

DER GASSEER



JULY, AUGUST 2009

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On the Cover



Startin' 'em young
Photo: Ken Souser III

Editor

Maureen Sangiorgio
484-358-4590
Got2BFit@aol.com

Photography Editor

Ken Souser
610-966-4301
photo.editor@rtr-pca.org

Contributing Writers

Pete Cheplick
Barry Edwards
Terry Lefco
Art Mason
Michael Thomas

Advertising

Allison Dollery
allison.dollery@gmail.com

Submissions

The deadline for submission of materials is the 10th of the month preceding bi-monthly publication. Please e-mail submissions to Got2BFit@aol.com with "Der Gasser" as the subject line.

DER GASSER

A monthly publication of the Riesentöter Region
Porsche Club of America

JULY/AUG 2009

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Der Gasser is the official publication of the Porsche Club of America, Riesentöter Region, and is published six times a year. Any statement appearing in Der Gasser is that of the author, and does not constitute an opinion of the Porsche Club of America, Riesentöter Region, its executive staff, or the editors. The editorial staff reserves the right to edit all materials submitted for publication. Classified ads are free to PCA members and are printed on a space-available basis.

From the Editor's Desk

When Jim and I recently participated in the Concours d'Elegance in Bethlehem, I had no idea I would end up working. We met fellow RTRr Art Mason who told us how he admired a root-beer brown 924 at Holbert's when he was eleven years old. Fast forward to years later, when he ended up buying a root-beer brown 924 in Kentucky. The owners told him that "it originally came from a Porsche dealer in the New Jersey/Philadelphia area." Was it the same car? Check out his article and find out. It's stories like that one that remind me how much pleasure I get out of attending the various RTR social events.

I also need to share with you that RTR President Graham Knight has asked me to limit the number of pages of *Der Gasser* to 28 in an effort to cut production costs. That might result in smaller size type, and shorter articles. I will do my best to continue to provide you with quality editorial within those confines.

See you 'round the garage,

Maureen Sangiorgio

Upcoming Social Events

JULY

RTR Family Picnic to be held Saturday, July 25 at Ridley Creek State Park. Free of charge. See page 6 for details.

SEPTEMBER

Sunday, September 13, 2009 - FOUR OPPORTUNITIES . PARK with other Porsche enthusiasts at Doylestown, PA's Mercer Museum (approx. \$6/pp charge which includes reduced admission into the Mercer Museum) **WATCH** the exhilarating 2009 Univest Grand Prix bike race through the charming Doylestown streets, **TALK** with the wonderful artisans presenting their work for sale at Doylestown's 2009 Art Festival, **TOUR** Henry Mercer's Museum of almost 30,000 items ranging from hand tools to horse-drawn vehicles, **ENJOY** lunch and/or dinner in one of the many fine Doylestown restaurants. Limit: 25 cars - To reserve a spot, email Donna Broderick at mdbroderick@verizon.net.

<http://doylestownalliance.org/doylestownartsfestival.htm>

http://www.univestgrandprix.com/univestgp/news/2008_univest_grand_prix_returns.pdf

<http://www.mercermuseum.org/>

<http://buckscountyalive.com/dining/ShowDining.cfm?webname=bcalive>

Chesapeake City, MD Crab Run to be held on Saturday September 19 (September 20th rain date). We will be meeting at the Crate & Barrel, King of Prussia, parking lot at 9:30 am and caravan down to Chesapeake City, MD for a day trip. We will have lunch at the Tap Room Crabhouse in Chesapeake City, which is very well-known for their crabs and seafood. After lunch, we can stroll around downtown Chesapeake City along Main Street and check out their charming Victorian houses, and shop in their boutiques. We can also walk down to the water and relax while talking Porsche and watching the boats sail by. Please join us for a lazy summer afternoon! For more information, contact Francine Knochenhauer at francinebodo@aol.com or 215-343-9464.

DECEMBER

Holiday Banquet to be held December 12, 2009 at the Crowne Plaza, King of Prussia from 7-11pm. www.cpvalleyforge.com or 610-265-7500. Contact Social Chair Robin Zelinskie: robingz@comcast.net or 215-256-9357.

NEW DER GASSER PRODUCTION SCHEDULE

In an effort to save the club \$\$, Der Gasser is changing from 10 issues per year down to six. We're also going to scale down our postage status to standard postage. Here is a handy guide to help you with the new submission deadline dates:

Sept./Oct. Issue – Deadline August 10

Nov./Dec. Issue – Deadline Oct. 10

— Maureen Sangiorgio, Ed.

Corrections/Clarifications

In the last issue, we incorrectly identified the photographer on page 32. The photo credit should read "Photo: Andrew Warren." We apologize for any inconvenience.

-- Ed.

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.



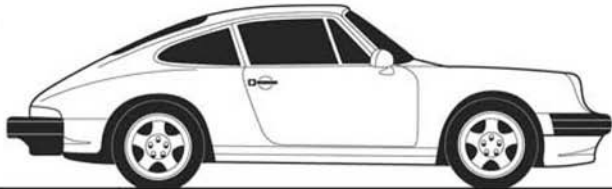
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Riesentöter Family Picnic



Ridley Creek State Park
Pavilion #8

Saturday, July 25th
Raindate- Sunday, July 26th

Noon to 5 PM



Want to go horseback riding or a take a pony ride?

Want to fish?

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

Want to bring a delectable dessert for our Dessert Contest?

YES ! YES ! YES! and YES !

Join your RTR friends and bring the family
(that includes the family pet!)

Lunch provided by Riesentöter

Bring your appetite along with a lawn chair or blanket, a
dessert for the Dessert Contest
and...

Let's have some fun !

Must pre-register by email- RobinGZ@comcast.net no later than July 20th to ensure there is enough food and beverages for all.

Horseback riding- contact hiddenvalleyhorsefarm.com or 610-892-7260 for riding trails and pony ride reservations

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

Calendar of Upcoming Events

RTR MONTHLY MEETING SCHEDULE

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

July 22 - Possum Hollow Motorsports, Phoenixville, PA

August 26 – NOTE NEW TIME/LOCATION: Lehigh Valley Grand Prix, 649 S. 10th Street, Allentown, PA. 610-432-7223. Meeting will start at 7:15pm, and the Social/Karting starts at 8:00 pm.

September 23 – NOTE NEW DATE/LOCATION: AWE Tuning, 2385 Maryland Road, Willow Grove, PA. 215-658-1875. Social at 7:00 pm, meeting at 8:00 pm. There will be no September 30 meeting.

October 25 – Our October Voting Meeting will be held in conjunction with the Oktoberfest Celebration at the Bear Creek Mountain Resort and Conference Center, 101 Doe Mountain Lane, Macungie, PA, 866-754-2822, bcmountainresort.com. The resort has pools, hot tubs, hiking, biking, fishing, boating, and golfing. Bear Creek also has a full-service spa and three restaurants. Group discounts on rooms available to RTR members. Contact Amber Thomas @ 610-682-7100 x 452 for info. Here is the day's itinerary: 10am: Continental breakfast; 11am: Meeting starts; 1pm – 4pm: attend Oktoberfest activities. PLEASE RSVP TO JOE ASHER at 215-669-6323 or asher681@hotmail.com.

DE TECH INSPECTION SCHEDULE

July 11 Meenan's Transmissions
(NJMP one day)

July 18 Dougherty Automotive
(The Glen)

Aug. 8 Tilson Motors (Summit Point)

Sept. 5 Knopf Automotive (Pocono)

Oct. 3 Holbert's (NJMP Thunderbolt)

Time of techs is 9:00 am to approx 1:00 pm. – Address of sites will be on the Forum and on the web site.

RIESENTOTER REGION 2009 DE SCHEDULE

EVENT NAME	EVENT DATE	OPENING DATE OF REGISTRATION FOR RTR MEMBERS	OPENING DATE OF REGISTRATION FOR NON RTR MEMBERS	CLOSING DATE OF REGISTRATION
NJMP Thunderbolt	July 15, 2009	March 15, 2009	June 15, 2009	July 1, 2009
Watkins Glen	July 31 - Aug 2, 2009	March 15, 2009	July 1, 2009	July 18, 2009
Summit Point	August 20-21, 2009	March 15, 2009	July 20, 2009	August 6, 2009
Pocono North	Sept. 19-20, 2009	March 15, 2009	August 18, 2009	Sept.r 5, 2009
NJMP Thunderbolt MAW	Oct 16-18, 2009	March 15, 2009	Sept.r 15, 2009	October 1, 2009

Advanced Days are White, Black and Red groups

Driving event registration is conducted online through the Pukka Software Company at www.motorsportreg.com. We will also be using this system to communicate electronically with you going forward, so we ask that you log on to and verify/update your vital information. Once online, you may amend your username and password if you wish to do so and register for events. It is critical that we have a current valid email address for you. Please remember to update your information in the future should there be any changes.

Event registration is not complete unless you pay. Payment may be accomplished on line via the Pukka Software system by VISA, MASTERCARD or ACH CHECK or you may mail your payment to the registrar after you complete the online registration.

WAIT LIST – Student applications are accepted on a first come, first serve basis, provided all eligibility requirements have been met. There are a limited number of Student spaces available for our events. This number may vary from one venue to another. Additionally - Students are divided by Run Groups based upon the experience level of the Student. If we receive event applications after a Run Group is full, a Wait List will be created. Wait listed applicants will be accepted on a first come first serve basis if a vacancy is created due to a cancellation. The event registrar will inform you of your status (confirmed or waitlist) before the event.

Please contact the registrar or Track Chair with any questions:

Kevin Douglas, Registrar
Email - rtrreg@rtr-pca.org

Myles Diamond, Track Chair
Email - track@rtr-pca.org

How Much Is That 924 In the Window?

By Art Mason

I grew up in West Chester, and in the late 70's, every week I looked forward to Sunday, as that was the day that my parents would pack us into our little Subaru wagon and we would go visit my sister and her husband in Doylestown. As an 11 year old I enjoyed this trip about as much as my Brother-in-law enjoyed seeing his wife's parents, but these trips did have a profound influence on my life plan. A trip to Doylestown meant 3 things: Catching a glimpse of the sinister Messerschmitt 262 parked along Rt 611 at Willow Grove, walking down the street from my sister's house to Herb's Hobbies and buying plastic airplane kits that would have to do until I flew the real ones someday, and staring out the window of the back seat of the Subaru as the route from West Chester to Doylestown took us by Algar Ferrari/Maserati/Alfa AND Holbert's Porsche+Audi! Being cramped in the back of the Subaru while listening to Orleans and Pablo Cruise singing about lost loves or Gloria Gaynor convincing herself that she would survive was a small price to pay for getting to experience these wonders along the way.

It was the same routine every week. I would make my dad stop the car as I pressed my head against the window at Algar and stared at 308's and Merak's, and later we would have to pull off of Rt 611 to see the Porsches at Holbert's. I have many visions burned into my memory from Holbert's lot in 1979, from the final 930's sent to the USA to 911SC's to 928's and 924's. For some reason the 924 seemed especially sleek and sexy to me; the mediocre reviews of it in **Road and Track** didn't matter to this 11 year old kid. In the midst of this, I remember a brown 924 in the row that somehow stuck in my head. This shade seemed so much more unique than the many reds, blacks, and silvers on the lot.

A quarter century later I checked Rennlist and found that a couple down in Kentucky was selling their 924. So I made the trek down there to look at Phil and Cheryl Doty's beautiful 1979 924 that they had finally decided to sell. Phil told me the story of being in New Jersey and fresh out of the FBI academy in 1979 when Cheryl had agreed to the purchase of a new 924 on the condition that she got to pick the color. Well, Mocha Schwartz (Brown) was what she wanted and he mentioned that the dealer that they were working with in New Jersey had to do a trade with another dealer in order to get this relatively rare color. I bought their 924 and at times wondered what became of the Brown one on the lot at Holbert's 25 years earlier.

About a year later I had the car at Holbert's for some minor service, and I asked the late Mr. Holbert if he would allow me to take a picture of him with it. He agreed, and as we walked out to the car, he casually mentioned that he remembered having one of these Mocha/Brown 924's on the lot and after it sat for awhile, trading it away to another dealer! Now the wheels started turning in my head! Was the brown one that made such an impression on me two and a half decades ago the same one that I found on Rennlist down in



Kentucky? It's highly likely, as there were so few 924s of that color available on the East Coast, NJ/PA area at that time. From time to time I pick up the phone to find out, but then I put it back down again. I could probably find out easily enough, but do I really want to know? A little mystery in life is so much more appealing to me than reality sometimes.

I have owned a few different Porsches in the last couple decades, and this one is far and away my favorite. It doesn't matter to me that kids on bicycles out-accelerate me from stoplights (Well – maybe a little!) It is a 4-time PCA Parade Concours winner and has been featured in both **Excellence** and **Panorama** magazines. I still show it myself, and I love hearing some of the comments at concours events: "Wow, someone bothered to save one of these" and "So these still run 30 years later?" The latter comment came ironically from the owner of a mid 70's 2.7 litre 911 that is now providing a haven for rodents and beer cans in his backyard – a common fate of 2.7's I've found. I do also have a red F-car from the other dealer mentioned above worth quite a bit more than my little 924, but if the house is on fire, guess which one I'll risk flesh and limb to get out of the garage?



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Rare Porsche DP935 a Highlight at the 2009 Concours d'Elegance

Text and Photos by Pete Cheplick

On May 31, RTR participated in the 2009 Concours d'Elegance of the Eastern United States in Bethlehem, PA, as part of the show's Car Club section. Twenty RTR Porsches and their drivers and guests enjoyed a spectacular sunny day with many interesting and rare concours cars, and the collected ticket funds went to support the Burn Prevention Foundation show sponsor charity. Among the interesting Porsches on the concours show field were an original 1984 DP 935 that had a Kremer motor (detuned from 800+hp to 500hp), the Porsche 901 prototype that was recently featured in **Excellence** magazine, as well as a 356 Competition Speedster and two very nicely restored 356 Speedsters. Other notable show cars were a beautiful 1967 Ferrari 275GTB/4 driven to the show by its owner from New Jersey, a 2009 Callaway C16 Corvette convertible, a new ZR1 Corvette, and a beautiful 1957 Lancia Aurelia B24 Convertible. About 150 other antique, sports and racing cars rounded out the show field. Overall it was a great day to catch up with RTR members, enjoy our cars, and meet some new members. We'll look to organize this again in 2010 and hope to see even more RTR members there.

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Spring Rally 2009 Best Ever

By Michael Thomas, Rally Master

The Riesentoter Spring 2009 Rally didn't turn out quite as planned. It turned out better.

Twenty-five teams came out on a beautiful spring morning to participate in the first Riesentoter rally of 2009. By the time the Porsches started cruising into the Wawa parking lot on the morning of Saturday May 23, Plan A had already been scrapped. Due to a delightfully overwhelming number of pre-registrants, the starting point had to be changed at the last minute - to one with more room for all the cars coming! A few fellow Riesentoters stopped by on their way to a tech session to help re-route all the participants to a new starting point just down the road. (Many thanks to Joe Asher and his son Justin, Katherine Weber, and Marty Kocse!)

After a brief drivers & navigators meeting, the teams began planning their routes using the maps they had just received. The objective: visit all 16 checkpoints marked on the map in the shortest overall distance. Each car drove the same route for the initial calibration run, then they were on their own for a self-guided tour of northwestern Montgomery county. Most teams completed their routes in about 2 hours, and as the teams finished, the participants all gathered at a nearby restaurant for lunch and conversation while the results were tallied.

For this rally, there was a lot at stake. \$175 to be exact. Now that the three-time-champion rally team of Mike and Stephanie Thomas was organizing the rally rather than participating, perennial rally competitors Len Schwartz and Dwight Wilkinson finally had a chance at fame and glory. They brought their A-game and took home the First Place prize of \$100. However, they did not go unchallenged; their win had been secured by a mere .15 mile margin over the Second Place team of Chris and Marcia Barone, who won a cool \$50 for their effort. Jonathan and Ann Marie Daniels finished in Third Place and pocketed \$25. The competition was fierce; all three podium finishers were within a quarter mile of each other.

Just as impressive as the results were some of the stories of the participants. One team had traveled from Scranton PA to compete in the rally. Another team had been inactive in the club for 15 years, but decided to give rallying a try. One team of driver and navigator had met for the very first time the morning of the rally!

In all, everyone had a great time traveling on some scenic roads in their beautiful cars. We were thrilled with the fabulous turnout and we thank everyone for coming out! We also really appreciate all the feedback from participants, and we'll be taking it all into account while planning the next rally. Especially one thing we heard from a few competitors: "That wasn't EXTREMELY difficult!"

OK. Duly noted.



First Place



Second Place



Third Place

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AutoX News

Drivers . . . Start Your Engines!



Au•to•cross (ô'tō-krôs', -krös') 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.

RTR 'Planes & Porsches' Charity AX Sunday 12th July at Reading Airport

Online registration is now open
at www.motorsportreg.com – scroll down to 12 July

At the first ever Riesentoter 'Planes and Porsches' Charity AX at Reading Airport last year, 54 entrants had a great time as they flew around the course (haha) on their way to raising over **\$5300** for the Philadelphia ALS (aka Lou Gehrigs disease) society which we donated in the name of our good friend and fellow RTR member, Bob Wilderman.

In 2009, Millennium Aviation at Reading airport have kindly agreed to host our event again on Sunday 12th July and online registration is now open using motorsportreg.com

In 2009, we aim to build on the success of 2008 and improve our event by:

- 30% increase in the size of the driving area with 2 cars on course
- Increasing entries from 50 to 60 competitors with each getting 6 runs (3 in the morning session; 3 in the afternoon session)
- Each entrant will receive a (new design) commemorative glass stein beer mug, kindly sponsored by **Porsche of the Main Line**
- Aircraft hangar (kindly provided by Millennium Aviation) will offer valuable protection from the elements with a number of hot Jets, cool Porsches and an art-show on display
- Post-event drinks will be provided by Dogfish Head Brewery
- Lunch is included in the entry fee plus extra meals for friends/guests can be ordered
- The following Vendors will have a stall in the hangar: Penske shocks, Sync speed, CJ tires, Eagle Collision, Wright Insurance, Car Connections and even a cookie stall.
- All entry fees will be considered as tax deductible donations to the ALS association
- 20 special gold pass entries are available – these special passes allow entrants to skip their work assignment and take their 6 runs when they want to (eg If you need to leave before 12 midday, you can take all 6 runs in the AM session; if you want a lie in and arrive late morning, you can take your 6 runs in the PM session; or you can do a regular 3xAM/3xPM split and have a cool relaxing drink instead of doing your work assignment).
- Improved tech procedure & a more rigorous review of car upgrades to ensure correct competition classification.

All visitors welcome so feel free to bring your friends and family to watch the event from inside the aircraft hangar. If you have any questions, please email stevemcmorn@hotmail.com

Cheers
Steve, Vee & Mike,
Your 2009 RTR Sub-Committee

RTR 'Planes & Porsches' AutoX

Sunday 12th July



*Kindly Sponsored by Millennium Aviation and Porsche of the Main Line
Register online at motorsportreg.com - 12 July
All Profits will be donated to the ALS
(aka Lou Gehrig's disease) Assoc.*

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MODIFICATION ADDICTION

BY Terry Lefco

I remember clearly the events of August, 2001 which impelled me down a long path of no return. My (I thought) meteoric rise through the Green and Blue groups the prior year was the envy of my fellow drivers who had begun in my freshman class. And then, promoted to White before the Glen, I cashed in all of the hubris I had accumulated by crashing my silver 1996 C4, now with Hoosiers and the M030 suspension, into the huge Styrofoam blocks which used to line the outside of the track just past the bus-stop.

It was a White blitz so all of us had instructors – I drew a prominent racer who tried to teach me more than my talent permitted. The car was hideous but, after two days of banging with hammers and baseball bats, and having parts shipped in by overnight air, I was able to drive the car home.

Everyone who crashes his street car at the track has to make a critical decision – which do I like more, driving a beautiful and expensive car or driving fast? Some guys get to White and drop out, often because they have either crashed or think they might and cannot bear the thought. Others love the speed and the edge of control so much that they don't want to stop. They are the people who buy track cars.



And that is what I did. The insurance company had not nearly completed the repairs to my 993 (although it had non-renewed me) when I sought out a car to reduce my financial exposure and still have fun. (I have since increased my financial exposure on the track but that inexplicable conduct is a story for another day.)

I mentioned to someone, maybe Dave Ehm, that I was looking for a track car. Within about five hours, Mike Andrews let me know that maybe Myles Diamond wanted to sell his car and move up in the never-ending DE arms race to a 964.

I called Myles and checked out the car, a Guards Red 1988 Carrera, the next weekend. I drove it for about 10 minutes and then I commenced hard bargaining with Myles, which consisted of me asking what he was looking for, him telling me, and me saying "OK." I picked the car up the next weekend.

Now this car had a well-known background so I wasn't being entirely foolhardy. Myles had bought it from Kurt Faller and it had been driven by Sutton before she started liking to drive Kurt's 930. Myles had personally rebuilt the engine and it was dry and tight. The car already had the highly-desired G50 transmission and Myles had installed stiffer torsion bars and replaced the ball joints and other wear items in the suspension. The car had some attitude with its GIAC chip and noisy Borla exhaust, but it was basically stock.

The interior, on the other hand, was perfect for a track car. A half roll cage had been through-bolted at the floor and rear fenders, somewhat worn Recaro racing seats were in place, and the carpeting was ripped up just enough to allow all of these installations, whereupon there seemed to be no motivation to put it back. It didn't bother Myles and it didn't bother me.

The car ran great. It was quick, good-looking, reliable, and fun. My rise through the run groups had ceased abruptly after my crash to the point where I was beginning to think I would be in White for the rest of my life – but I began to notice that there were interesting things which I could do to the car.

There is an entire industry, although perhaps of the cottage variety, which caters to people who want to spend money on older cars, especially Porsches. And if you read Panorama, or Excellence, or other publications, you will see their sneaky ads, promising more power, better handling, colder air-conditioning, better looks and increased Karmic powers. I started innocently enough with a light-weight RS carpet set and door panels, thinking it would not be too difficult to spruce up the interior. I even sprang for a new leather shift boot and ball.

Well, the cost of these items wasn't much. But, I bet you didn't know that to install them meant the removal of the entire interior of the car, down to the metal, including seats, center console, heater box, shifter pieces, door panels, and God knows what else. I didn't.

So I bought a Bentley manual and started to read and, sure enough, you can actually disassemble your car. Removing the massive amounts of glue used by Porsche to hold down the carpets is a challenge and I ended up in a full-face respirator while using chemicals which formed the reason for the EPA. Remarkably, it all actually worked, the carpets got installed, the car went back together, and everything worked as well or better than it had before. I was hooked on mods.

Next Installment: Sway bars, oil cooling, losing weight

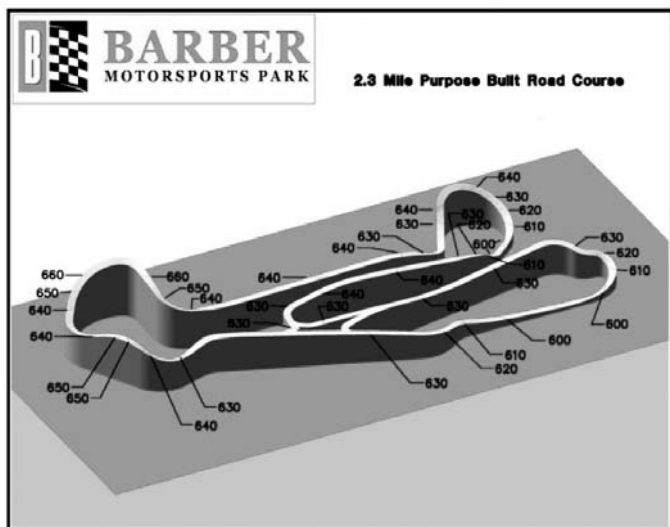
Future Installments: Brakes, track wheels, exhaust system, engine removal, regearing.



Pure Excitement at the Porsche Sport Driving School

By Barry Edwards

It was a terrific trip! After we spent two days visiting all of the performance/luxury/exotic car dealers in Columbus, OH (Aston Martin, Audi, Bentley, BMW, Ferrari, Lamborghini, Lotus, Maserati, Porsche (x2), Rolls Royce plus the Toy Barn) my son Mike and I went to the Porsche Sport Driving School (PSDS) two day Performance Driving course this past February. For those who may not know, the PSDS is based at the Barber Motorsports Park in Birmingham, Alabama. The track's owner is no relation to Skip Barber; in fact George Barber is a local who made a living as a dairy farmer after racing Porsches for ten years through the 60's. He apparently did well when he branched out into the real estate business as he amassed a huge collection of the true objects of his affection – motorcycles. The park began with the thought of building something to house his motorcycle collection with a little track out back to run them on occasion. Almost seventy million dollars later, Barber Motorsports Park is considered by many as one of the nicest facilities in the country.



The track is:

- 2.38 miles long
- 45' wide
- 80' of elevation change
- 17 turns

The park also contains what has been referred to the finest motorcycle museum in the world. The 80,000 square foot building, fashioned after New York's famous Guggenheim Museum, contains over 1100 bikes as well as a nice collection of racing automobiles. We spent a short time here at the end of the school trying to take it all in. It was said that Mr. Barber's rule for the operation of the museum is that any motorcycle has to be ready to ride with only one hour notice.

But I digress, back to the school. It was two days of pure excitement! We started day 1 with a short classroom session to explain the program, get fitted for helmets and go over the rules. We went out on the track for a reconnaissance lap in a van on our way to the main building area. After some runs on the autocross course and skid pad to learn more about Porsche handling in Caymans and Boxter S's, we were assigned to our almost new 911's for the track sessions.

Sessions were of the lead-follow format with each group consisting of an instructor followed by three or four students. (By the way, while we drove 911's, the instructors were in Turbos! Porsche had plenty of cars available; 911's, 911S's, Turbos, Caymans, Boxter S's, Cayenne S's and Cayenne GTS's.)

Rounding out our group of three was Jane. As of 6 am the first morning, Jane had no idea she'd be on a track by 8 am! Her husband brought her and their kids to Birmingham from near Seattle on a mystery trip. He had arranged for Jane to be in the course as a surprise fortieth birthday present – nice guy! And while she always loved Porsches, she'd never been in one, yet alone driven one. Her daily driver? A Honda Odyssey van. Despite the lack of experience she did amazingly well and had a great time.

On to the track! We all had radios in the cars so the instructor could guide us. All of the corners were marked with cones for braking, turn in, apex and exit so a lot of it was connect the dots. The instructor talked us through every turn for quite a few laps, gradually increasing the speed as he could see us getting more comfortable. After every lap we rotated positions on the main straight so each got to follow the instructor on a regular basis. There is nothing more satisfying than lapping a track at speed for hours. Unfortunately, day one came to an end. The hotel, which is recommended but not included, was the relatively new Renaissance Ross Bridge. It was gorgeous. We had a group dinner there the first night



Photo: Mike Edwards



Photo: Barry Edwards

to get to know everyone better. There were eight instructors led by Cass Whitehead who has competed in IMSA, Rolex Grand Am, and the American Le Mans series and driven to a podium finish in the 24 Hours of Daytona. All of the instructors were active race car drivers. You couldn't ask for a nicer bunch of guys. While all very serious when in the cars, they were friendly, engaging and downright hilarious at other times. We were a very lucky group of ten students as a corporate group of twelve cancelled out at the last minute. Ten students, eight instructors –not a bad ratio at all! I think the target is about twenty students per class.

This was pretty much the view all day on day 2 –rain followed by heavy rain followed by thunderstorms. It didn't slow down the program at all. They switched the cars over to rain tires and we hit the track after refreshers on the autocross course and skid pad.



Photo: Barry Edwards

Actually, the autocross portion was a timed relay race among the three groups – each driver would get into the car, buckle up, run three laps and stop between sets of cones (10 second penalty for missing the box). Best (lowest) cumulative times won. Ended up our team took top honors with the best time of the day and fastest driver switch.

Then off to the track. We ran twenty minute sessions, as in the first day, with five to ten minute breaks in between. Seemed like each session got a little easier despite the 'rivers' that were flowing across the track at times. One important tip from the instructor was not to react to the sound of water hitting the bottom of the car when you hit a puddle as you're well past it by the time you hear it!

After lunch day 2, to let some particularly bad storms pass, we were taken out to drive Cayenne S's. It was a short drive to an off-road course on the property for a demonstration what these SUVs can do. Driving one of these is an experience in itself at over 5600 lbs curb weight and 385hp on tap. I didn't expect it to be as rugged as it was and tackle the steep, muddy slopes we encountered – all with no effort, no fuss



Photo: Barry Edwards

and no unintended excursions into the wilds of the great state of Alabama. One of the instructors told us the performance and handling are so good on the track that he can run lap times in the Cayenne S within seconds of a 911 Carrera.

Back at the track, we ran about 200 miles in the lap sessions on the second day. Our instructor said that despite the wet conditions our lap times by the end of day 2 were the same or better as the end of day 1 on a dry track which I thought was pretty amazing given the conditions. The school ended with a short debriefing and awards ceremony. Approximately one month after the school we received a class photo and personal DVDs of two sessions of our driving experience

Courses available at PSDS include Precision (one day), Women Only (one day), Performance (two day),

continued on next page

Masters (two day advanced), Masters Plus-Race License (three day competition), Turbo (one day) and Legends which is a one day class where Porsche legends Hurley Haywood, Vic Elford, Brian Redman, Derek Bell and our recent guest speaker Patrick Long are the instructors – that’s got to be great! The course specifics, as well as the various options

available are detailed on the Porsche website, <http://www.porschedriving.com>. I wholeheartedly recommend the school. There are classes for all skill levels, and it is a wonderful, exciting experience that teaches you much about how a Porsche handles. Now, if I can just figure a way to get to go to the Masters Class . . .



Photo:Cass Whitehead



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2004 GT3 Cup Car Recaro OEM Seat - Had to upgrade the drivers seat to comply with PCA Racing Regs even though the seat is in perfect condition and only 5 years old. It is the OEM Recaro seat that came with the GT3 Cup car from the factory. Medium width - black fabric cover - Halo headrest - Hans compatible. Fits any standard Recaro seat frame - so fits in almost any car. Same NEW seat from CDOC is \$1900 w/ s&h. Price to sell. Allen Smith, 610-202-4855, smithiia@aol.com

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Editor*

Maureen Sangiorgio
Got2BFit@aol.com
5246 Fox Meadow Drive
Macungie, PA 18062
484-358-4590 (m)

Photo Editor

Ken Souser
5696 Merion Lane
Macungie, PA 18062
Photo.editor@rtr-pca.org
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215-343-9464

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West Chester, PA 19382
Barrett356@verizon.net
610-793-9345 (h)

Webmaster*

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336 South Trooper Road
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610-539-2087 (h)
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