only the Romans were better road builders; they got it and so did the Germans in the first half of the twentieth century. While gasoline is expensive there, the taxes go for the infrastructure and sad to say almost any German road is better than its USA counterpart. Smoother, better marked, and better engineered. Their allure to the USA-based driver is the open areas that have virtually no speed limits. And I mean NO SPEED LIMITS. We'll give you a moment to let this sink in, yup; put the pedal to the metal and go till she won't go no more. There is a distinctive sign that signals it's time to let the petroleum byproducts loose and fly and that's what people do. You'll see station wagons at 250+ KPH with kids in the back coloring. At the same time you might think you're flying when suddenly in your rear view mirror a Renault wants by you! My advice is to move right on over and let them by. They know the roads and you don't; don't let your "macho" get too loose here. At high speeds, really high speeds, things are different. Be aware and take care is my best advice; increment up to the speeds and be respectful of local knowledge. A fender bender at 250 KPH has a whole new meaning. By the way I was just kidding about the Renault, none of them passed me!

Nurburgring, Green Hell...The Dorint Novotel Am Nurburgring (did I forget to mention that ALL our hotels were five star?) was our next stop. And nearer to "car guy" heaven you can't get. The hotel rooms open right upon the "new ring" and I awoke to the sounds of cars squealing their tires right under our balcony. Just in the distance one could see the fabled North Ring; built in the 20's and the playground of Nuvolari, Rosemyer, Schumacher, Stewart, Clark, etc., etc. The best part of the whole trip was the chance to put a toe into these very same waters! AUTOBAHN ADVENTURES had set us up for one afternoon at the Nurburgring, not in our rental cars (they do have insurance rules in Germany) but in modified BMW's rented from a local race-car-hire company. I had opted to select the BMW 1.8 liter race-prepared car for the day. There were other bigger cars available, but this one had the five-point harness, was stripped and road race prepared. She was all momentum, maybe 180 horses tops, but what a flying shingle. We got her just over 150 KPH on the straight pulling all the way before shutting down, but a more responsive car you wouldn't find.



Now some words about driving on the Nurburgring on track days...everyone runs! That is EVERYONE. You will see minivans filled with families (I did), a little delivery truck with about a 25 horsepower motor and 1" wide tires (I did), and a full blown modified GT-3 driven to the absolute limit (I did), and all on the same lap! Everyone that shows up with a driver's license and the track fee can go out, which is pretty much what everyone does. There are motorcycles roaring around the place with the leather clad riders leaned over so far you wonder how they stay on; sometimes they don't. Now I expect what you would like to hear is that everybody gets along and respects each other and accidents are rare, but that in fact would be untrue. Sadly accidents are NOT RARE and most days the track is shut down and running cars are stopped as some unfortunate is helicoptered out to the hospital. Hospital sounds so right in German: *Krankenhaus*.



The Nurburgring is also long, very difficult to remember and is filled with blind turns. If you imagine a mountain road twisting and turning with dips and depressions, you will have the correct picture. Probably the most photographed turn is the "Carousel". This is an almost, but not quite, 360° banked bowl that really fast cars dip down into, and after traveling around the bowl are flung out with increased momentum like the marble in a roulette wheel. Incredibly all of the turns have names (whoever had the time to go through there and name all of these I don't know). Some of them are self descriptive like: *flug platz*....others obscure and known only by the locals. But in my time on the track it certainly earned its reputation and nickname. You do have to drive with one eye in the rear view mirror as there are incredibly quick cars mixed in with the proletariat. I shared my driving with Steve, a fellow traveler and he and I agreed to act as spotters for one another, which worked out well.

After our day on the track, we retreated to the bar at the hotel. This bar had autographs filling every square inch and all of the patrons were encouraged to add their names to those who had gone before. So the walls are covered with signatures of the famous, near-famous, and infamous, as well as yours truly. After some excellent German beer we were all bragging about how fast we went and I began to make up names for corners and asking people how the others had driven them: "say, Keith how fast did you take *Schnigglefritz*? Keith Verlaque of San Diego is a fellow PCA member and a driver of note down that way and he gave me a blank stare and said: "where's that corner?" "Oh," I replied, "two kilometers past *Bunzenbreaken*." Keith didn't recall them so I just said, "I just go flat out and hope for the best!"

But Wait, There's More... You can't stay too long at the Nurburgring in my book, but some people like Mrs. Cooper disagree so we had to leave the next day and generally continued heading south. Each evening the Trewartha's had scheduled stops at beautiful hotels with great gourmet dinners. Days were mostly on our own exploring local roads, or in our case, golf courses. Mrs. Cooper usually travels with her suitcase which we in the family have named the "widow maker". Though she stands just an eyelash over five feet, her suitcase is a little taller than she is. As far as weight is concerned, let's just say I've seen experienced bellmen, and cab drivers turn and run upon first sighting our luggage. So my wife's first challenge was packing enough to wear with a golf bag. I am sure some physics laws were violated along the line but she did manage to accomplish her packing mission. And although my right arm is now longer than my left arm and I can tie my shoes without bending over, we managed to drag, haul, and cajole all of that gear into our Black Carrera from stop to stop. There were a couple of problems like when I bought a pack of gum and had to take it out of the wrapper to fit it into the car, but most of the time we were fine.



In Switzerland...Part of the wonderful itinerary planned by Mark and Tina was the Alpine region of Switzerland around Lake Lucerne. To say this area is beautiful is almost an injustice, it truly is beyond that. The lake itself is spectacular enough but the backdrop over the lakes of those high mountains comes right out of central casting for everything you think should be right about Switzerland. This was one of the occasions where we had a planned daytime outing. We were scheduled to go up the Alpine passes and cross over one to come back down into Lucerne. Armed with our navigation system, walkie-talkies, and maps, our brave little group took off and believe it or not got lost! How with all of that technology did we manage this one might ask? It seems that there had been some recent road construction in the area and some of the maps had not been updated. The result was near hilarity as one by one, the cars were separated and slowly drifted out of radio range, like an episode of *Lost* (without the commercials). I ended up with one other car, that of our tour leader himself: Mark, who I figured had at

least an inkling of where we were headed. So, he and I craftily got ourselves re-routed and finally, near the mountain top, met up with the rest of our party who had beaten us there by about half an hour! We carried on over the pass and the views were breathtaking. It is hard to describe looking out over the mountain flank with the road one long ribbon of asphalt winding down into the valley with towns and ultimately the city of Lucerne lying far below. Not a place for the faint of heart or those who get car sick easily.

While in Lucerne Mrs. Cooper and I had our other "navigation incident". We were looking for the Lucerne golf club and had duly programmed the address into our system. It got us right to the smallest road you ever saw and said: "take the road." So, take the road we did which went straight up the hill and grew ever narrower the further we got. Ultimately we began to lose confidence as I realized the only way back down was to....back down! When we finally saw people pushing golf carts past us giving quizzical looks as we drove up to a tee box, we understood that some mistakes had been made. I used the tee box to get the car pointed down the hill again, shouted "*fore!*" and we trundled back down the hill, past dazed looking golfers where we realized the entrance road was only about one-quarter-inch wider than the golf path and about two feet past it! In spite of it all we still were allowed to play there, although I don't believe they appreciated my California yodel on the elevated tees: "yodel-lay-he-a, golf ball on the way!"

And Now Back to Reality...Ultimately all good things must end and so our Autobahn Adventure ended as well. After a wonderful 10 days we pointed our Porsche back towards Frankfurt where we had to return the car; this hurt. Would I go again? You bet. In a heartbeat. If you are a Porsche/Car enthusiast you will definitely not be disappointed as my narrative here only touches upon all of the activities and sights we saw ! If you want to know more don't hesitate to contact Mark and Tina on 714.964.0280 or visit their website at www.autobahn-adventures.com.



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