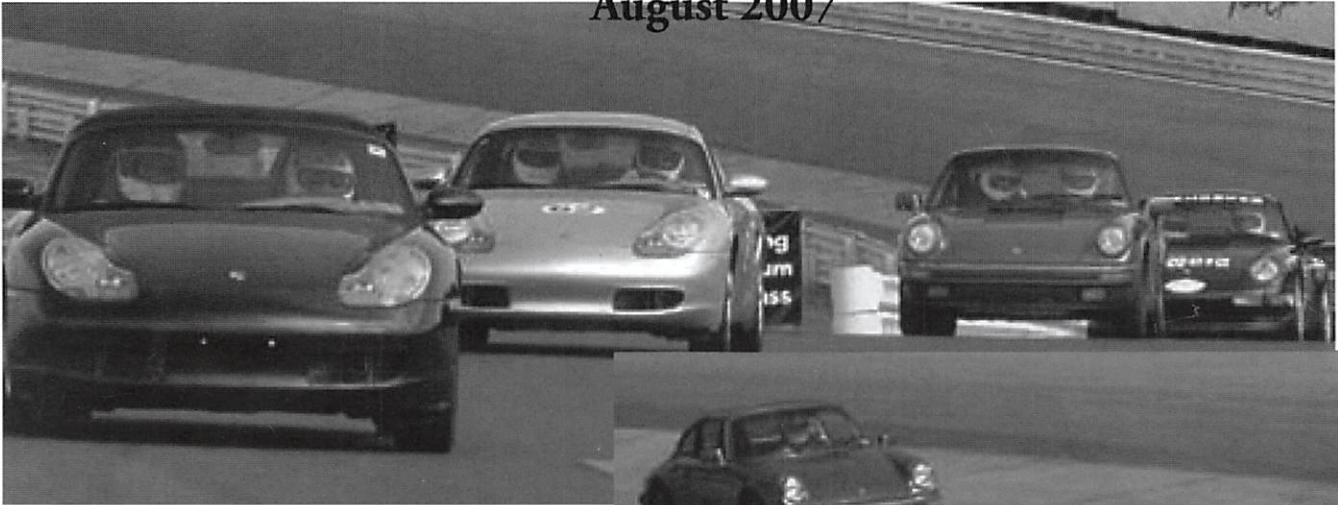


„der Gasser“

August 2007



Riesentöter Region
Porsche Club of America



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„der Gasser“

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Fan Mail Only

Correction:
Last Month’s ‘Pole Mechanique’
article was wrongly associated
with Maureen Sangiorgio. This
article and the associated images
were all from former RTR
member Charles Bowden.
My apologies for the confusion.
-sandor

Upcoming Events:

- Aug 23-24 DE @ Summit Point
Aug 29 August Membership Meeting @ Performance
Automotive (new location) 8p
Sept 1 Summit Point Reg Opens
Sept 8 Tech for Pocono @ Dougherty’s
9a-2p
Sept 21-23 MAW Driver’s Ed @ Pocono
Sept 23 AutoX hosted by CPA PCA
Sept 29 Sept Membership Meeting and Fall Fest @
Victory Brewing in Downingtown, Pa 2p-9p

On the cover:

RTR at The Glen circa 2002
-Doug Mahoney

„der Gasser“ is published with the goal of being in members’ hands on the 15th of the month. Editorial policy is to print as much locally produced material as possible. If we don’t get it into this month’s issue, we will try next issue or the issue after. Please include SASE if return is required. All material for print should be received by the Editor by the 25th of the month prior to the issue it is to appear. Copy material in electronic format is required although photos may be sent for scanning. Editorial contributions and pictures are welcomed. Address changes should be sent to both the Membership Chair & National. If you are having problems receiving „der Gasser“, contact the membership Chairperson. Classified ads are free to PCA members and are printed on a space-available basis. Ads may be mailed, e-mailed, or faxed to the Editor, are limited to auto-related items, and are subject to editing. Pictures of items may also be printed. Please send with e-mail or via U.S. Postal Service. Contact Editor for Commercial Advertising Rates. „der Gasser“ is the official monthly publication of Riesentöter Region, Porsche Club of America. Ideas, opinions, suggestions, etc. are those of the authors and do not necessarily reflect the official position of Riesentöter Region PCA. „der Gasser“ is published 10 times a year, monthly with combined January-February and November-December issues.

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

State of the Region

Brian Minkin, RTR President

August is upon us, the driving season is speeding along and the club has many great events to enhance your ownership experience. The fall calendar is still packed with many more Drivers Education, Touring and Social events. Visit the web site calendar and I am sure you will find one to fulfill your interests.

If you always wanted a taste of the track, another Drivers Education opportunity is coming up at the Make-A-Wish event in September. Look elsewhere in this issue or on the web site for more information on the MAW Driving Experience. For a tax-deductible contribution you will have an experience that you will remember for years. After your day on the track you may also wish to join us for the MAW Banquet and Silent Auction that is always one of the weekend's highlights.

October has a special event. The Founders Region; Potomac is holding PCA Escape in Northern Virginia. From October 11 to 14 you can join other PCA members for the ultimate in Porsche Club relaxation and camaraderie, PCA Escape weekends are structured purely as a relaxed, social weekend within reasonable driving distance where you can drive you Porsche to a range a themed activities. This escape will feature a superb hotel and dining with driving tours that cover the range from the Capital and monuments to scenic Skyline Drive in full Fall colors. It will be an event to remember.

See the RTR Calendar on our web site for a link for more information and to register.

July began the process of establishing next years Executive Board. If you are interested in joining our "team" or wish to nominate someone else for one of our elected positions, or any other appointed Executive Board position, please contact me.

Enjoy your P-car and Turbo-Charge your passion. Get involved with RTR.

Stay Tuned,

Brian Minkin



100 Motorcars of Radnor

William O'Connell, RTR

The 100 Motorcars of Radnor is a 4-day event celebrating classic automobiles and motorcycles. It was started in 1996 after the demise of the Philadelphia Vintage Grand Prix. It is always held on the 2nd weekend in September which will be the 6th, 7th, 8th, and 9th, in 2007. This year's honored marques are Pierce-Arrow, Classic Coupes, Cars of the Mille Miglia, Italian Race Bikes and the British motorcycle, Velocette. Most of the events are held at Radnor Hunt, 826 Providence Rd, Malvern, PA 19355 with one event held at the Reading Airport in Reading, PA.

The weekend starts on Thursday with a display at the Reading Airport. The evening is sponsored by Audi, Millennium Air, Lear Jet, and Vision Porsche Audi VW. You will be treated to fine hors d'oeuvres and open bar while wandering thru the hanger checking out the fine vehicles and jets on display.

Friday night is the Welcome Barbecue featuring the beers of Victory Brewing. It is a laid back evening at Radnor Hunt listening to live music while looking at the fine new vehicles of our automotive sponsors. The evening starts at 6 PM.

Saturday starts with the traditional rally

sponsored by Devon Hill BMW. It is a low key event limited to 100 cars, which takes you through the Chester County countryside. It is divided into two main classes, Classic for the early cars with no, or non-working, odometers, and Sports for everything else. As has become the tradition, any car club or group that enters 6 or more cars will create a sub class with only members of that group eligible for the trophy. Registration starts at 8 with the 1st cars off at 9. The rally ends at a local estate where the entrants enjoy a catered lunch by La Locanda while the rally sheets are scored. Trophies are awarded about 3 PM.

Saturday evening is the Black Tie Gala at Radnor Hunt. The Art Show Cocktail Reception begins at 6 PM and dinner at 7 PM. This year's honored speakers are the famous race driver and AutoWeek writer, Denise McCluggage and Keith Crain. It is a very lovely

night of fine food and companionship.

Sunday is the crown jewel of the weekend, the 100 Motor Cars of Radnor Hunt with 100 excellent examples of automobiles and 30 examples of motorcycles. This is a unique Concours with motor vehicles that rival Pebble Beach, Amelia Island, and other world famous events. The cars and motorcycles are laid out on the beautiful grounds of Radnor Hunt where visitors can walk among the cars and bikes freely.

For more information, visit our web site at www.radnorconcours.org, drop us a line at Radnor Hunt Concours d'Elegance, PO Box 326, Edgemont, PA 19028 or call us on the Information Hotline at 610.353.3536.

RTR August General Membership Meeting

August's Membership Meeting will be a social at:
Come see the "Race Cars of Riesentoter"

Performance Automotive
3239 Phoenixville Pike, Bldg 1, Suite 1
Malvern, PA 19355

August 29th Social @ 7:00P Meeting @ 8:00P - Food and Beverages will be served



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Bill Boys

September 14-16 38th Chesapeake Challenge

A multi-event weekend sponsored by Chesapeake Region at the Turf Valley Resort, Ellicott City Maryland. Bob Gutjahr (silber_pfeile@yahoo.com) and Ellen Beck (ellen@bexstr.com) 301-865-4297

Chesapeake Region invites all Zone 2 Region members to its 38th Chesapeake Challenge, the oldest running PCA multi event weekend. This year's Challenge honors the 'Gone but Not Forgotten'- with special recognition to owners of and Registries for 914, 924, 944, 968, and 928 models. As always, fun and friendly, low key competition will be the running themes for the Challenge, a tradition that started way in back in 1967. The world-famous Turf Valley Resort will be home to the Challenge this year, and its lovely grounds and facilities will be the perfect backdrop to the weekend's events, to include an alfresco Welcome Party on Friday night followed by a top only concours and a judge your own car show on the lush greens of the Turf Valley Country Club on Saturday morning. Saturday afternoon will see you and your Porsche enjoying a gimmick rally amidst the delightful country roads of Howard and Carroll Counties. Our Victory Banquet on Saturday night will reward all your hard play from the days events, featuring Chesapeake's famous door prize giveaway and collectible trophies for the concours and rally. Sunday's Potomac-Chesapeake Autocross series event at Ripken Stadium is open to all Challenge participants and promises third gear and lots of smiles. Save the date and join Chesapeake for a beautiful fall Challenge in the delightful warm September weather of Maryland. Contact Challenge Registrar Manny Alban at 410-515-4470 or carrerados@aol.com for further information.



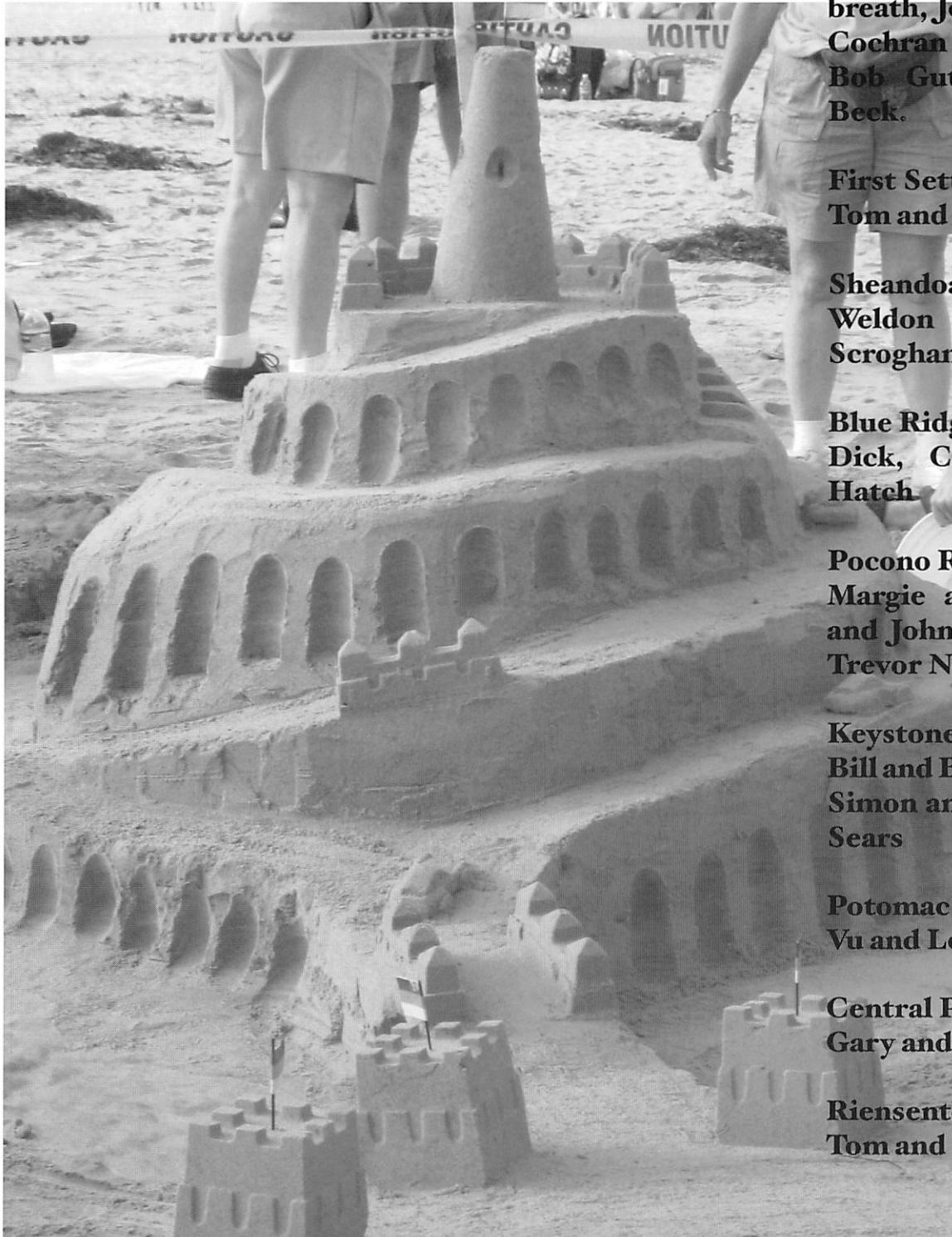
PCA Parade Zone Challenge Events

PCNA

During the Zone Challenge Events at this year's Parade in San Diego, Zone 2 took the Award for the Best Sand Castle during the competition on Coronado Beach. We were given a brief lesson on how to construct a sand castle by the 1999 US Open National Sand Castle Champion who also provided us with all the supplies necessary to build. We were given 2 hours and a roped-off area on the sand to work. Our castle was com-

plete with Porsches on the road heading up to Wolfgang's Castle complete with a bridge, a moat and German flags.

It was a tremendous team effort by the following participants:



**Chesapeake Region--
Manny and Roxanne Alban, Dawn and Ron Cerra, Tim and Kim Costa, Gene Fierro and Dena Love, Paul and Karen Gilbreath, John and Suzanne Cochran, Bob Rassa, and Bob Gutjahr and Ellen Beck.**

**First Settlers Region—
Tom and Eleanor Bobbitt**

**Sheandoah Region—
Weldon and Phyllis Scrogam**

**Blue Ridge Region—
Dick, Caryl, and Rick Hatch**

**Pocono Region—
Margie and Jim Becker and John, Rose Ann, and Trevor Novotnak**

**Keystone Region—
Bill and Bill and Christine Simon and Fred and Judy Sears**

**Potomac Region—
Vu and Loan Nguyen**

**Central PA—
Gary and Janet Wolgang**

**Rienschentoter—
Tom and Betsy Zaffarano**

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Saturday September 22nd

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Make-A-Wish 2007

Bill Moffitt, RTR

Lodging and Banquet:

It looks as though the Ramada is going to be the best choice for MAW this year.

The banquet is going to cost \$30 per person for the meal. (might be included in Drivers Ed Registration, check back here soon).

Rooms have been reserved at the Ramada at a special group rate of \$89. I think it would be best if the majority of the drivers stayed here so that we don't have to worry about drinking and driving. When making reservations, the discount group code is RIPC. I would also like to mention there is room for guests at the banquet and we will need reservations by September 10th-cost is \$30 per person, cash bar.

Ramada Inn Pocono,
Route 940,
Lake Harmony, PA 18624
570-443-8471
Auctions:

We need Auction Items!

Tickets to events, a vacation rental, gift certificates to restaurants/hotels, gift certificates to mechanics or dealers, rare memorabilia, etc. Please contact Bill Moffit.

Finally The Paddock Auction: Please send an email with the Following info to bill.moffitt.iii@smithbarney.com

Starting bid \$100.00 per space, a paddock holds 2 spaces, but you only need to bid on 1 space if you wish.

Your Name(s):

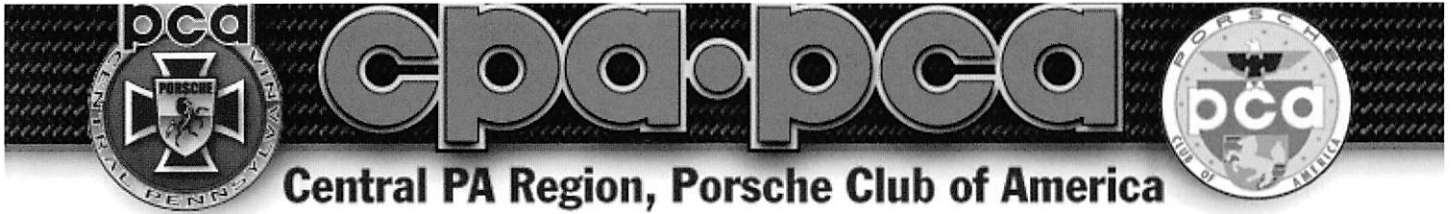
Your Bid: \$\$\$.

Paddock number: ## or any available (please specify)

Number of spaces?: # (blank will be 1)

NOTE: Each paddock holds 2 cars, If you and a friend wanted to share a paddock, your winning bid will be multiplied by the number of spaces specified.

Example: you win the bid for 2 spaces @ \$150 each = \$300



Central PA Region, Porsche Club of America

CPA-PCA Autocross

Test your skill on the largest paved area in Pennsylvania!
by DENIS GILBERT, Autocross Chairman, Central PA Region PCA

That's right, motorheads!

The *hottest* autocross course east of the Mississippi is *open for business!*

This is your chance to quit telling everyone how good you are and prove it, on the **largest single paved area in the state of Pennsylvania**. Assuming you aren't driving your mom's Hyundai, you can build up a respectable head of steam on our long straightaways—but the *real* test comes when it's time to turn the wheel. (You know how to do more than just step on the gas, right, Speed Racer?)

Check out some of the autocross action at previous events.



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<http://www.cpa-pca.org/autocross/9-23index.html>

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Run Group Advancement Criteria

PCA

Promotion from Green to Blue - Required Skills

- Drives the line reasonably accurately and consistently
- Inputs increasingly smooth
- Makes few mistakes and self corrects
- Calm and patient in traffic
- Fully aware of corner stations
- Anticipates slower cars in front
- Does not give or accept late passing signals
- Passes with good safety margins
- Exhibits good manners and consideration
- Displays full knowledge of procedures, flags, terminology
- Is safe to drive alone
- Drives at an appropriate pace for the Blue group

Promotion from Green to Blue - other criteria

- Student must exhibit above skills at the beginning of the event
- Student must have a minimum of 6 days at 3 different tracks within a year
- Ideally a student will have experienced every track we run

Promotion from Blue to White - required skills

- Demonstrates patience in potentially frustrating situations
- Uses the full track consistently
- Very smooth inputs, especially braking
- Vision at least 3 seconds out
- Carries reasonable momentum into corners
- Practices smooth downshifting technique (e.g. heel & toe)
- Demonstrates competent car control and recovery skills
- Prompt and courteous passing signals
- Good driving record for two events minimum
- Calmly deals with fast traffic and close passing
- Completely safe without an instructor
- Demonstrates full compliance with Region DE philosophy

Promotion from Blue to White - other criteria

- Typically a season's worth (16 - 20 days) of experience in Blue
- Must demonstrate White ability at more than one track
- Must successfully complete a "test drive" in White
 - Assigned instructor takes student out in White to observe behavior
- Must get 2nd opinion from another RTR instructor
 - Assigned Instructor asks another RTR instructor to take student out for an observation session in White
 - Student promoted to White if both instructors agree



Promotion from White to Black - required skills

- Exceptional track awareness
- Exceptionally smooth inputs
- Demonstrates patience, can control ego
- Anticipates vs. reacts
- Calmly deals with wide variety closing speeds
- Readily adapts to new & changing conditions
- Drives at appropriate pace for Black group
- Comfortable in close to race conditions
- Promotion from White to Black - other criteria
 - Typically a minimum of a season's worth (16 - 20 days) of experience in White
 - Believe student has capability to be an instructor
 - Must complete check out ride in Black with designated check out instructor



Porsche Announces Limited Edition Boxster

PCNA

ATLANTA, August 9, 2007 - Porsche's all-new orange 2008 Limited Edition Boxster and Boxster S will soon be stirring excitement around the country with a stylish design and competitive pricing starting at \$49,900 USD and \$59,900 USD, respectively. With the first Limited Edition being displayed at a special sneak preview at the NY Auto this past spring where it received a rave reception, the 500 eagerly anticipated Orange Boxster and Boxster S models will go on sale in dealerships on September 28, 2007 throughout the U.S.

Clad in striking orange paint, a color previously featured only with the track ready Porsche 911 GT3 RS, the Limited Edition Boxster is as well-built as it is eye-catching and even includes a special "Limited Edition" plaque in the glove compartment. It touts a sport exhaust system and safety bars, designed to help protect occupants, are dressed in orange paint. And the SportDesign package that includes spoiler lips in the front, an automatically extending and redesigned rear spoiler, and modified rear trim with integrated diffuser provides a more stunning and sporty appearance.

Complementing the orange paint are several eye-catching elements in black including black painted alloy wheels—with large 18 inch standard on the Boxster and 19-inch standard on the Boxster S—striking black exterior side mirrors, black front and side air inlets, all of which tastefully compliment the car's model designation in black on the rear deck and a black convertible top. Black carries over to the seats, carpet, dash, door panels and other surrounding soft surfaces. Adding to the performance theme is the use of Alcantara trim, a suede-like material used on performance Porsches like the 911 GT3 and 911 GT3 RS. Alcantara is pleasant to touch, but it also helps occupants stay planted in the interior during sporty driving. Alcantara trim is used on seat inserts, the three-spoke steering wheel from the 911 GT3 and 911 GT3 RS, and handbrake lever on vehicles with manual transmission.

To further tie the interior and exterior, Porsche designers added touches of bright orange to interior trim pieces such as the door lever surrounds and the trim panel that covers the dash-mounted cup holders. Even the shift pattern on the gear shift lever is orange.



Getting Off Track

Christopher Mahalick, RTR

It all started out innocently enough. On the off-hand chance that “innocent” can ever be described as getting really “tuned” on Vitamin-Y (Yuengling), and then proceeding to cut a five foot by five foot chunk out of one’s carpeting at two in the morning. It may not sound like brain surgery, but that was the seminal act which would ultimately assure my absence from the track for yet another season.

Earlier on that particular Friday evening-Saturday morning, I had been hanging out with some friends in the luxurious splendor of “Chez Mahalick”. “Chez” Mahalick must be taken tongue-in-cheek, as it would really be hard to believe that a residence containing “Chez” in the title would ever be subjected to the indignity of white, wall-to-wall carpeting. Or any color wall-to-wall carpeting, for that matter. Wall-to-wall carpeting is nothing more than a polite euphemism for “breeding ground of filth”. So, on this particular evening, said wall-to-wall was the object of my scorn. It just looked dirty. Now who in their right mind would CHOOSE white, wall-to-wall carpeting for a home situated on a wooded lot? One unwanted side effect of having a lot of trees is the accompanying detritus (tree stuff) strewn nightly about the yard. Which then sticks to your shoes and gets deposited on this ugly, white wall-to-wall carpeting.

So out with the carpeting. Now what? Well, since the home is a mid-century, cement floors would look great. But oh the expense! So now what? I would love to say that I chose Bamboo based on its classification as a sustainable resource. Green even. The truth is, I really wouldn’t feel that badly if an entire mountainside was deforested in order to provide us consumers with a durable, natural product at a dollar ninety-nine a square foot. But in this case, “Tree Hugger’s Back Off!”. No trees were harmed in the making of this floor. Hey, I do my part.

“You know, as long as you’re doing the floors, this would be a good time to get rid of some walls and reconfigure the layout”, said my “friend” Steve Scheuren

while visiting one day. “And the kitchen could use some sprucing up as well”. Hmmmm.....

And then there was the matter of the drop-ceiling between the beams. Drop ceiling? What would be the automotive equivalent? Oh, I have it. Have you ever seen those canvas-like seatcovers with either “Corvette” or “280Z” emblazoned upon the tasteful fabric? Now who are you trying to kid??!! Any car person is just going to see right through your pitiful façade. In fact, there may be scientific evidence that points to the existence of a “Clark Kent like” sixth-sense x-ray vision, which allows us car-folk to see the torn upholstery and crumbled foam rubber lying beneath your decorative (deceptive) covers.

Oh, back to the drop ceiling. See above. This theory also applies to paneling of the sort found in “rumpus rooms” of the seventies. I’m sorry, we just have to make another “side trip” here.

“No, I do not want to come over to hang out in your converted basement”. Never would I want to be subjected to time spent in a windowless room with only one set of narrow stairs to serve as an emergency exit. Is it me, or do you agree that a “converted” basement has all the allure of a Cold War era Midwestern bomb shelter? But then again, it’s probably a safe bet that the Bomb Shelter would have had way better furniture than seen in most basements. And what do we do down there? Eat soda crackers and read Civil Defense safety manuals? “Get my armband Ethel, I think the ruskies have just dropped the big one”!

OK, back to the house project for a paragraph or two, then the obligatory Automotive tie-in, and then we’ll call it a wrap.

It has been a circuitous route (just like this column), but I now find myself living in a home with no flooring, a kitchen/office in the living room, and the constant companionship of dust. A lot of dust.

But the results thus far look promising. By removing the “layers of embellish-

ment” added by the previous owners, the house is returning to its original mid-century ranch persona. It is what it is. And it looks darn good. In my book, expense and taste are not always dance partners. Good design is good design, no matter what the product.

Something tells me that a lot of you feel the same way. That is why you drive a Porsche. It is a unique product with somewhat quirky design work that inexplicably never goes out of style. And never was that point driven home like it was at the RTR 50th Birthday party. Wandering through the show area, we were treated to a large selection of Porsche products from the fifties, sixties, and the seventies. What was so amazing is that they all still managed to look modern, even when based on the standards of today.

Like it or not, the mere fact that you own a Porsche marks you as a “design Junkie”. After all, if design was not a concern, we all would be driving mass market products with big engines that would be out of style the day they hit the showroom floors (Are you listening Chrysler?). It is safe to say that your Porsche will look just as good twenty years down the road as it does today. And as an added bonus, it is like artwork that you can take out and beat on. That is the proverbial win-win if there ever was one.

As stated before, “good design is good design”. So whether we are looking at architecture or automobiles, the same standards of judgment apply. Is the design timeless? Will it hold its own in the years to come? Or will it be just a flash in the pan like McMansions (one can only hope), Stucco or “Conversation Pits”?

Would you rather drive the “fully restored 1920s Arts and Crafts Prairie Style Bungalow”, or would you rather drive the “Toll Brothers/Bentley special”?

Aren’t you glad that we all live in a country that allows us to choose?

See you next month. I’ve gotta go watch an autocross.

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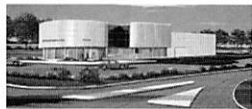
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der Gasser Marktplatz

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2001 Boxster 986
VIN WPOCA29841U623193 Seal grey, with black top and interior, grey console, sport package, colored crest wheel caps, PSM. 10,300 miles, never tracked, always garaged and covered (included). Driven August only on dry weather weekends, no snow, meticulously serviced by Holberts (all documentation available). Lojack early warning recovery system. \$30,000. John at 215.628.7008 or j.moyer1@comcast.net [4]

1995 993
Perfect DE vehicle. Beautiful polar silver with black interior. 46,500 miles. RS 3.8 carbon wing with 3-pc. splitter. LW flywheel, tuned/chipped by AWE, 270 hp at rear wheel, RSR Cup suspension, Lim. slip, Fabspeed muffler w/tips, 2900 pounds, Dougherty rollbar, 350 mm Sparco steering wheel, big blacks, Sparco EVO II seats, Teamtech 5 point belts. Much more. Pictures available. \$39,500 Bruce (215) 498-6148 or breimi@msn.com [8]

Porsche Accessories

SSI Exhaust Headers
Stainless steel SSI exhaust system (No Muffler) in good condition. Will fit 3.0, 3.2 and 3.6 liters Porsche engines. Sell for \$500 Paul Cross 610-489-2552 or bill36751@aol.com [1]

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A tires
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Wanted

944 or 944 Turbo spares needed. Call or E-mail me and I will send you my list of items needed. Please call 215-431-2968 or E-mail; lukebusier@yahoo.com [1]

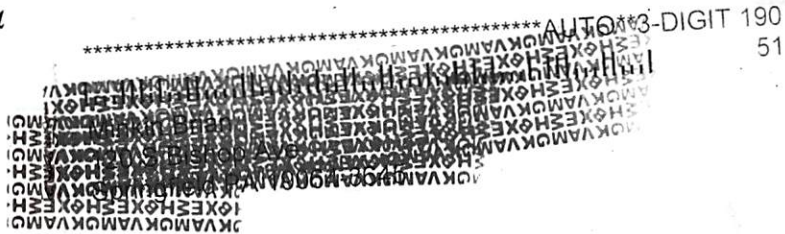
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