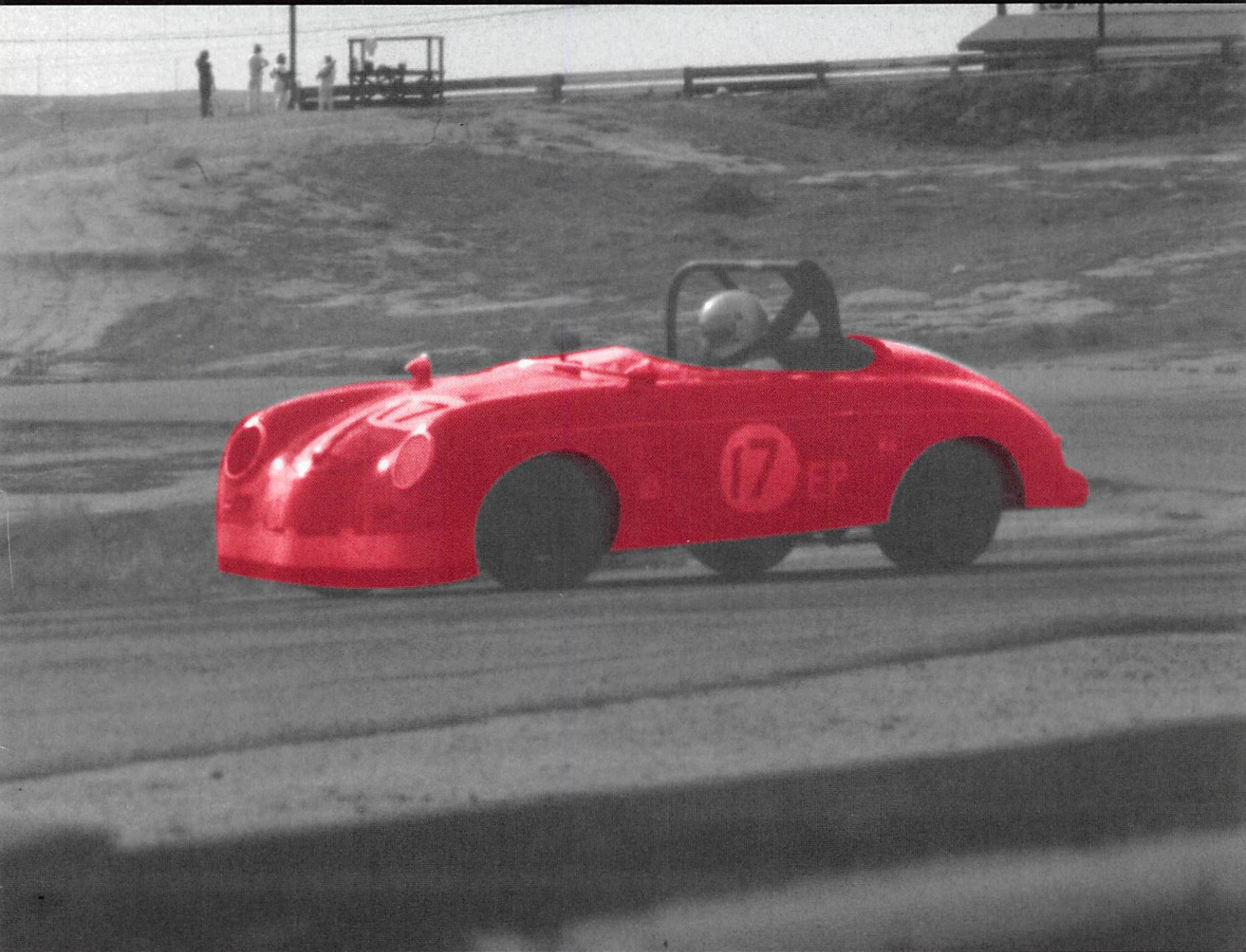


the 911 is 40 this year, but
the stage for Porsche as a
sports car icon was surely
set ten years earlier, with
the 1954 introduction of
the Speedster ...

„Der Gasser“

Januar-Februar 2004

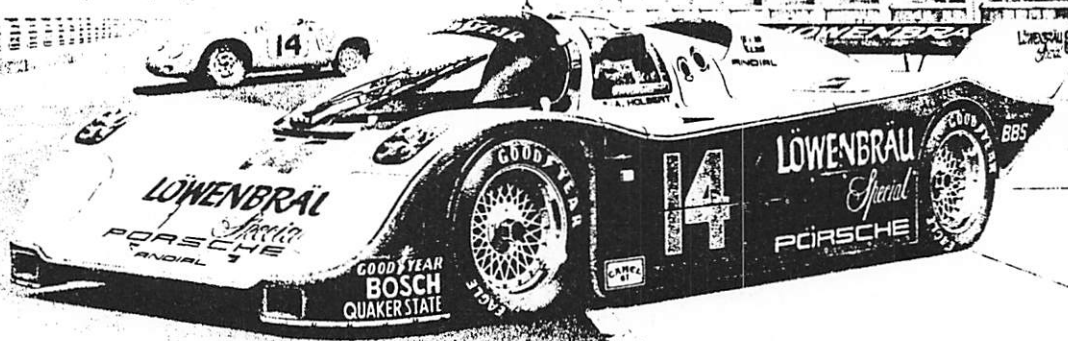


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From the President...

by Riesentöter Region President Tom Zaffarano



I am honored to lead the finest region in the PCA. Riesentöter has come to mean so much to me during these last five years. The members of this club have included me in their great fun, provided fellowship, and offered technical sup-

port in the spirit of the cars we all love.

I am excited to be working with the Executive Board elected with me. Most of the members I have already worked with on past executive boards, so we have been able hit the ground running. Seasoned exec member Debbie Cooper, our new VP, is looking to bring back some of the 'fun stuff' from the 'old days.' Rich Herzog, a recent transfer from the Sierra Nevada Region, was editor of his club's newsletter before becoming the editor of *der Gasser*. Patrick Wayman is a first time Exec Board member, but he brings lots of energy and enthusiasm to the challenge of Autocross. Your Exec Board has met twice already and outlined the new year including more Drivers Education, Autocross, and social events. Look to the event calendar posted on the web and in this issue of *der Gasser*.

On the national level, the Porsche Parade will be in Dallas-Fort Worth this year. I went to my first Parade last year and plan to travel to Texas this year. If you love Porsche cars and Porsche people then this event brings together the best of both. Look at the official 2004 Parade website <http://www.parade04.org> for an application to sign

up for this program. Opening day for registration was Monday, January 26, 2004. Also remember the 2005 Parade will be here in Hershey, PA — mark your calendar now!

My goal for this year is to continue to make every member's Porsche experience as good as can be. I need YOUR help to create that first-rate Porsche experience. We need your input — please let me or a member of the executive team know what you want from the club. Second, we need your support as participants — come to our events and meetings, meet other members, play with your car. Next, we need you to volunteer — volunteers are the life blood of the club. Anyone can volunteer, and it can be a fun and a rewarding way to learn about the club and your car. And finally, with the hard work of our ready, willing, and able-to-serve Exec Board, our Region will be nothing less than the best we expect from our Porsches.

I want to thank Craig Rosenfeld, our past president, for his leadership in framing the club's profile to be one of the best, if not "the best region in PCA." Time will tell, as we are applying to receive this award.

I want to acknowledge two members who are retiring from the Board: Jim Mc Henry, the only *der Gasser* editor I've known, for his work in making our magazine a must-read publication, and Jolene Schwartz, our retiring autocross chairperson, who almost single-handedly restarted our autocross program in 2004.

HAVE A HAPPY AND SAFE NEW YEAR
Tom

Next Events:

***General Membership Meeting - Feb 25
CJ's Tire, Coventry, PA***

***SuperTech & Track Clinic - Feb 28
Daugherty Automotive, West Chester***

Registrar's Clipboard

By Christopher Mahalick

Believe it or not, we are fast approaching the start of the 2004 Drivers Education season. This point was recently driven home when I realized the winter was about half over, with still no work done on my track car. I guess it's time to get cracking.

It's also time for me to don the hat of "Registrar", as our first registration

will be held at our February membership meeting. With this in mind, I'd like to offer the following in order to serve you in a more expedient, efficient manner this year.

1. We generally have some pretty long registration lines at the monthly meetings. It is the goal of the registration staff to get you through the line as fast as possible. No one (myself especially!) likes to wait in long lines.

As such, please have your applications FULLY completed and the accompanying check completed as well. If your run group is sold out, we will put you on the waiting list. If a space opens up, we will contact you as

soon as possible. If no spots open up, we will destroy your check.

2. On the subject of applications. Please print neatly, so we can correctly enter your information to our database. All too often, we get a bunch of incorrect email addresses upon sending out information regarding the event. In the end, it usually comes down to an illegible email address on the application. Feel free to attach a business card to your application.

3. We generally try to do most things via email. We will email you an acceptance as soon as possible. If you are wait-listed, we will let you know that as well. As we get closer to the event, we will be sending out pertinent information such as hotel information (where applicable), schedules, run group rosters, as well as any last minute changes which may pop up.

If you don't have an email address, please let us know, so we can make alternate arrangements. It is our job to keep you informed. My email address is: cmahalick@comcast.net

Emailed queries will be answered faster than telephone messages, as I am always connected via a cable modem.

4. If you are requesting a specific instructor, please do so via email. That way, we will have a record of your request, hopefully preventing any undue stress on your end.

5. If you are requesting a specific car number, please provide us with two or three choices. There are only 999 numbers currently used for all of us.

If your requested number is not already in use, we will gladly honor your request.

6. Pertinent information will also be posted on the RTR web site, so you may want to go to: <http://www.rtr-pca.org/index.htm> every so often to check for updated information.

That's about all I can think of at the moment. Let's try to make this the best season ever.

Thank you all for your past and future participation in the RTR Drivers Education program. It is first and foremost, YOUR program. Now let's go have some fun....

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Meetings, Past and Next...

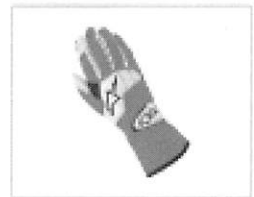
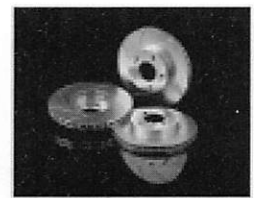
By RTR Vice-President Debbie Cooper

Thanks to Bill Dougherty and his team for hosting the January meeting. Once inside his facility, we were able to forget about the sleet, snow and icy roads and instead think about autocrosses, driver's education and rallying around the countryside!

Over 100 members joined attended the Sponsor Appreciation meeting at Dougherty Automotive. We learned first-hand about exhaust systems, brakes, telecommunications and specialty skin products, created to make the gentlemen to look as great as their cars. Several out-of-state Make-a-Wish Charity event sponsors were unable to attend, but sent brochures, catalogues and other technical product information about their products. Door Prizes were generously donated by Bill Dougherty (Dougherty Automotive), Jolene Schwartz (Vitaman Skin Products) and Todd Sager

(AWE Tuning/AWE McNeil). The winners were delighted to receive their unexpected goodies. Some of the newer members were surprised to learn of an old Riestentöter tradition – if you didn't drive your Porsche to the meeting, you needed to place a quarter in the Riestentöter mug.

CJ Tires has graciously offered to host the 25 February 2003 meeting at their new facility in Coventry, PA. The staff at CJs will explain the differences in tire construction for track and autocross tires. In addition, Pirelli may be sending a technical consultant, so this will be a great opportunity to ask those tough tire questions. Join us for the Social beginning at 7:30PM, followed by Executive Committee reports and then it's time for "tire talk." CJs is located at Suburbia Shopping Center, 18 Glocker Rd (Rte 100), Coventry, PA, 610-705-5501, website: www.cjtire.com.



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2004 Track Event Schedule

By Michael Andrews, Riesentöter Track Events Chair

It's the second week of January and it's colder than you know what outside. That means it's still pretty cold out in the garage, so I'll have to wait yet another week to install all of those cool things that Santa left at my house. I have some time to put together a quick note for der Gasser to let everyone know about this year's track program.

As in the past, we'll be going to Dougherty's for our spring tech and track clinic Saturday, February 28th. I hope to see you all there.

For those of you interested in Drivers' Education, we will be having a track clinic (starting at 1:00) where we will talk about this year's activities, describe what to expect for those that have never

been to a DE, and then have a question and answer session.

This year's schedule of events:

Our first event is scheduled for April 23rd, 24th and 25th at the Shenandoah Circuit, which is the new track at Summit Point. I was talking to Bill Scott this morning and he said they are on target for having the track completed early this year.

As long as the weather doesn't throw us a curve, we should have a new location for our season opener. Put it on your calendar, and keep an eye on our web site for updates on their progress.

The rest of the schedule is: Pocono the weekend of May the 28th (East Course), 29th, and 30th (North Course) with Friday being limited to the white run group and above.

Then we are back to Virginia for the weekend of June 26th and 27th at Jefferson Circuit and June 28th at the Summit Point track.

The end of July (the 30th, 31st, and August 1st) has us traveling up to Watkins Glen for three days at one of the best tracks in the world.

The end of August (the 27th, 28th and 29th) puts us back in Virginia for three whole days at Summit Point.

The last trip of the year to Pocono takes place the weekend of Sept 24th (South Course) 25th, and 26th (North Course) with Friday being limited to the white run group and above.

And last but not least, our season finale is back at Watkins Glen for our Make-A-Wish event on Oct 18th and 19th.

That's seven events (twenty days) this year so mark your calendar for these events.

I mentioned the Make-A-Wish event and I wanted to take a minute to thank all of those that helped make last year's event such a success.

As I will most likely forget someone or mention someone that has asked not to be mentioned let me just leave it at thank you all for all of your support. We raised \$50,600 in 2003 for the Make-A-Wish foundation and hope to raise the bar yet again this year.

While I'm thanking people for their help last year, let me take this time to thank our Chief Instructor Jim Zelinskie, our registrar Chris Mahalick, our tech and safety crew Ed Kovalevich and David Ehm for all of their hard work last year.

This year's crew will have Chris, David, and Ed returning in their roles from last year and Brian Smith stepping in as Chief Instructor.

We are looking for someone that would be interested in taking the Track Chair position next year (or the year after). If you think you might be interested give me a call and let's talk...

As we did in 2003, we will be opening registration at our membership meetings two months prior to each event. Look for the new application in next months Der Gasser or on our web site.



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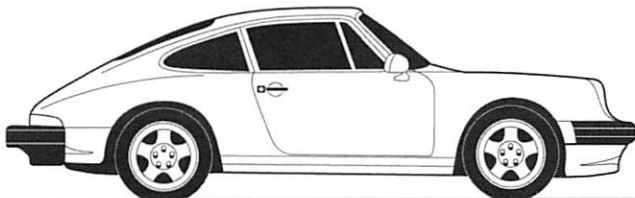
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A (not so) Modest Proposal

By Christopher Mahalick, RTR

automobile • *noun* 1) a powered road vehicle designed to carry a small number of people. 2) a railway carriage or (*N. Amer.*) wagon.

The above definition comes to us courtesy of the Oxford English dictionary. It's short, but succinct.

Glaring by virtue of their omission are the following terms: cafeteria, office, entertainment center, makeup/shaving area, reading room, Coffee Bar, day care operation, and of course, phone booth.

In the past, I have been accused of being quite negative to those denizens of the road known as our "fellow motorists". The fact of the matter is that I have every right to be. As do all of you as well.

We now live in an age where the average horsepower rating on new vehicles is fast approaching the 300 range. Braking systems are state of the art. The handling characteristics of today's econoboxes sometimes surpass those of yesterday's "supercars."

As a result, our nation's speed limits should have risen in direct proportion to the increased capabilities of these modern vehicles. Right? You and I should be able to hammer down the highway as fast as we would like, without fear of draconian legal repercussion.

So why can't we?

Our forefathers referred to this phenomenon as "The Masses of Asses." For purposes of bolstering this somewhat one-sided dissertation, may I suggest the following update? "The Masses who apply makeup/shave/read/discipline children/cell phone chat/drink coffee while driving Asses". Isn't it sad that a few (in this case a lot of) bad apples spoil the fun for us performance minded drivers?

Imagine for a moment the total automotive nirvana. Let's use the Philly to New York run as our example. Your departure from Philadelphia would begin as usual, driving cautiously over the surface roads at our current speed limits en route to the Turnpike (aka circuit de New Jersey). Since everyone would have an EZ Pass, entrance to the road-

way would be virtually uninhibited.

As you come around the entrance ramp, you know it's time to hit the "psycho button" in your brain and launch onto the roadway like a Teutonic torpedo. Once underway, it would be time to increase the speed and get on with the one, single task of getting to point B.

The left lane would be reserved for passing only, and the other drivers would follow this rule to a T. There would be no more "left lane bandits" dangerously trundling along at pachyderm-like paces. No more 18 wheelers, as they have all been replaced with a more efficient city-to-city rail system (which would also provide employment for those displaced by the demise of trucking).

Since we're in fantasyland anyway, how about constructing small launch ramps on the bridges along the way? At the landing would be a group of judges whose sole purpose would be to award style points based on our landings. How about some electronic signs along the way? These would communicate with our car's transponders, giving us such vital stats as time gained/lost, average speed, etc. 40 minutes later, we would be in New York City.

So why isn't this today's reality (minus the launch ramp idea) ?

Because it seems that society as a whole has tackled our traffic problems with a maddening succession of "band-aid" solutions, which merely mask the illness without ever offering up a cure. Why would anyone ever want to investigate ways to make driving a safer, faster experience when it is so much easier for the marketing folks to opiate the masses with such diversions as Cup Holders, Cell Phones and DVD players?

If these items don't provide an adequate level of distraction, one could always add fuzzy dice or a bobble-headed Elvis

doll to the dashboard. And while I fully support the right to religious expression, you would have a hard time convincing me that a scale model re-enactment of the New Testament on the dashboard could be considered evenly remotely safe.

I wouldn't want to think about what would happen in the event of an accident ("Daddy, Daddy, I just had my eye poked out by one of the wise men!").

Isn't it time to get back to basics? Such as better and more education for young drivers? Maybe even continual testing for experienced drivers? After all, traffic laws do change from time to time.

In order to advance the cause of high-speed, long-distance travel, while reducing fatalities along the way, I invite you to participate in the Mahalick (for vanity's sake) Motoring Manifesto of 2004. Participation implies that we will vow to make driving a more sane experience. We will not spend our time behind the wheel doing anything other than driving.

We will endeavor to anticipate the (stupid) moves of our fellow motorists, while always giving ourselves an escape route in the event of danger (Will Smith). We will not drive three inches off the bumper of the car in front of us at 70 miles per hour while heatedly talking on the cell phone to our divorce attorneys or stockbrokers. Under no circumstances will we set the cruise control in order to facilitate the changeover of a CD or DVD. And so on...

If only it could be so simple. But maybe it can. I know of 1200 folks who cared enough about their driving to join

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The Right Seat

By Brian Smith, 2004 Chief Instructor, Reisentöter Region/PCA

a car club. Why not take it one step further and put your superior skills to use in a positive manner? In the form of "leading by example" as you traverse our nation's highways and byways. But of course, if we meet up with each other along the way, may the fastest reaction time win.

I'll get off my soapbox now.

Below, January 2004 'Star Instructor' Jim Zelinski

Below right, February 2004 'Star Instructor' Todd Sager.

Congratulations, guys, see you at the track, keep the shiny side up!



Hello everyone, hope all is well. Writing this column is something I've wanted to do since I began instructing 5 years ago.

I have often been surprised at the questions and comments students have asked and made to instructors over the years and realized that a little dialog could make for a less intimidating experience at Drivers' Ed events. Maybe calm a nerve or two along the way as well.

My aim is to use the information my fellow instructors and I have gathered over the years, and offer advice to students who are either planning to attend their first event or have been to previous events.

Oh yeah, for those of you who have never been to a Drivers' Ed event before, Track Chairman Mike Andrews (fantastic individual) will assign an instructor (experienced high speed car person) to you to guide you through the event both in your car on the track and out of your car with driving discussions.

I have had the pleasure of serving along side of the finest group of instructors PCA has to offer, Reisentöter Instructors, and I assure you that you will be in good hands.

Not least of which is the guy who coerced me into doing this instructing thing a while back, Jim Zelinski. Jim has



been serving as our Chief Instructor for the last 4 or so years and has volunteered untold amounts of time to make sure our events run seamlessly. He has been a great "go to" guy for our instructors and has helped me immensely and for that Jim, we

thank you.

The very first bit of information about instructors and possibly the most important bit is that all of our instructors are volunteers.

It is my opinion that this type of volunteerism is the most special of gifts. You ask why? When a person gives you their time, their experience, and then entrusts their very butt to you by virtue of being in the right seat of your car at speed, they have given you the most special of gifts, my friends.

So when you come to the track, make it a priority to thank your instructor for "volunteering." Trust me, they like that stuff.

I would also, in this column each month, like to recognize an instructor for their efforts and maybe snap a picture of that person so you can familiarize yourselves with them and have someone to identify with when you get to the track event. I'm going to call it "The Star Instructor of the Month." It is my goal to include all instructors past and present.

Our new der Gasser Editor, Rich Herzog, welcome Rich, [*thanks, I feel welcome already!-Ed.*] informs me that the first two months will be a combined issue. Hey, that means two stars! So here goes...

The January 2004 Star Instructor is, Jim Zelinski.

The February 2004 Star Instructor is, Todd Sager.

Thanks guys, you deserve it!

Please feel free to send me questions, feedback, or whatever! Student or instructor, I think this might be helpful.

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Snidely's back!

That's right, I'm back once again to warn you of my fiendish scheme to hold the fifth annual "Trek to the Track for the Faint of Heart."

For those of you who are not sure that YOUR Porsche should ever set wheels on a real race track, beware of the sinister scheme afoot...

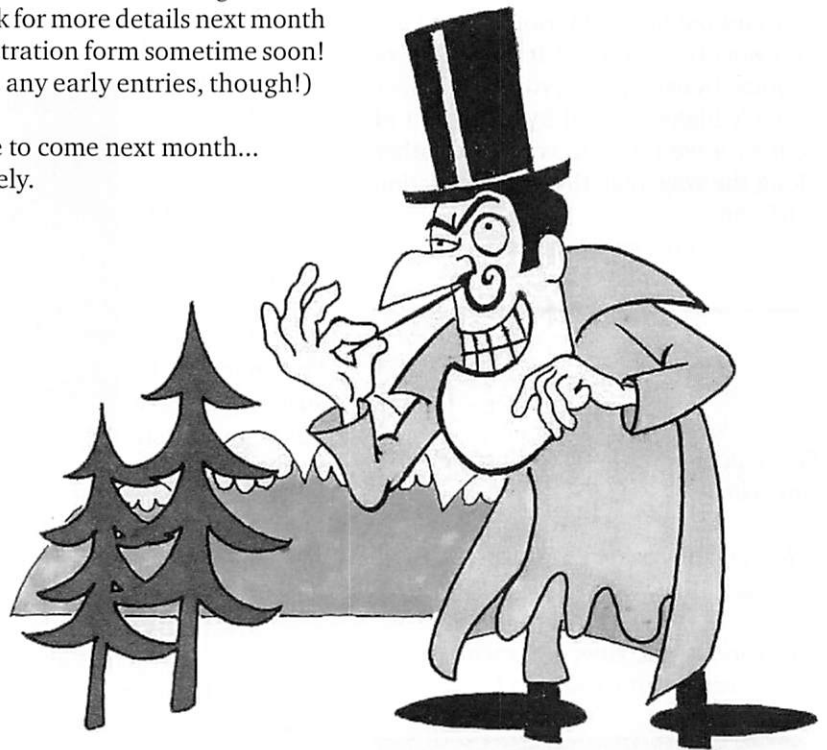
A member alone, or accompanied by his or her friend or spouse, will meet for breakfast early on Saturday, May 29th at either the Charcoal Drive-In in Allentown, just off the Turnpike on Rt. 222, or at Otto's Restaurant, one mile from the Willow Grove exit of the PA Turnpike.

The groups will then caravan to Pocono International Raceway for a full day, jam-packed with classroom instruction, flagging experience, tech inspection and, best of all, time on the track in your car with an RTR instructor! All this for \$25 -- and lunch too!

Each year has been such a hit that we just couldn't pass up the opportunity for a repeat! Those of you who have gone

before know it's a fantastic day you'll always remember!! Sound good? Be sure to look for more details next month and a registration form sometime soon! (can't take any early entries, though!)

More to come next month...
Snidely.



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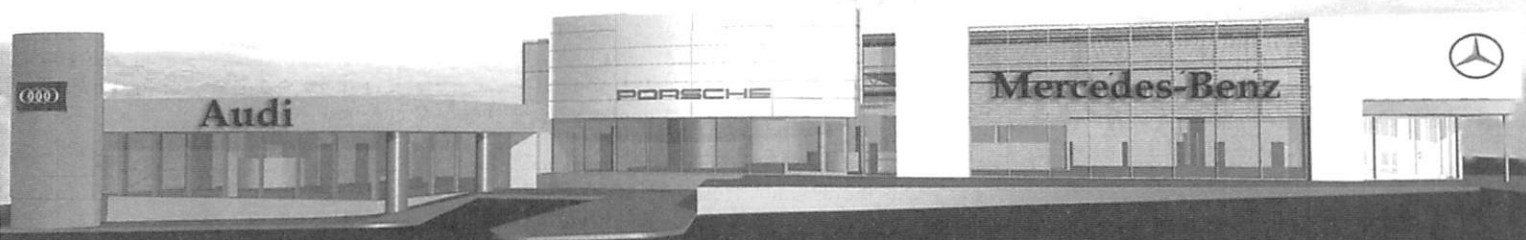
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77 Track Car, F Stock, vintage, DE. Runs as 3.2 carrera, completely sorted and reliable car... Non-sunroof coupe in guards red, 17" Fikses, full cage, spoilers, dual seats with harnesses, 27 gal Fuel Safe, all monoball suspension with new hollow torsion bars, charley sway bars and custom valved Bilsteins. Completely balanced and blueprinted strong and legal motor and fresh trans. Please contact me for full details and build sheet on this special car. \$32,000/offers; only serious inquiries please. Mitchell Reading; Phoenixville, PA (610) 715-3532 MJReading@comcast.net 12

1989 Porsche 944 S2, Guards Red/Black interior, 39k orig. miles, exceptional condition, PCA member owned, no rain or snow, never on track, garage kept w/cover, all maintenance records, belts changed at 31k miles, fresh Mobil 1, less than 4k miles on new Yokohama AVS - I tires, new cross-drilled rotors and pads, converted to R-134a, car is beautiful, fast, and fun!... must see! \$14,500 Chris (h) 302-378-8457 (w) 302-458-0784 chris.dryden@mbna.com dryden1@att.net

85 911 Carrera Coupe, showroom cond. (in/out), #WPOAB0917FS120563, 12,500 original miles, black/black leather interior, front and rear spoiler (whale tail), pwr steering, windows and side mirrors, sunroof, ac, new am/fm radio with cassette player, fact. Fuchs, new tires, always garaged, never in rain or snow, owner non-smoker \$34,000 obo. R. Weissberg, Richboro, PA 215-364-9525 rdweissberg@aol.com

Porsche Parts

Exhaust & Steering Wheel, Mille Miglia Sport Exhaust, stainless steel, large exhaust tip. Save weight - awesome sound. Used 6 months \$500. Momo steering wheel, blk leather, 3 blk spokes, aluminum, w/adaptor. Franco 610-387-0609 (h), 484-686-8868 (m), 610-397-1020 (o). 12

Parts Car, '74 911, 2.7L engine & trans, tub of rust. \$1800. Ben 610565-3421 12

OZ Racing wheels, A set of three piece wheels with gold centers 7" x 16" & 8" x 16" in excellent condition mounted to Yoko's 032R's that are probably good for two more track events. \$800.00 Nick Plenzick, 215-343-2158 nplenzick@peoplepc.com 9

944 parts: 2 Bilstein rear shocks \$100, 31mm torsion bars \$150, Hoosier tires, 2-245/45R16, 1-225/50R16 \$125, 4-Gotti wheels fit 911, 2-8x16, 2-9x16 \$450, 4 BBS RS wheels with black centers & center caps fit 911 2-8x16, 2-10x16 \$900, 2-Fuchs with red centers 7x16 \$200, 2-Eibach 450# front springs 2-1/4" ID \$75. Email dennwasser@aol.com Phone 610-562-8956 9

Hardtop for 2000 Boxster. Prefer Ocean Metallic Blue but would consider other color. Contact Joe at 215-321-9446 10

Free DE tires, I have the following tires that are free for pick up. Two - 225-50-ZR16 and one 245-45-ZR16 BFG G-Force. Four 225-50-ZR16 Hoosier slicks. G-Forces are in the best shape. Come and get them out of my way. Located in Audubon, PA. 610-666-6463 after 5PM. Ask for Frank. 12

Other Stuff

81 DeLorean, Rare find early edition. Stainless steel body, blk leather, automatic. All factory upgrades, garaged, 52.5K miles. Alpine stereo w/amp & 10 CD player. Meticulous maintenance, new tires, battery, and oil coller. Factory shop & parts manuals. All DeLorean World issues since inception. \$29,500 Pat 215-493-3036 patlaruffa@aol.com 12

BMW Parts, E36 Eibach sport springs (4) set and front & rear sway bars in box, used 3 months. Lowers car 1 inch front & back. E36 6-CD factory changer & mounting brackets, \$250. M3 Lightweight new factory front spoiler lip extension. Easy to install, both sides \$150. Franco 610-387-0609 (h), 484-686-8868 (m), 610-397-1020 (o). 12

01 VW GTi, 1.8T Htchbk, 41k mi, just insp'd/svc'd, new front rotors/pads, A+, Red w/ Blk Leather, 5-speed, 17" Alloys, CD Avail w/ GIAC v10 chip, & mounted Blizzak snow tires. Liz Zaffarano, 610-240-4231 12

01 Volkswagen Passat GLX, 4Motion Dark Blue/blk leather. Garaged. Automatic with Tiptronic shifting option. Driver & Passenger power seat and mirrors, heated seats. Monsoon stereo, cass. & CD player. 8 air bags. 16" alloy wheels. Wood grain dash and doors. Great in the rain & snow. This car is loaded! Excellent condition. Hate to get sell it but getting company car. \$20,999 J Nicastro 610-733-0242 nico5@comcast.net 12

97 GMC Suburban C2500, SLT, 7.4 Liter, White exterior, Light grey interior, Full leather, Barn doors, roof rack, CD, 10k towing capacity, Power everything. No kids, pets or cargo ever. Maintained by fanatical PCA member. Mobil one every 3000 miles. Interior and exterior near perfect. Car in Tampa FL. until June 2002. 104k miles \$12,500 Frank Donato 610-993-8792 12

02 Audi A6, AllRoad, 17K miles, 6-speed, Alpaca Beige, all options, showroom cond, bought a Cayenne. Need to sell, \$38,500. Jon Kane, 610-640-7803; kanej@pepperlaw.com.

Trailer. Older Trailax, Aluminum 18'; Tire Rack, Tool/Storage Box, Surge Brakes, New Tires. Tie Downs included. Current PA inspection. \$2000 Brian Minkin 610-626-6178

Fahrvergnügen!

by „der Gasser” editor Rich Herzog

Automotive writers and would-be safety pundits would have you believe there are only two kinds of drivers - “defensive” drivers, and “aggressive” drivers.

It’s pretty clear to me that there’s a third category, and I think it’s the category that fits many if not most Porsche drivers. We are ‘assertive’ drivers.

The aggressive driver tries to create openings where they do not exist. The defensive driver does not take advantage of openings that do exist. The assertive driver uses situational awareness to take advantage, without hesitation, of openings as they exist.

An assertive driver knows and trusts his equipment and can drive to a major fraction of the limit when appropriate. The defensive driver doesn’t know the limits and is unequipped to recognize when they’re being approached, or deal with the consequences of momentarily exceeding them. Aggressive drivers don’t care about limits and frequently drive over them, depending on drivers around them to make room.

As assertive drivers, we’re prepared to watch out for the other two types, and we need to. The defensive driver is famous for stopping where least expected, slamming on brakes at the first hint of a yellow light, or coming to a full stop in a merge lane “to wait for a safe opening.” Aggressive drivers swerve and lunge from lane to lane, never, ever signal, and dart into the smallest (imagined) opening under braking, and in general drive as if they don’t care you exist. (They do care you exist, of course - they’re annoyed you’re in their way.)

I presume that if you’re still reading, you’re not an aggressive driver. If you drive the Porsche, you’re probably not a defensive driver (maybe unless you’re on your way to a Concours d’Elegance...). But in case you’re not yet an Assertive Driver, and would like to be, let me suggest that you participate in this year’s autocross series.

It’s usually easy to spot an aggressive driver at an autocross, which is a sport of accuracy and precision. Lots of smoke from locked brakes, sideways everywhere, slower at the end of the day

than cars with half the power. (Hard sometimes to learn that ‘slow is fast’ but it’s a lesson worth learning.) Overly defensive drivers are easy to spot too, they brake too early, too much, and too often. But it’s usually easier for these drivers to gain confidence in themselves and their cars to go faster.

As the new editor, let me introduce myself (besides telling you I’m a self-proclaimed Assertive Driver). Before doing that, I need to thank Jim McHenry on behalf of the Region for doing a super job with the newsletter long after it ceased to be fun.

I come to Pennsylvania, with my wife, Joy, from the Sierra Nevada Region of Northern Nevada (so we’re used to the snow and cold). I edited the newsletter there for almost 5 years, so I know what I’m getting into.

(But it never fails to amaze me how much you can forget in six months if you don’t use a skill in that time, and how difficult it can be getting up to speed on a new version of document software, which is why this issue is coming to you later than I’d like. My apologies...)

Getting our household and the cars 3000 miles cross country was a long, hard, and expensive journey that is a story for another issue. We’re very glad to be here among you.

I started my Porsche experience almost 30 years ago with a rusty ’65 912. That was followed by a 914.6 used as a daily driver and track car, a ’53 1500N Coupe for Concours competition, a different 914.6, and most recently the ’71 911E Targa for Club activities. (We still have a 914.6 and the ’53 Coupe.)

I’ve participated in Parades, rallies, concours, autocross, and big-track DE/TT events, and liked them all. We look forward to participating in whatever event comes along here. I think 2004 is going to be an amazing year.

The column title you may recognize from a Volkswagen advertising campaign of a few years ago. I adopted it when I started editing a PCA newsletter but my only running car was my SCCA SOLO-II Rabbit ur-GTI. On tours, it was no match for 911’s on the straights, but I was never accused of holding up anyone through the twisties. On race day (and race tires) it posted times comparable to (DOT tire) 911’s. “Fahrvergnügen” means “driving enjoyment” -- live it !

February's Membership Meeting

-
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*What's the difference
between autocross and
track tires?*

*Learn the answers to
these and other tire
questions !*

February 25

**Social 7:30
Meeting 8:00**

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„Der Gasser“ is published with the intention of being in members' hands on the 15th of the month. Editorial policy is to print as much locally produced material as possible. If we don't get it into this month's issue, we will try next month or the month after. Please include SASE if return is required. All material for print should be received by the Editor by the 25th of the month prior to the issue it is to appear. Copy material in electronic format is **required** although photos may be sent for scanning. Editorial contributions and pictures are welcomed.

Address changes should be sent to both the Membership Chair & National. If you are having problems receiving „der Gasser,, contact the membership Chairperson.

Classified ads are free to PCA members and are printed on a space-available basis. Ads may be mailed, e-mailed, or faxed to the Editor, are limited to auto-related items, and are subject to editing. Pictures of items may also be printed. Please send with e-mail or via U.S. Postal Service. Contact Editor for Commercial Advertising Rates.

„der Gasser“ is the official monthly publication of Riesentöter Region, Porsche Club of America. Ideas, opinions, suggestions, etc. are of the authors and do not necessarily reflect the official position of Riesentöter Region PCA. „der Gasser“ is published 10 time a year, monthly with combined January-February and November-December issues.

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

Membership Update

By Brian Minkin, RTR Membership Chair

I am very excited to return as the membership chair in 2004. This year is going to be a busy year for the Riesentöter region. Our region continues to grow in both the number of members and the number and variety of events offered. We now have 1370 members and the range of cars in the membership represents every production model Porsche has built. Every month I receive a list from national of new members and see that we have 10 or 20 new members. At membership meetings however, when I ask the new members in attendance to stand up and introduce themselves we usually have only 3 or 4 new members. As membership chair I would like to help all new members to become better acquainted with the

club and what it has to offer. My goal this year is to get more new members involved. To achieve this I am going to organize some informal breakfast gatherings at various locations across the region. They will occur on weekends that the club has no other event happening. I encourage new members or members who have never attended any of the club events to come out to one of these breakfast gatherings, meet some of the club members, learn more about what the club has to offer and enjoy the fellowship that brings us together. I also encourage all members to join us for breakfast, make some new friends and enjoy the excitement that our cars invoke. Dates and places will be posted on the web site and in future issues of der Gasser.

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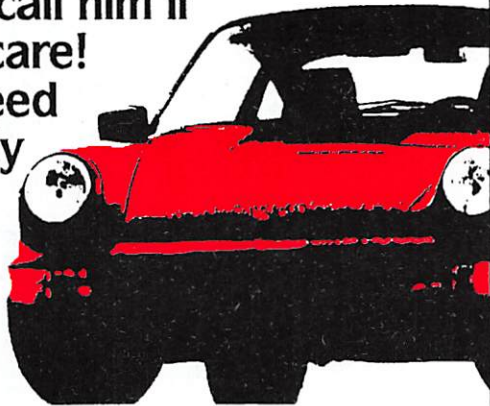
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