

„Der Gasser“

Oktober, 2004



REGION ELECTIONS

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Riesentöter Region



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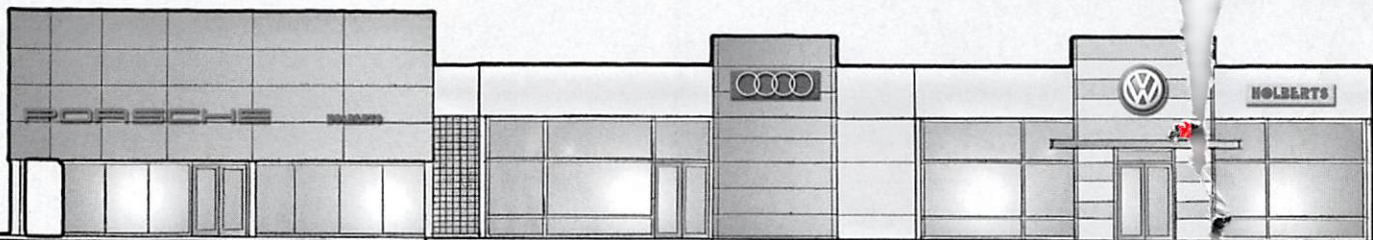
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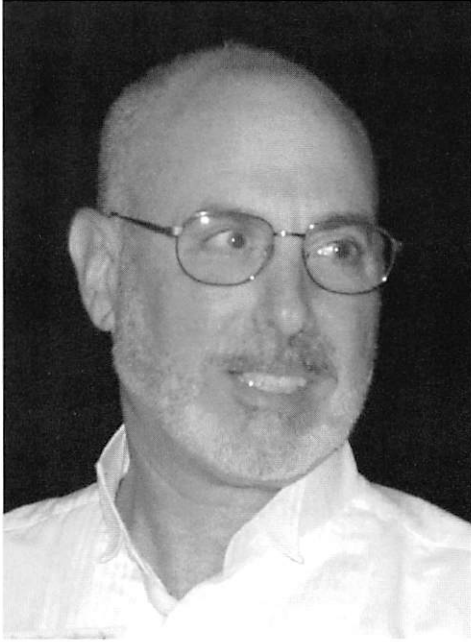
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3 NEW SHOWROOMS COMING SUMMER 2004



From the President...

by Riesenötter Region President Tom Zaffarano

The morning after....

...after the Make-A-Wish Pocono DE — I'm still all smiles, what a weekend, what an event! I can't remember when I saw so many happy faces including those of our two MAW families that visited and participated as they could. Thank you sponsors, volunteers, members, and guests for your generosity.

Over the weekend I was approached by a new member, this was his first DE event, he told me "...now I know why we are Region of the Year...."

And next year will be bigger and better!

We are on our final stretch of our event calendar, with the Election Meeting, Wintethur, and Awards Banquet to go. Get involved...come out and join the fun.

Upcoming Events:

- ***Winterthur Garden Tour - November 13***
- ***New Members' Breakfast - November 14***
- ***Awards Banquet Holiday Gala December 11***

The Calendar

November 13: Winterthur Garden, Brandywine Valley, DE

November 14: New Members' Breakfast, Bob Evans' Restaurant, Allentown, PA

December 11: Holiday Gala. Talamore country club, Ambler, PA

Check www.RTR-PCA.org for times and directions.

Contact Social Chair Francine Knochenhauer for further information:

francinebodo@aol.com



On The Cover:

Where else but at a Riesentöter Region event are you going to see four dashing Porsche drivers sporting flashy crab hats and having a great time? Left to right -- Bob Koerbel, Lee Volpe, Bodo Knochenhauer, Wayne Flegler. Full story on Pages 14 and 16. photograph by Francine Knochenhauer.

Membership Meeting News

By Debbie Cooper, RTR Vice-President
**OKTOBERFEST & ELECTION
MEETING**

Victory Brewing Company, 420 Acorn
L a n e ,
Downingtown,
PA.

Phone: 610-
873-0881

6:15 PM –
Brewery Tour
begins for first 50
people

7:30-8:30 –
RTR Hosts



Oktoberfest Dinner

8:30 PM – Meeting begins

We are fortunate to have our Oktoberfest and Election meeting at an award-winning local brewery – Victory Brewing Company. If you are interested in participating in the brewery tour, you must be one of the first 50 people that arrive by 6:15PM. The tour will begin promptly at that time, so folks will have enough time to finish the tour and have dinner before the meeting begins.

RTR will pick up the tab for an Oktoberfest dinner beginning at 7:30PM, but you will be responsible for paying for your thirst quenchers.

Some beers will only be \$2.00/pint – what a deal for award winning brews!!! For more information on Victory, visit their website at www.victorybeer.com.

After dinner we will announce the results of the election and the new Executive Committee for 2005.

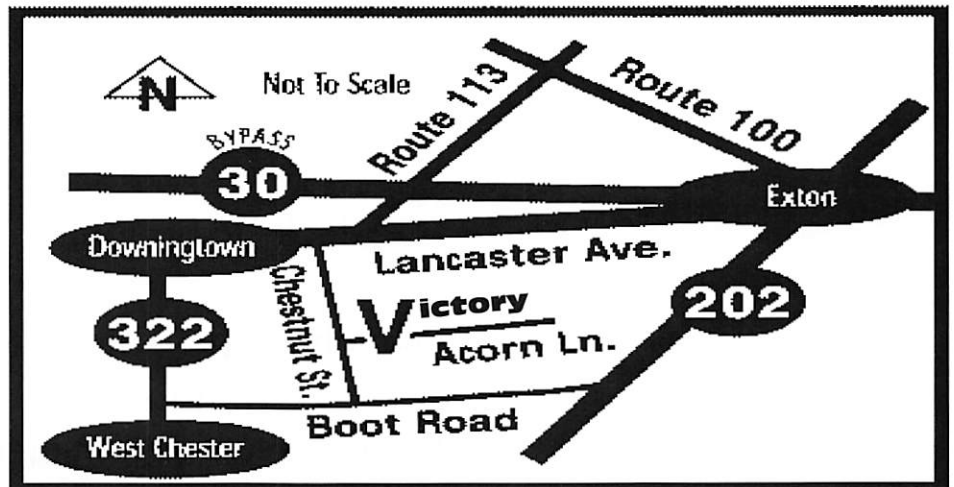
Directions to: Victory Brewing Company, 420 Acorn Lane, Downingtown, PA. Phone: 610-873-0881.

202 to US 30 West toward Downingtown/Coatsville. Go about 4.8 miles and exit onto US 30 Business Route West toward Downingtown.

Go West (left) on US Business Route 30 about 0.3-0.4 mile to Quarry Road. Make a left at the light onto Quarry Road and go about 1 mile to Boot Road.

Make a right at the light onto Boot Road and go about 1.3-1.4 mile to Chestnut Street. Make a right onto Chestnut Street and go about 0.3 mile and make a right onto Acorn Lane. (Note: If you pass Grant Street on your right, you missed the Acorn Lane turn.). Make your first right into a multi-building complex and Victory is in the back on the right.

**We are located in the old Pepperidge Farm bakery
at 420 Acorn Lane. 873-0881**



Thank You!!!



**Pete Rutkowski & Paul McDonald from
Performance Automotive for Hosting
the
RTR "September" 2004 Membership
Meeting**



Riesentöter Holiday Award Banquet

Saturday December 11, 2004

Talamore At Oak Terrace

723 Talamore Drive

Ambler, Pa 19002

Butlered Hors D'Oeuvres.

Cash Bar 7- 8pm

Elegant Buffet 8pm

\$55 per person

Tax and gratuity included

Black tie optional

Please make check payable to RTR-PCA

Mail to

Francine Knochenhauer,

1221 Foal Circle,

Warrington, Pa 18976

Please clip and return with your check by December 6, 2004.

Name _____

E-Mail _____

Phone Number _____

Number Attending _____

Check # _____

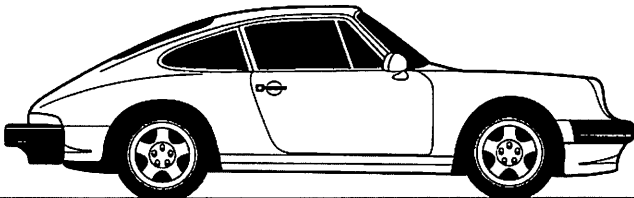
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09/04

Membership News

Lehigh Valley New Members Breakfast

By Brian Minkin, Membership Chair

Fall is here and the election meeting is upon us. A new executive board will guide the club through next years many events and there are still a few more left in 2004.

I have had a great year as a member of the club participating in rallies, social outings, Concours, Tech, Drivers Ed, and monthly meetings.

Participating in these events helped me enjoy the ownership of my Porsche and the comradery of fellow club members.

I have also enjoyed hosting the New Members Breakfasts this year and have made new Porsche friends among those who have attended the breakfasts.

I am going to have the final New Members Breakfast (or as my wife likes to call them, Meet-Greet & Eat Porsche Style) in the Lehigh Valley.

It will be at BOB EVANS FARMS RESTAURANT, 2805 Lehigh St, Allentown, PA 18103 on Sunday - November 14th at 10AM.

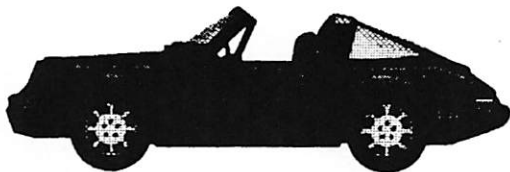
I see a lot of Lehigh Valley addresses on the New Members listing each month and I hope to meet some of you and some older members as well.

Don't miss this opportunity to make a few new friends and enjoy great Porsche table talk. For the record, it snowed for the first New Members Breakfast in the

spring, rained for the second breakfast in the summer, so we are bound to have a sunny day this time.


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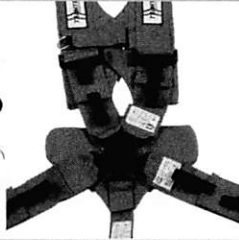
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PORSCHE PERFORMANCE FOR ROAD AND TRACK

Time To Turn 'em In

As the leaves begin to turn their colors, I place Snidely Whiplash in his hibernation mode, and begin my other Riesentöter effort; that of Awards Chairman.

This is the time of year when I look to all of last year's recipients to graciously make my life a little easier and bring your trophy or plaque to the October general meeting, October 27th at the Victory Brewing Company. This is far easier and less time consuming than having to collect them all one at a time! I'm sure you know who you are, but just in case:

"Press on Regardless" Rally Award: Shelley M. Menkowitz

"Mighty Nitto" Award: Bodo Knochenhauer

"High Speed Driver Award": Mark Reynolds

"High Speed Instructor Award"; John Heckman

"Tattered Helmet Award"; Kurt Faller

"Broken Crankshaft Award": Bodo Knochenhauer

"Annual Door Prize": Jack Kramer

"Riesentöter Award": Ed Kovalevich

This should also be a reminder to Event Chairs to begin to formulate this year's recipients, as I will need "engraving time"!

If you do NOT plan to attend the October Meeting, perhaps a friend could take it for you!

Thanks Guys and Girls'

Fred Bonsall, Awards Chair
(610) 866-0505 (o)
fbonsall@bsaia.com



October Membership Meeting

Elections !

**Victory Brewing
Company**
420 Acorn Lane
Downington, PA

610.873.0881

**Wednesday,
OCTOBER 27**

**Brewery Tour 6:15
Dinner 6:30-8:30
Meeting 8:30**

The Chuff Zone ...

Turning Japanese (I really think so..)

By Christopher Mahalick, RTR

Now I fully don't expect anyone to give a rat's "you know what" about my personal track experiences, but I'm afraid I may have to take a sentence or two in order to explain the basis of my recent conversion.

It is the second run of the second event of the season. We are driving at one of my favorite tracks, Jefferson Circuit. I am entering turn four, downshifting as I approach the apex. Business as usual.

Only instead of feeling the trans click smoothly into gear, I felt what could best be described as the feeling of holding the tip of an arc welder in my hand. Minus the horrific burning, of course. There was a jolt at the gearshift lever accompanied by the cacophonous sound of expensive metal parts being ground into oblivion. My worst track-related nightmare had just become reality.

I am now stuck in West Virginia without a trailer. With two and a half more days to go at the track. And I'm really in the mood to drive.

I owe a lot of special folks a ton of gratitude for what happened next. People actually began offering up their cars. And by the end of the weekend Bill Dougherty and Patrick Wayman came together with a plan to get my car trailered back.

I had the opportunity to drive a GT3, a couple of RS America's, a 944 Turbo, and a slightly used Mazda RX7 race car. Now the Porsches were all just awesome. But that is to be expected.

Expectations for the Mazda, of course, were set quite low. After all, what would you expect from a fifteen year old Japanese knockoff of a 944? It was clean. It had some stickers on the bodywork that were maybe good for about five more horsepower. Oh, the interior was stripped out, and there was a full cage. And that's it. In a sea of Porsches this car stood out like... well, a fifteen year old Japanese knockoff of a 944. So of course I

accepted when Fred Brubaker generously offered a ride.

There really is no dignified solution in terms of entering a car with a full cage. First, you have to get both feet inside while precariously perched upon the side rail. The next step involves a quarter turn of your torso, accompanied by more squirming than would be encountered during "Naked Twister Night" at Club Kama Sutra. When done correctly, it's tighten the belts and off to drive.

The first impression is loud. As in bleeding eardrums loud. A Wankel rotary sounds like a throaty go-kart engine on full song, all the time. I was tempted to look for a set of McCullough racing engines under the hood. Noise aside, this puppy handled like a dirt track car. In a good way!

Salacious slide-ability, as neutral as Switzerland, combined with grippy tires and a tight suspension make for one ultra fun ride.

While the safe method of cornering a 911 is to come in later at the apex, the opposite is true of the Mazda. By coming in early, the car snaps into a clean rotational four-wheel drift, you count to three, grip returns, and you are sling-shotted out. Now if this doesn't make you smile, then go see a doctor. There are plenty of good anti-depressants on the market today.

So how did this Mazda, affectionately known as the "Trak-Ho," seduce a German car club?

Back in the year 2000, when I was just starting out in Drivers Ed, I noticed that there was always this red RX7 at our events. As our group allows other cars, I thought nothing of it. I only knew that it was owned by this tall, skinny guy named Jack Kramer, who was an instructor as well. Seemed like a nice guy, yet our paths were not to cross in earnest for another three or four years.

It was in October of 2003 and we were at the Glen for the annual Make-A-Wish charity Drivers Ed. A big part of the event is a silent auction where folks

bid on items ranging from Porsche hats all the way through (at least that year) a 1988 Mazda RX7 race car, which was graciously donated by one Jack Kramer.

The car was listed on eBay, as well as being present at the auction. Bidding proceeded at a brisk pace until the car was finally sold to Steve Scheuren, RTR's own instructor-extraordinaire.

Upon receipt of the car, Steve promptly formed an ownership consortium, with the idea being that the car would then be available for members to drive if they were having problems with their primary track rides.

This original group consisted of Steve, Fred Brubaker, Bill Moffitt and Rick Owens. At the point of my aforementioned transmission troubles, Rick Owens was looking to sell his share, as he was currently concentrating on sorting and enjoying his newly acquired 911. Perfect timing.

I needed another track car fast. I was hopelessly in debt. So the obvious thing to do was to acquire still more debt and buy in. Anything to stay out on the track.

Out of the group of owners, I would have to say that Fred Brubaker holds it all together. He is a stickler to detail, which generally offsets the "when in doubt, take it out" philosophy shared by the other members. Plus, he has a "bitchin' set of tools."

While the original plan of "occasional use only" looked good on paper, reality dictated otherwise. Steve's 944 Turbo was out for the season. Bill Moffitt had no car, and I was too lazy to fix my car quickly. Plus, Fred drives a 914 with an early transmission, complete with balky linkage and all.

As such, "The Ho" has had a minimum of three guys on her per weekend. Additionally, some of our friends occasionally take her out for "Cameo Appearances" as well. And

Country Caravan VI

By Fred Bonsall, RTR

Fall beckons the end of Summer and the conclusion most Riesentöter activities... EXCEPT... the FALL COUNTRY CARAVAN... the annual romp through the countryside led by Ken Souser, our foremost Tripmeister!! These trips seem to get better every year, and Caravan IV was no exception!

A fine collection of Porsches gathered outside Wegman's Allentown food emporium: a guards red '03 C4S, piloted by Ken, complete with the latest GPS system, led the group. As a last minute surprise, a brand new '05 Carrera 997 arrived, driven by David Goldfarb grabbed most of the attention. Tom and Bunny Cutrona came in their '95 midnight blue 993, along with Al and Marilyn Burk in their '02 black Carrera. And then "arctic silver" prevailed... Kevin and Stacy Brennen brought their '99 C4 followed

Chuff Continues...

still this car has yet to break!

A good car should continue to impress long past the early stages of the relationship. It is in this respect that "The Trak Ho" shines. Jack Kramer, it turns out, is a genius when it comes to putting together an incredibly rugged track car. What he doesn't know, he seeks out from experts, the result being a durable, sensible, awesome handling machine.

To this day, we are still discovering new tweaks and features. Jack even took the time to show me the line around Summit Point later in the season. Never before had I had that much fun at Summit.

So what's next for "The Ho"? Only the future will tell. Keep your eyes open, as you may see her running with the likes of the World Rally guys, sliding through the curves as adoring fans beat upon her fenders. Don't be surprised if you see her in the pits at Monaco surrounded by supermodels as well. Whatever the venue, one thing is for sure, this phat ride should continue to impress for years to come.

Stay tuned as this "affair of the century" progresses.

by a host of '99 Boxsters; Fred and Randa Bonsall, Josh and Jenn Dean, as well as Bodo and Francine Knochenhauer.

Setting off the silver trio was John and Joyceann Heley arriving in their pale yellow '99, completing the entourage. It was a perfect "top-down" day, at least for those who could!

Ken immediately chose winding back roads leading to Cabella's mega outfitters store in Hamburg where we shopped 'til we dropped! After an hour of traction testing maneuvers, we arrived at Heisler's Dairy Bar where we made lunch of bar-b-cues, the best-ever 99 cent hot dogs and "to die for" homemade ice cream.

With hardly any time for tire warm-up, the group tracked to Stonehedge, a nature-aware museum of gardens and grounds just south of Tamaqua. A Renais-

sance Festival was in progress, cutting short our visit, but providing the ideal "Kodak Opportunity" of "Porsches on the Green." Back on the road again, Ken led the group to Meadow View Farm, an Amish pepper farm near Bowers, PA, where most purchased a variety of peppers, as well as, October pumpkins and gourds.

A few "hot" miles later brought us to our final destination, the Yellow House Hotel near Douglasville, a superb cocktail and eatery, where we ordered libations and hearty meals.

This is a definite stop for anyone in the area! After the comradery and reliving the day's events, we returned home having completed our 200 mile "tire tests"!

All in all, a great effort by Ken... I just can't wait 'til next year!!!

photograph by Ken Souser



Chesapeake City

By Carol Koerbel, RTR

The crabs are coming..... the crabs are coming...

I'm sure people were thinking this as they saw many members of the club dining in the Taproom, and walking down the streets of Chesapeake City wearing their crab hats (eyes telescoping, legs askew, and RED, OH SO RED!!!!) Please note this is a description of the hats, not the members wearing them.

Saturday, September 11th about 20 members of the club traveled to Chesapeake City in Maryland – some in Porsches and some in the "other car". But travel they did and what fun they had!

Francine and Bodo Knochenhauer organized the second annual trip, and the day started off with lunch at the Taproom, famous for its seafood. The crabs were piled high and delicious.

Tables lined with paper and complete with hammers and rolls of paper towels held gustatorial treats such as mussels, crab cake sandwiches, spaghetti with shrimp sauce, and did I mention CRABS!!!

The day was beautiful, camaraderie at its best, and fun and laughter filled the air. Chesapeake City, located in Maryland, is a little gem of a city situated on the canal.

There are antique shops, art galleries, beautiful Victorian homes, restaurants, B&B's, gift shops, boats, and Miss

Claire.

Miss Claire and her husband run a boat tour, and we had the pleasure of talking to her at length...about it. She and her husband are college professors, (she now retired), longtime residents of the area and know everything there is to know about the canal



and the surrounding towns.

They have a wealth of information at their fingertips and LOVE TO TELL THE STORY! If you go there on your own, look for them at the dock. While some of us walked around eating ice-cream cones, others settled in at The Marina.

Some still wearing their "crab hats" while they enjoyed drinks, music, conversation, and laughter. Although some of this "laughter" was theirs, a great deal of it was other people's response to the hats!!!

As most of you know having attended club sponsored events, they are fun, friendly, interesting, and a way to see old friends and meet new members too. Oops almost forgot – you can talk, talk, talk about Porsches!!!!

There is another event coming up in November. Check the website or „*der Gasser*” to find out the details and do come out, but for those of you who attended the September event... LEAVE THE CRAB HATS HOME!!

WINTERTHUR EXCURSION NOVEMBER 13...

Winterthur, an American Country Estate! (November 13, 2004)

Created in the early 20th Century by H. F DuPont (1880 - 1969) and his father, Winterthur was designed in the spirit of 18th -19th century European country houses.

It is a world set apart - a place where history lives on in spectacular gardens and romantic landscapes' a fabulous mansion filled with and antiques' and a nation-

ally renowned research library. Come just us and have fun!

Meet at King of Prussia Mall, outside the Crate and Barrel, No-

vember 13th at 10am. Please call Francine at 215-343-9464 to reserve or email Francinebodo@aol.com

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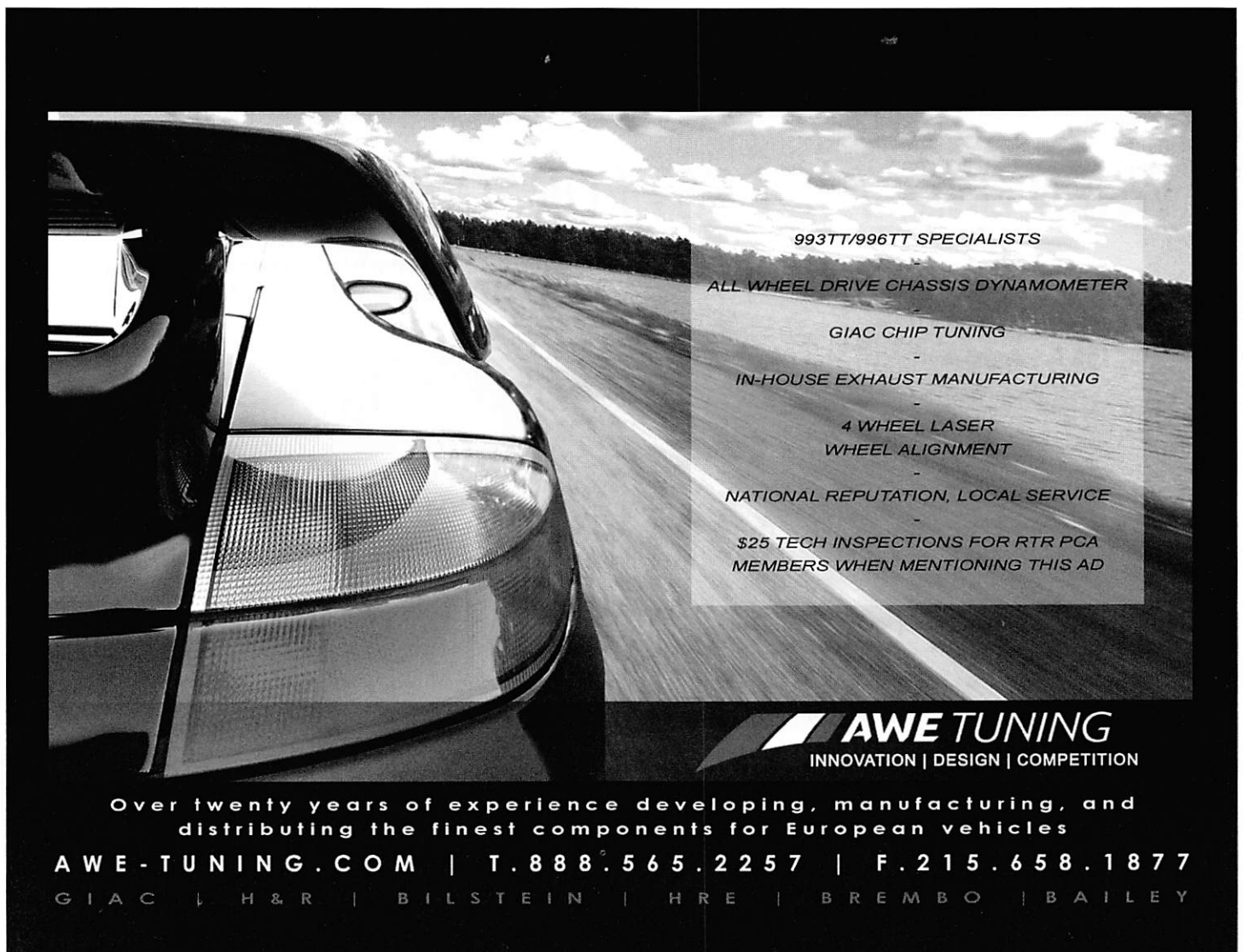
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A Wonderful Day

By Bonnie Flegler, RTR

What a wonderful Saturday our social chair, Francine Knochenhauer came up with -- a beautiful drive to Chesapeake City, Maryland.

The day started when some of the club members met at the King of Prussia mall, then drove on to a rest stop in Delaware to pick up a few cars there. Francine and Bodo then gathered everyone and the caravan took off, looking forward to having lunch at the Tap Room.

Once at the restaurant, Francine dug into her goodie bag and pulled out a few special hats... crab hats to be precise!

Those lucky enough to get a hat

looked fabulous with claws, legs and eyes sticking up above their head. Francine, ever the thoughtful one then handed out fans to all the women, just in case they became overly hot from cracking crabs with mallets.

When lunch was finished, every one sang "Happy Birthday" to Carol Corbel and I must say, every one was in fine voice. We left the Tap Room and every one was on their own to walk off lunch and to explore this beautiful, and quaint little town.

There were Antique shops to hunt through and gift shops to visit, beautiful homes with lovely gardens. Some of the party were seen to be carrying goodie bags from those shops and

looked very happy with their finds.

As the day wound down, some members were seen sitting at the edge of the canal with ice cream cones enjoying the scenery.

Soon everyone assembled at the Marina, a nice place to gather for cocktails, music and talk about the beautiful day, what camaraderie there was and laughter to be enjoyed.

Some people were lucky to stay for dinner and others had to leave in the late afternoon, but everyone certainly enjoyed the day.

I know we all look forward to driving a caravan of Porsches to Chesapeake City next year.

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Riesentöter Fall Rallye

By Bill O'Connell, RTR

The Riesentöter Fall Rally was held in conjunction with the '100 MotorCars Of Radnor Hunt' Chester County Road Rally. The primary sponsors of the Rally were RTR members Patrick Wayman and Will Kontes.

The variety of cars is very different, like Duesenbergs, one of two remaining 1911 Normals, Ferraris, and Morgans, along with the great selection of Porsches.

The goal is to make it a challenge for experienced people but not hard enough to get the novice lost or frustrated.

It is traditionally laid out by Christian Heuber, which he loves to do, and I do the rest. Due to illness, Christian was unable to perform, so I assumed the duty and trust me when I tell you, you can't imagine how much work is involved in one of his events.

Taking his base rally, we found out right away there were two detours. We then found, as the event got closer, clues were missing for sundry reasons.

The last pre-run was done Friday afternoon. The forms made it to Kinko's about 6 p.m. to get 135 copies printed "just in case" we had some last minute signups.

I need to thank Craig Rosenfeld; his support in allowing me the time to set this up was invaluable.

Based on pre-registration, we expected about 80 cars, more than last year but manageable. A sudden crush of e-mails and phone calls made me rethink.

Over 100 cars came out to play on a beautiful day. The course was 65.7 miles through stunning Chester County countryside ending at the Davne home, a drop-dead gorgeous horse farm a few miles from Radnor Hunt.

The paradox in a non-timed rally that has to end about 2 p.m. to allow for scoring and the awards at 3 p.m. is getting the cars out and trying to avoid trains. Not unlike herding cats.

Ideally, there would be a 3-5 minute spread between cars. This was only partly successful. If you do the math, 100 cars would take 300 to 500 minutes, which means a 2.5 hour rally would be over for some before others even started.

(Next year there will be a definite, and well published limit.)

I managed to be at Radnor at 8:01 to find a crowd already drinking coffee and eating bagels and muffins. We ended up with well over 100 cars, including 22 registered under the Riesentöter banner, and even more RTR folks registered under various other groups, like Hector Street Garage (Patrick and Will's group), and the Car Guys Network. The line was not as cranky as one might think for which I thank you. The volunteer crew was a tad light but we managed to get everyone off and running.

Lunch at the Davne's was great. While we worked in the kitchen trying to get all the results tabulated, the entrants managed to consume about 300 lunches and cases of various liquids while semi-

patiently waiting for the answers. Not unlike you are now doing. So before we end the suspense, let me again thank Patrick and Will for their sponsorship, Craig for giving me the time, Lola for setting up the lunch, David Gardenhour, Steve Choi, Cortie Wetherill for course layout, registration, and scoring, and of course, Vicki, for all of the above and most importantly putting up with me!

Continuing a long tradition, the overall winner was a Riesentöter entrant!

The RTR winners were: 3rd Glenn and Sally Price; 2nd John Custer and Mary Sadowski, and *TA DAH* 1st and overall winner - Barb and Kevin Ilsen.

Thanks to everyone that attended and helped make this the success it was. See you next year, and be sure to sign up early!



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TRACK SAFETY NOTES...

ITEM ONE: It has recently come to my attention that some regions are allowing cabriolets that are not supplied with factory rollover protection to run in selected DE run groups. The National Standard as it applies to "Roll Over Protection" states that all cabs need a roll bar except the 996 and Boxster, which come with factory installed roll bars. There can be no exception to this National Standard for it could jepordize our ability to insure these events.

Please make sure that all the regions in your zone comply to the National Standards.

---Pete Tremper

ITEM TWO: Recently there has been some discussion on the use of timing equipment, stopwatches and hot-lap timing devices at DE events. This has been an ongoing topic since PCA started the DE program.

1. In Region Focus Vol 2 #2 in 1988 John Boles, then safety chair, states in the PCA TrackEvent Guidelines : "Avoid discussion of Lap Times and use of the word 'racing' during Driver Education events."
2. Again in the Best Practices Handbook published by Tom Bobbitt in 1999.
3. The Appendix to the Guidelines : "Official Lap Timing -Not allowed."
4. The 2nd edition : "Individuals may time individual cars (local option)"
5. On the current PCA web site in the DE section under Mission and Purpose, 3rd paragraph:
"However, it is noted that PCA DE events are not racing, nor preparation for racing. No times or placings are recorded, and no awards or prizes are received by the participants of PCA Driver's Education events...."
6. Finally the DE Minimum Standards by Pete Tremper:
Lap Timing: PCA DE Programs are not timed events. Any timing is done for instructional purposes only, and is not part of the operation of the event.

As you can see, PCA has a long and consistent record which should make three points clear:

- 1) No official timing or awards based on such can be a part of driver's education.
- 2) The emphasis in the program should be on learning to drive safely at high speed, and
- 3) Individual timing done by entrants for their own educational purposes is not prohibited by PCA. Local regions at their discretion may restrict individual timing by entrants.

Please use this in your discussions and or Drivers Meetings. The essence is that we want students to learn how to drive their Porsches in a safe manner. Undue attention to speed and lap times, potentially resulting in incidents, jeopardizes the program.

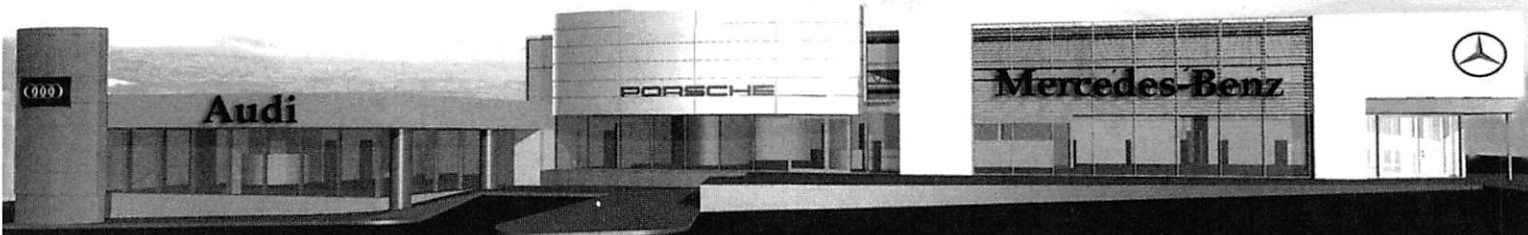
---Botho von Bose

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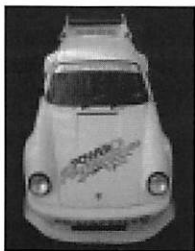
1972 914/GT, Factory steel GT flares, euro front & rear lenses w/euro front working turn signals. 911 5 lug conversion front & rear, vented front rotors w/BMW 528 calipers, 914/6 solid rear rotors. 15x7 & 15x8 Fuchs w/Yoko AVS tires. Factory front and rear swaybars, Camber Truss rear shock tower brace. RX-7 front mount oil cooler w/GT shroud and custom SS braided oil lines. Very good running 1.7 motor, custom K & N air filter. Solid car needs paint, excellent candidate for track car or six conversion asking \$5200.00 OBO 610-489-7102 or 609-847-1007 ask for John. [9]

1985 911 Carrera Cabriolet Red with black top, tan interior. Fuchs wheels: 7"x16" and 8"x16". Sound Stream Pro speaker system, R&M Motorsport strut brace, short shift kit. Strong en-



gine and transmission. No oil leaks! Very nice condition inside and out, 70,000 miles, \$17,800 OBO. Contact Nick at 609-334-7000 or nix935@yahoo.com [9]

1987 930 Turbo Coupe White, red interior. Street or Track. Interior features full bolt-in roll cage, Konig Seat, MOMO steering wheel. Fresh engine and transmission have less than 500 miles. Performance upgrades include Group B racing



cams, light fly wheel, oversized oil cooler, header with super trap, solid motor mounts, GT1 type wing, splitter and much more. \$25,900 OBO. For an additional \$4,900, I'll include an 18' steel open trailer with dual axles and electric brakes, weight distribution

hitch, the original 930 rear deck lid with whale tale, set of 4 HRE Wheels 9x17 & 11x17, set of 4 Speedline Wheels 8x17, 10x17, 12 tires, 2 front valances, a spare exhaust system, several sets of brake pads, 2 sets of Teamtech harness, spare turbo, suspension parts, & much more. Contact Nick at 609-334-7000 or nix935@yahoo.com [9]

1999 C2 Cabriolet. Mint condition, no defects, 20,600 mi. Black with Savannah Beige full leather interior, traction control, 18" turbo wheels, 3-spoke steering, CD changer, premium Hi-Fi, mini wood group, exhaust tips, color wheel caps, power and heated seats, hardtop. Garage kept, no snow or rain. \$50,000. (610) 940-0331 Bob Kleiner RCKDR@Comcast.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

84 Carrera Targa, 57,000 miles, chiffon white with blue interior, H-4's, Weltmeister short shift, adjustable sway bars front and rear, strut brace, harness guide bar with 5-point harnesses, B&B twin outlet muffler with test pipe, 17" wheels. Garage kept, excellent condition.

\$21,000. Nick Plenzick, 215-343-2158,

nplenzick@peoplepc.com

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1991 911 Turbo Black/Black; Kinesis wheels 18" w/ Hoosiers; DAS sport system roll bar powder coated black (new); 5-point harnesses (new); Kirkey seat; Bilstein RS suspension. Motor was fully rebuilt 4 months ago and has 1000 miles on it. SS headers and exhaust system from AWE (Kenny McNiel); OMP steering wheel and

Momo hub adaptor (new); All stock seats , wheels/ tires, etc.... go with car. Streetable and great for DE events. Asking \$37,500 Porschec2@snip.net or 215.262.8784. [8]

Porsche Parts

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Hardtop for 996, fits all model years. New condition, never used. Black with Savannah Beige interior. All mounting hardware included. \$1000. Bob Kleiner, Blue Bell, PA 610.940.0331.

Other Stuff

911 stock 16" wheels and tires for sale. Good condition, Great for Winter Tires, Came off 1990 C2, but will fit other years. Asking \$450/4. Dave Coughlin - 610.742.2279 [8]

Brey Kraus Harness bar. Excellent condition. Stainless steel. Will fit Carrera/C2 coupes. Virginia (610) 306-5262 [9]

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Mass Flow Sensor System This system is designed for a 911 3.2l U.S. 1984-1987 and includes: mass flow sensor unit, K&N high performance air filter assembly, mounting hardware, performance software chip by AuthoThORITY PO.911.2.100.01 S/N:1081. System is in perfect working order. Bolt-on installation is simple, straightforward, and completely reversible. This system significantly increases throttle response and increases power with a claimed 38 horsepower increase. \$1,250 OBO. Contact Nick at 609-334-7000 or nix935@yahoo.com [9]

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Fahrvergnügen!

by „der Gasser” editor Rich Herzog

In my latest observations of local driving ‘technique’ I came to wonder about Cause and Effect, Chickens and Eggs, and how to determine which came first.

I came upon my observation one weekday morning on my way to work as I was stopped at a red light at one of the area’s many intersections not laid out at right angles.

This particular intersection was not quite as goofy as some of the notorious 5-point intersections, in which roads laid out on the (elsewhere) conventional North-South alignment meet up with the roads travelling NW-SE and NE-SW. The traffic planners at those intersections seem to have realised early the confusion factor and implemented traffic signals that allow exactly one direction to proceed at a time.

No, this was your ordinary intersection with two acute angles, and two obtuse angles.

When the cross-traffic signal light turned yellow, I depressed the clutch pedal and selected first gear in the time-honored tired-synchro manner of first touching the stick up into 2nd to stop the input shaft motion, then pulling over and back into first with a satisfying thunk.

The light turned green, I rolled my right foot off the brake onto the throttle, fed in about 2500 revs, and let out the clutch.

What I met in the center of the intersection after the first *and second* guys in line to make left turns raced by in front of me was the **third guy** who thought he was entitled to make a left turn *BEFORE the oncoming green-light traffic was clear!*

I was so astonished by this that I didn’t even have presence of mind to hit the Euro-style air horns I knew damned well worked just fine, having recently passed my PA state inspection (the subject of a previous rant, so I won’t be going there again today...). I barely had time to hit the brakes instead of the bozo.

Now, I studied the PA Vehicle Code Summary upon my arrival to the state, which was not that long ago.

Nowhere do I recall reading the section that makes it okay for an infinitely long series of left-turn traffic to stream across the path of oncoming traffic.

Nowhere do I recall reading where it is the responsibility of straight-ahead traffic to wait for these bozos.

But I am beginning to understand something that had puzzled me since my arrival -- why PA drivers seem to exhibit a fundamental inability to get across an intersection when the light turns green.

During peak traffic times, it even leads to the condition where straight-ahead vehicles proceed through the intersection only under the yellow - and cars only a few back in line advance only when the light is red.

So - do the left-turn bandits race into the intersection because the people headed straight simply won’t go? Or do the straight people hesitate because they know they’ll otherwise meet a bozo trying to poach their green?

Which is the cause, and which is the effect? And who taught these bozos they get a free pass to make a left turn?

I have my own approach.

I will continue to go on green until someone can show me a PA Vehicle Code section that says left-turns get right-of-way priority. I will be ready to hit the horns and squeeze back on the high-beam stalk. (I am always ready to hit the brake; 20 years of driving in Los Angeles taught me that...)

If the left-turn bandits feel empowered because most oncoming traffic is Chicken, I will be an egg. It’s a 911, it already looks a bit like an egg, and it’s white and everything. What I am not is yellow in the middle...

Actually, this just ties back into a theme from an earlier column -- the concept of the ‘assertive driver.’

We have to believe we are entitled to go on green. I just don’t know why drivers in my part of the world can’t enter an intersection when the light turns.

But we can teach them by example. Go on green.

I’m not *quite* ready to adopt the position I saw facetiously suggested in an online forum the other day: “They already hate you for driving a Porsche, go ahead and pass them in the on ramp.”

But I *do* think many drivers in the area have either forgotten or never learned fundamental concepts. We have to re-educate them.

Here’s another interesting bit of trivia, in case you have an opportunity to drive

west of the Appalachians... In other parts of the country, drivers typically make right turns from the right lane, and left turns from the left lane.

Here, I notice, probably due to the influence that every route is a truck route, drivers tend to do the opposite -- or, at least, make all turns from the center lane. God forbid they should actually give you a clue by signalling for a turn in *any* direction...

Again, I know, partly it’s because of those not-right-angle intersections that people feel all bets are off and change of direction is now freestyle.

Last issue I went on a bit about man-made potholes, and while I did mention that I’d experienced a loosened wheel bearing from the pounding, I don’t think I made the full point, which was that the roads on which we travel *are* hostile to our cars. I don’t see how any daily driver Porsche can withstand a year of local roads with its alignment, at least, and suspension components, at most, unaffected.

Let me suggest that either before taking your Porsche out of service this winter, or depending on it again in the spring, that you go to a Porsche-knowledgeable alignment shop and get all four wheels pointed in the same direction.

For my 911’s winter refit, i’m replacing most of the suspension, and it will be getting a real good corner-weighting and careful alignment before I trust it in a track event.

The year and my term as editor are drawing to a close. I’ve known next-in-line Sandor through his posts on the RennList 911 group since I became active there a little more than a year ago.

I think he’s going to do a great job, and he has my complete support. I want to encourage you to support him by sending in articles, photographs, travelogues, anecdotes, tech tips, and stories on the experiences you’ve had in the Region, especially if it involves your Porsche.

In just a couple of hours, I’ll be heading just a little west for a Porsche-oriented “Fall Foliage” tour of southern Indiana and a week of vacation, our first time off since we hit the ground running upon our arrival in Pennsylvania almost a year and a half ago.

The experiences from that trip will be featured in my last column next month.

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

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