

„der Gasser“

April, 2004



„der Gasser“ editorial staff has spared no expense in crash-testing this “Spyder 50th Anniversary Special Edition” Boxster to bring you this important driving safety reminder at the start of the Spring driving season ...

Riesentöter Region



Porsche Club of America

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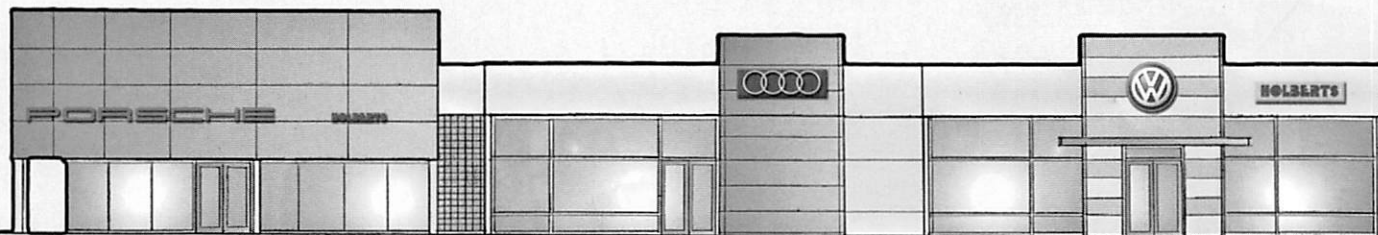
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3 N E W S H O W R O O M S C O M I N G S U M M E R 2 0 0 4

From the President..

by Riesentöter Region President Tom Zaffarano



A few days ago, I received my membership renewal acknowledgment from PCA, and a short congratulatory note for attaining five years of continuous membership. Also included was a PCA window sticker showing my membership milestone. While I have been an auto enthusiast since birth and a Porsche enthusiast since I reached “the age of reason,” I have owned a Porsche and been a member of PCA since 1999 — so a ‘fossil’ (the official term for a PCA member with over 20 Years of continuous membership) I am not. But where do I fit along the continuum of Riesentöter and PCA membership?

With a little help from the PCA national database and some basic math, this is what I found (using the March 2004 Riesentöter membership list): We have 1366 members, and I am number 588 in a listing of oldest to newest (by the way we have 32 members with greater than 30 years and 10 with over 40 years of membership WOW!) members. What about average and median membership? The average of all current members is about 8.5 years and the median almost 5 years. I then took a look at the current Executive committee both elected and appointed and would you believe, we on the exec have an average of 8.5 years, and a median of 5 years. So what does this really mean? Probably nothing... except club membership and club leadership is open to all and the diversity makes for great fun...and there is committee chairperson that any of our membership could relate to in this wonderful world of Porsche.

Some other membership tidbits I discovered during my review is that not all Riesentötters are registered from Pennsylvania. We have 24 members registered from New Jersey, 9 from Delaware, 2 from Florida and one each from Maine, New York and Puerto Rico.

Speaking of local events, I recently traveled to Hershey, the site of the 2005 Parade, to meet with the parade committee and later with the other Zone 2 region presidents. I will provide an update on what’s happening next time.

The Executive Committee is pleased to announce the appointment of Dennis Angelisanti to fill the vacant position of RallyeMaster. Dennis called me recently and agreed to run two rallies for us this year, summer and fall. Dennis has been our rally chair in the past and accepted my invitation with enthusiasm after consulting with his wife Mary.

Upcoming Events:

- ***Hershey Swap Meet April 24***
- ***Hershey AX April 25***
- ***General Membership Meeting - April 28***
- ***Dyno Day May 8***
- ***Scenic Drive Social Event May 16***

The Calendar

Social Activities:

May 16: *Scenic Drive*, ending with mule-drawn barge ride in New Hope, PA

July 18: *Riesentöter picnic*, Camp HideAWay

September 11: *Chesapeake City* all-day trip in MD.

November 6: *Winterthur Garden*, Brandywine Valley, Delaware. Come enjoy Winterthur, An American Country Estate. Founder: Henry Francis du pond (1880-1969)

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

Time and directions will be posted on the web site a month before each event.

Contact Social Chair Francine Knochenhauer for further information:

francinebodo@aol.com

Have a great summer!

Monthly General Membership Meetings

28 April – New Member’s Night - Vision Porsche, Leesport, PA

21 May – Cruise Night – A Riesentöter First! - Performance Automotive, Malvern, PA

30 June – Robert Linton’s 2,200 lb RS America – Brandywine Porsche, Newtown Square, PA

28 July – What’s new at Porsche for 2005 – Holbert’s Porsche, Warrington, PA

25 August – Race Cars at Rosen’s – Don Rosen Porsche, Conshohocken, PA

Drivers’ Education (Track) Events

Pocono East Course (Advanced Only) May 28

Pocono North Course May 29 - 30

Jefferson Circuit June 26 - 27

Summit Point June 28

Watkins Glen July 30 - August 1

Summit Point August 27 - 29

Pocono South Course (Advanced only) September 24

Pocono North Course September 25 - 26 July 28 July 29

Membership Update

By Brian Minkin, RTR Membership Chair

RTR's membership in March is 1360 members. We had 18 new members join this month and I want to welcome them all and encourage them to join in the fun by attending RTR events. New members again own a diverse range of Porsche cars including 911's from 1976 to 1997, 944's, 928 S, 930 turbo, Boxster, Boxster S, and Cayenne Turbo.

We also have 5 transfers from other regions all bringing 911's of assorted vintage with them. One other statistic I want to mention is that 478 members have not listed an email address with PCA. The region frequently uses email to notify members of last minute events and changes. Please visit the PCA web site, <http://www.pca.org/> and use the "change of address form" to update your email so The Exec can use this form of communication to keep you informed.

Last June RTR assembled 120 cars at the Wegmans Great Tastes Culinary Festival, which is held at Cedar Beach Park in Allentown. I believe this was the largest gathering of Porsche cars in one place that the region has ever achieved. Participants enjoyed a day of car gazing, a people's choice concours, some great food, wine tasting, (well maybe a little more than a taste) and the

friendship of fellow Porsche owners.

The variety of cars attending was outstanding with every production model of Porsche attending from early 356 coupes and cabs to a brand new GT2. Seeing all these Porsche cars lined up across a meadow the size of a football field was nothing short of spectacular.

RTR will again this year host the Car Gathering of the Festival on Sunday June 13th 2004. This year's event will be bigger as we host other car clubs for the concours of cars. If you are a member of any other car club or have friends who are, please have someone from that club contact me if they would like to be included. We expect to have many more great prizes, door prizes and sponsors then last year and not only will there be a Peoples Choice, there will be judging by a panel of judges by marque as well as a variety of Porsche categories.

Will it be a celebrity panel of judges? - Stay tuned! Because we are the host club and we do not want to be shown up by other marques. I want the RTR Region to exceed the 120 cars we brought together last year. Mark your calendar now for a day of great cars, great food, great friends and a little spirited competition. Watch the web and May „der Gasser” for details.

...NEXT SOCIAL EVENT...

May 16

SCENIC DRIVE, ENDING WITH MULE-DRAWN BARGE RIDE IN NEW HOPE, PA

SOCIAL CHAIR FRANCINE HAS PUT TOGETHER AN ENJOYABLE TOUR THROUGH PORSCHE-COMPATIBLE ROADS LEADING TO A COOL AND RELAXING BARGE RIDE REMINISCENT OF DAYS WHEN HORSEPOWER CAME ONE AT A TIME.

WATCH THE WEBSITE FOR DETAILS, CONTACT FRANCINE TO SIGN UP!

francinebodo@aol.com

ENVIRONMENTAL FACTORS FOR YOU AND CAR

By Jolene Schwartz, RTR

You and your vehicle are under constant attack by pollution, weather and ultraviolet radiation from the sun. 70% of UVA rays penetrate the atmosphere, rain or shine. Left unprotected, car paint, plastic and your skin will suffer irreversible damage. There is little we can do to stop the environment from confronting us every day, but with proper maintenance there are ways to dodge these dangers.

If a car is waxed regularly, the paint will be protected and suffer little or no UV damage.

The main goal of a good car wax is to protect the upper layers of paint, so remember to check the label on your favorite wax for UV protection. Some

translucent car paints react poorly to long sun exposure; even though they contain UV protective agents the amount of protection is limited.

Car Wax can be paste or liquid, there is no significant difference other than convenience -- liquid wax is easier to apply. A single coat every 3-4 months will prevent oxidation; multiple coats per application are not notably beneficial.

Car Polish is a paint conditioner that restores oils to paint eliminating fine scratches and creating a high gloss but contains no UV protection. *[If we're pursuing this analogy, some would argue polish is more like an exfoliant... --Ed.]* Waxing after polishing will protect the shine and extend the life of the paint.

Polymer Sealants were noted for their

long lasting environmental protective abilities, but most recent formulations are inferior and pricey.

Increasingly more auto components are being made from plastics. Physical coatings that deflect the sun's rays and chemical additives that absorb UV rays are used to provide much-needed UV protection for plastics. Constant UV exposure will cause plastic degradation in less than 3 years, so wax, park under cover in a garage, under an awning, or use a car cover whenever possible.

People receive far more environmental exposure on a daily basis than they realize, sun protection is not just for the beach, and moisturizers are not just for women.

Automobile windshields filter and reduce UV exposure for the driver while other windows in the car offer little protection. UVA rays (long wave radiation that causes tanning and premature aging) are not blocked by the ozone layer and are present in large amounts all year long; UVB rays (medium wave radiation that causes sunburn and skin cancer) are predominately present during the spring and summer months when the sun's rays are more direct and shines longer, and are only partially blocked by the depleting ozone layer.

Window Films can effectively filter out most of the UVA and UVB rays while reflecting and absorbing 70% of the heat, protecting not only your dash and upholstery, but you and your passengers as well.

Despite its refreshing nature, the environment can cause serious damage to our skin, and as the temperature rises, so does the amount of time we spend outdoors exposed to the elements. Protect yourself daily with a moisturizing broad-spectrum sunscreen, lip balm and sunglasses to shield against UVA & UVB rays, whether they come directly from the sky or through window glass. You and your car can combat environmental assaults!

About the author:

Jolene Schwartz is a Porsche Targa owner and a Licensed Cosmetologist.



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8. 996 Sport Exhaust - Sale \$1395.00 - Call for installed prices
9. Boxster I Aerokit - Sale \$99999 or \$1998.00 installed
10. Boxster Clear Tail Lights and Side Marker Set - Sale \$19995

Letters...

Gordon Nagle was such a great guy. I'm sure I am not alone when I say that when Gordon pulled into the track paddock at our Drivers' Eds with his big rig he was clearly the BMOT (Big Man on Track) and deservedly so. When he showed up for a drivers ed it was extra special.

Any newcomer to a track event would be knocked out by his stable of cars. I only wish I'd had more opportunities to learn from Gordon, he was one incredible driver. I had the great privilege to get a ride in one of his cars at the Glen and was awestruck both by the driving and the car.

That ride demonstrated so much about what these cars can really do if you prepare them to perfection and get out and push them to the limit. Gordon could do both superbly. Don and I will always remember him for being generous with his knowledge as a

teacher, as a great competitor and a real blast to hang out with. He was such an inspiration and leaves some big big shoes to fill

Dave Weld was such a character a truly nice sweet man. I'll skip the on-track anecdotes. He would stop by my antique shop on his way to his 90 yr old Dad's house in Malvern and regale me with his endless assortment of race stories. I got the sense that he felt the need to get his affairs in order lately.

Perhaps he knew his time was coming. Everyone will miss his photos of the banquets and his historical knowledge of racing and cars.

Both such great guys who did a lot for the club and the sport, each in their own way.

They both will be missed by many.

Thanks, Ruth & Don Baumann

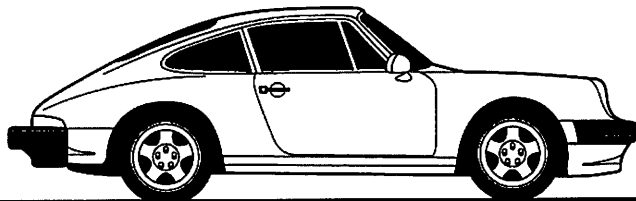
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Membership Meetings...

By RTR Vice-President Debbie Cooper

"NEW MEMBERS" MEETING

VISION PORSCHE

28 APRIL 2004

Social begins 7:30 p.m.

Meeting begins 8:00 p.m.

Location -
2736 Bernville
Road, Leesport
(Reading), PA

We have a
great new venue
for the New
Member's meet-
ing this year.
Craig Rosenfeld,
Riesentöter
2003 Past Presi-
dent and "Dealer



Principal" and his staff will host one of our most important events of the year.

This meeting welcomes our new RTR members and provides the opportunity to for new and "old" members to learn more about the many activities that we sponsor as a club. Craig will be setting up designated areas in the show room for: „der Gasser" Editor, Driver's Education/Track Registration, Goodie Store, Historians, Membership, Safety, Social, Technical, and WebMaster.

These separate areas will provide the opportunity for you to have one-on-one sessions with the event chairs, to ask questions and find out specifics / requirements that you and/or your car may need to become involved with the club activities.

Although the meeting is focused on welcoming the new members - we want to see all RTR members - from the fossils to the members who join us for the first time at Vision Porsche / Audi / Volkswagen. Hope to see everyone there!

Directions: Take 442 West to 222 North. Go about 2.5 miles and take PA-183 exit (Reading Airport). Keep left at the fork on the ramp and make a left onto Bernville Road. Continue about 0.7 miles and make a left into the Vision complex. Telephone: 610.777.6500 or 610.777.6501. Learn more about Vision at their website <http://www.visionautogroup.com>.

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May 2004 Monthly Meeting Cruise Night – Performance Automotive

- When: Friday, 21 May 2004, 6 pm - ??
- Where: Performance Automotive
3239 Phoenixville Pike, Bldg. 1, Suite 1
Malvern, PA Tel: 610 695 9545
“Cruise” (no boats Bodo) over to Pete & Paul’s at a speed where everyone can appreciate your clean, shiny Porsche, and bring with you plenty of fun & cheer
- Benefits: Great cars, good food, RTR camaraderie
- Prizes: People’s Choice Awards for the best car in every class – up to 11 classes in all – participant dependent
- RSVP by 14 May 2004: Model / year of Porsche & # of adults / children attending to D. Cooper at 610 793 9345 or 484 437 9779 or cooperd@wyeth.com



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Targa Topseal Trouble Tamed

By Dan Petchell

[It's Spring! Time to take the top down and enjoy the sun! It's Spring! Time to put the top on and keep out the rain! When almost as much water gets into the car with the top on as off, it's time to evaluate the rubber weatherseals and replaces the old, worn, cracked & dry ones... --Ed.]

A problem has developed for Targa owners from an unusual source. Some time during the last few years, when ordering a new replacement front windshield frame pillar seal, one receives a new part number seal.

Problem folks, these new seals just don't fit '89 and older Targa's. The proper part number is no longer obtainable. Old part 911.565.090.47 is now superseded by 911.799.565.80. You may, in fact, get the proper part number on the package but the seal will be the new one.

I have been told that the official response to this situation is that the new seal will require cutting and shaping to get the proper fit. Since where to cut and shape has been a mystery, the choice has been either to retain your old seal or live with an ill-fitting top.

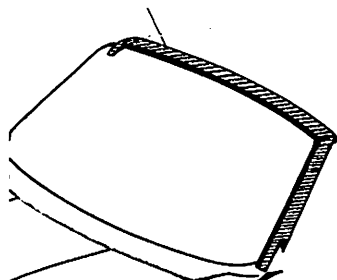
The difficulty with the new seal is it varies from 2mm to 4mm too deep across the whole top and 4 mm too wide at the corners. This results in the seal not fitting far enough down into the body groove, thus the seal seats up too

high, and the top rides on top of the seal.

Roller latches on tops from 86-89 can be adjusted but this is a Band-Aid fix because wind noise will result. There is no such luck for 69-85 cars. Damage usually occurs to the latch by forcing the top to fit. It would seem that the second rule of carpentry applied when the seal was made, "cut it big and kick it into place."

Now the fix: What needs to be done is the removal of material from the seal so

that it will slip unimpeded into the channel. Material needs to be not only removed from the sides but also from the bottom of the seal, as mentioned. The best approach I have found for removing material from the seal is to use a thin blade razor knife and



saw it off.

Side of seal material removal: Remove 2 mm on each side of the seal downward and inward 3/4" from the 90-degree bend. The proper width should be 10mm. New seals are 14 mm at this spot. Seals taper out to the regular thickness the last 1/2" or so. This includes removal of material from the large triangular corner knob. It needs to be shaved on the sides by 2mm to 3mm wherever it touches the 'V' metal corner channel.

Bottom of seal material removal: The underside material of the seal needs material removed by 2mm to 3mm in the same corner area. In my modifications, I have removed material 2mm from entire windshield length with good results.

Test fit: You can test your work as you go along by periodically testing the top for fit. The seal should not be forcing the top upward during these fittings. The seal, dry, should be just a tad loose for when you apply glue in the channel for installation.

This space will be accounted for. I feel in order to get the seals bottomed out, it is best to install the seals with glue only in the channel and install the seal wet before the glue sets up. Until this seal situation is resolved with the proper sized one, this is our best chance of getting our Targa tops to fit correctly.

Dan is owner of Cars Inc. of NJ. He is along time PCA member with a business of Restoring Targa Tops and Selling Vintage Parts. website carsinc-nj.com 609 298 2277

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DYNO DAY 2004

Cyntex Tuning will welcome RTR to their facility in West Chester for the fifth annual RTR Dyno Day. Their facility offers in-house fabrication of roll bars and cages, many types of performance modifications including engine building and Dynamometer Testing for 2 wheel drive vehicles.

The registration fee of \$90.00 per car will cover 3 "Pulls" or runs on the Dyno, with the proceeds donated to a charity such as the Delaware Valley Golden Retriever Rescue. *Previous Dyno Days have sold out early, entry acceptance and run time requests will be based on receipt of registration with payment, so register now!* We expect to be able to run 12 cars in the allotted time; we will accept 12 registrations and 2 alternates.

Place: CYNTEX Tuning
220 East Union Street
West Chester, PA 19382
About 2 miles from the Westtown Road Exit of US202

Date: May 8, 2004, 9:00AM-3:00PM

Cost: \$90.00/Car, 2 wheel drive ONLY

Registration Information:

Name _____

Address _____

Phone # _____

Cell Phone# _____

Email _____

Car Make _____

Model _____

Year _____

Modifications _____

Run Time Preference _____

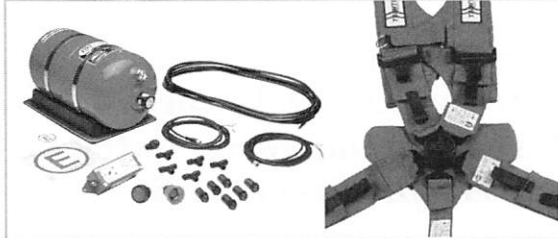
Mail registration with payment (*Check payable to RTR/PCA*) to:
Bill Cooper, 1148 Saint Finegan Drive, West Chester, PA 19382



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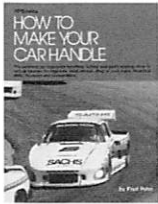
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Riesentöter PCA Driver Education 2004 Application

EVENT	DATE	FEES Student	Inst	OPEN DATE
Shenandoah Circuit	April 23 - 25	\$270	\$135	Feb 25
* Pocono East Course	May 28	\$ 90	\$90	March 31
Pocono North Course	May 29 - 30	\$180	\$90	March 31
Jefferson Circuit	June 26 - 27	\$180	\$90	April 28
Summit Point	June 28	\$ 90	\$45	April 28
**Watkins Glen	July 30 - Aug 1	\$280	\$140	May 26
Summit Point	Aug 27 - 29	\$270	\$135	June 30
* Pocono South Course	Sept 24	\$ 90	\$90	July 28
Pocono North Course	Sept 25 - 26	\$180	\$90	July 28
Watkins Glen - MAW	Oct 18 - 19	\$220	\$110	August 25

Please circle the event you wish to enter.

A separate **form** is required for each event. - A separate **check** is required for each event and application.

* The Pocono East and South course events are for white run group and above.

** Registration to the Glen event includes dinner on Saturday night; however seating is limited to 160.

Extra dinner tickets are available at \$40 each. The first 160 requests will get seating.

REQUIREMENTS: You must have a valid driver's license,

Be at least 18 years of age,

Have a Snell 95 or Snell 2000 helmet.

ENTRY DATE: If you register within 14 days of an event, please add \$20 for late processing.

SEND TO: Chris Mahalick, 510 Fletcher Road, Wayne, PA. 19087. cmahalick@comcast.net

REFUNDS: Refundable if *Written Notification* is received two weeks prior to the event.

TECH INSPECTION: Your car must be inspected, no more than two weeks prior to the event, by an approved tech inspection facility.

Riesentöter reserves the right to refuse any application

Please print clearly

If the information is not legible we may not be able to contact you.

Name _____

Street _____

City _____

State _____

Zip _____

Home Phone () _____

Work Phone () _____

PCA Member # _____

Porsche Model and year _____

Color _____

E-Mail Address _____

List the number of days you have done at the following tracks:

Pocono _____

Watkins Glen _____

Jefferson Circuit _____

Summit Point _____

Other _____

What was the last run group you ran in at a Riesentöter event? _____

Riesentöter issued car number _____

If you are sharing a car, whose car will you be driving _____

PCA region _____

I certify that I have no physical or mental disorders which might affect my ability to safely participate in this event.

Signature _____

Your registration will not be processed without payment enclosed.

EMERGENCY CONTACT INFORMATION

Contact _____ Relationship _____

Day Phone # _____ - _____ - _____ Evening Phone # _____ - _____ - _____

Family physician _____ Day Phone # _____ - _____ - _____

The Chuff Zone...

Death-Defying Feats ...

By Christopher Mahalick, RTR

It was right around Halloween in 1980 when I found myself sitting between our wheel-man for the evening, Franky M. (name truncated due to the uncertainty of Mr. M's future with the law) and my cousin Marty Bonetski, otherwise known as "Babalagonski."

The three of us were sharing the front bench seat of Franky's mother's 1974 Dodge Dart. Unfortunately, this Dart was not one of the highly sought after "Swinger" versions. Its role in life was to serve as daily transportation for a struggling coal-region family.

But tonight's role was to be quite different. The three of us headed out in this Dart that October evening for an impromptu rendition of the teen male ritual known as the "Death Ride." The definition of a "Death Ride," for the uninitiated, is when you pack your car full of buddies (an audience is a must), and then try to get the car as far out of control as possible, reeling it in at the last second available before impact.

Sort of like a precursor to today's drifting contests, only performed by cave-men. Oh, let's get back to the ride at hand. Ol' Franky started out with some decent moves, some four-wheel drifts, and some impressive "brake tests." He was scoring high on the degree-of-difficulty scale due to the soft suspension of his pedestrian ride. And then it got bad.

While executing a four-wheel drift into a right-hand off-camber turn, he came in waaaayyyy too early and hit the curb. The ensuing impact then lifted the car onto two wheels, throwing Babalagonski and myself on top of the driver. Here we were, piled three-deep on the bench seat of a Dodge Dart up on two wheels. Call it luck, call it clean living, but Franky M. actually wrestled the car back down on all four wheels, all while being trapped beneath a Slovak and a Pole! Wherever you are now Franky M., I salute you.

"So what's the point of the preceding story?" you ask. The point is that the media of today seems fixated only on stories involving teen driving tragedies

as opposed to teen driving victories. When is the last time you read in the papers about Bob Smith throwing his mother's Volvo 240 wagon into a perfect 720 spin on a two lane mountain road? How about 'never.'

The problem is that at the age of sixteen there exist many barriers to entry as far as taking the car to a safe, supervised location such as a racetrack. So where is the average poverty stricken teen to turn for motor vehicle excitement? The answer lies as close as the nearest gas station and some lightly traveled "open road circuits."

For ten dollars worth of gas, an average testosterone-laden speed freak can look forward to hours of entertainment slashing up the back roads of his choice. Is it right or is it wrong? I am making no

"...a 'Death Ride,' for the uninitiated, is when you pack your car full of buddies (an audience is a must), and then try to get the car as far out of control as possible, reeling it in at the last second available before impact..."

judgment on this phenomenon, only reporting its presence.

OK, now that we got through the paragraph included as a thinly veiled effort to impart some sense of social responsibility to my writing, let's get back to damaging some machinery.

In the spring of 1978, my old friend Jimmy Durkin and I had matching Suzuki RM-80 mini-cycles. Needless to say, we spent a lot of time building trails and jumps throughout the woods on his parents property. One afternoon we decided to build a "kicker" ramp like we used to use for skiing. It looked pretty

menacing upon completion, but Jimmy nonetheless volunteered his services as a "test pilot."

Everything was looking pretty good as he approached the ramp doing about thirty or forty miles per hour. He hit the ramp square on and it blasted him into an extreme upward arc, throwing his body into a "Superman" position (think holding the bars as your body is parallel to the seat) as he sailed gracefully by in the air.

Unfortunately, he landed with a thud in that very same position, tearing off the back fender of the bike in the process. Good style, but points deducted for the landing. As entertaining as that jump was, Jimmy will most likely always be remembered for his incident with the Cub Cadet lawn tractor.

We were clearing out some trails one hot August afternoon using this Cub Cadet and found ourselves perched atop the "hill-climb section" of our riding area. While it wasn't the steepest, highest hill, it had a lip that threw you back out at the top section. And to further complicate things, you had to cross a creek directly at the approach.

When performed perfectly, one would shoot through the creek without losing speed and hammer the bike right up to the lip, where the rider would then lean forward and "bunny hop" over the top. Jack Penton or Dick Burleson would have been proud had they ever seen a perfect run. Yet on this fine day Jimmy and I were discussing the possibility of making a run at the hill on the Cub Cadet lawn tractor.

After a lengthy two minute physics clinic it was decided that the accelerative properties of the Kohler engine would prove problematic at the top section. And how does one gracefully "bunny-hop" a five hundred pound tractor? So there was only one thing to do at this point. Jimmy decided that he would attempt a downhill descent. We figured that it was definitely doable, provided a highly technical riding style was employed.

I dutifully stationed myself at the base for maximum viewing excitement as

Jimmy and the tractor dropped in. It started out OK, but when the rear tires went over the lip the tractor tipped forward onto the front tires. I was still thinking at this point that he could save it as long as he kept the wheels straight and threw some weight back onto the rear tires. And in the next split second, potential energy became kinetic as the tractor lurched violently sideways and started to flip forward. Jimmy was thrown off but he was not out of danger yet. He sailed through the air like a rag-doll, landing on his back directly in the path of the now cart-wheeling Cub Cadet lawn tractor.

And then the five hundred pound mass hit the ground about a foot from Jimmy's head and continued cart-wheeling to the bottom of the hill. While not technically a save, I had to award high points based on the avoidance of life-altering brain injuries. It was way cool, kinda' like The Dukes of Hazzard, Smokey and the Bandit and NASCAR all rolled into one out of control tractor. And for some unexplained reason, the cutting deck never again fit on that Cub Cadet.

It is now coming close to twenty five years since these events occurred, so it would only be natural to think that we'd all be a bit more mature. But are we?

Obviously, we're all well beyond the point of Death Rides as we enter our forties, but that has as much to do with the avoidance of pain as it does with increased maturity. Every time I arrive at a track event I can't help but look around and wonder what brought us all together. I'd be willing to bet anything that in our midst are folks who drove Gremlins (the Levi's edition) and Pacers off road, rode dirt bikes on the road, as well as having done a myriad of other activities requiring only a complete lack of judgment.

And now here we all are. Sharing a track together. Miraculously alive and uninjured *[or at worst, mostly healed ... Ed.]* from the follies of our youths. And quite lucky that we now have the resources to enjoy our speed cravings in a safe, controlled environment. Boy, would it suck to be sixteen again. I for one intend to fully embrace the aging process for as long as it keeps me safe from myself!

Riesentöter Retrospective

[In presenting the "Retrospectives" series, huge credit and recognition must go to Riesentöter Region Historians Bill and Debbie Cooper who have provided archive copies of „der Gasser" through the decades. Observations and interstitial commentary in the following snapshots culled from the archives are my own. --Ed.]

April, 1964

What we now know as Riesentöter Region was called 'Eastern Pennsylvania Region' but „der Gasser" was still the newsletter...

A Spring Gymkhana featuring "The Can of Worms," "The Watson Wiggle," and "The Beidler Bounce" was scheduled on the grounds of the Allstate Insurance Building.

A Carrera GTS (904) won the under 2000cc Prototype class and finished ninth overall at Sebring, Briggs Cunningham and Lake Underwood aboard.

April 1974

The technical section featured an article on 'updating' Solex carburetors on a Zenith-equipped 356C - something still being discussed at length and with vigor among the 356 faithful... A lengthy article discussed ridding one's braking system of squeaks and squeals, another problem we still face today.

April 1984

Bob Holbert was scheduled as guest speaker for the monthly general membership meeting. Bob Russo presented an article describing the essential qualities of a drivers' education event instructor. From a time when the Porsche dealers' and distribution system was undergoing serious reorganisation came an article describing an arrangement to utilise the existing International Harvester dealer network. (The thing about uncertain times is that it really sets the stage for plausible spoof articles dated April 1...) John Heckman recounted his days of "Porsche Withdrawal" during a trip to Ixtapa, Mexico.

April 1994

The competition season begins. Lots of articles on Drivers' Ed preparation and Autocross preparation. It was a simpler time, with many site choices -- unlike today where the single choice is: "Take it or leave it!" The 'Second Edition' of the Pocono Paintball Challenge was announced. The 'Nationalising' of the PCA Club Race program was underway. Plans to attend the 1994 Parade to be held in nearby Lake Placid, NY were presented. Support for a proposed RTR Golf Outing was solicited. Track Reported Bob Lamb described attending a 3-day DE event at Road Atlanta that put 578 track miles on their car. „der Gasser" editors pleaded for more articles and photographs. Some things just *don't change*...

The Right Seat

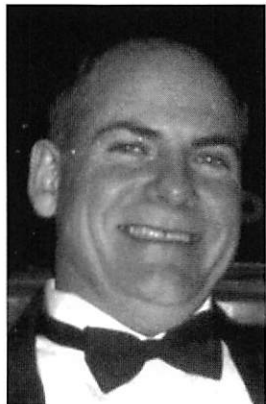
THINGS DRIVERS ED STUDENTS MAY WANT TO KNOW...

...from an Instructor's point of view

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

Hello everyone, hope all is well. I was having a conversation with friend and RTR student Mike Romano recently, and when I told him about this column I was writing, and about my intention of closing the gap between student and instructor, he gave me some insight on what he would've liked to have known prior to his first event.

So I'm thinking he is going to tell me something about car setup or track layout, you know, the obvious stuff. Then



he says to me, "I wish someone at a meeting or in „der Gasser" would've explained the flags to me." I stand there speechless for a moment, which I assure you is quite a feat, and realized that flags, something seasoned "Trackies" take completely for granted, could possibly be one the most useful tips ever; what a great idea. Thanks Mike!

I'm going to explain this as though you have never been to a racetrack and never seen a race or track event. "Back in the Day" (that's how my kids refer to things that happened last week) some track official somewhere decided that, because of the speed and the noise, he would need a way to direct the on-track safety operations visually. He said, "Let's take some cool colored flags give them to a flagger and put him/her in a safe location that we'll call a flagging station". And so the flagging system was born.

First let's discuss the "Flagging Stations." At every track, there are vantage points, in the infield or on the perimeter of the track, where a "Flagger" can see what is going on ahead of where you are on the track. From this Station, they can signal you by waving a certain color flag to advise you what to do or warn you of an obstruction or situation so that you have time to slow down and react. At smaller tracks you will see 5 or 6 stations. At large tracks you could see double that amount.

This is a tried and proven system that is paramount to your safety and the safety of others. So when you begin lapping around the track, program yourself to identify those stations right away. I tell you this because by the time you get on the track you will be inundated with information and concentrating very hard on driving and might not be thinking of the flags.

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At the very beginning of every event we have a drivers meeting. At the meeting our track chairman, Mike Andrews, will go over the flags with everyone. I don't want you to think that this is the only time you'll hear about the flags.

The 5 basic flags are:

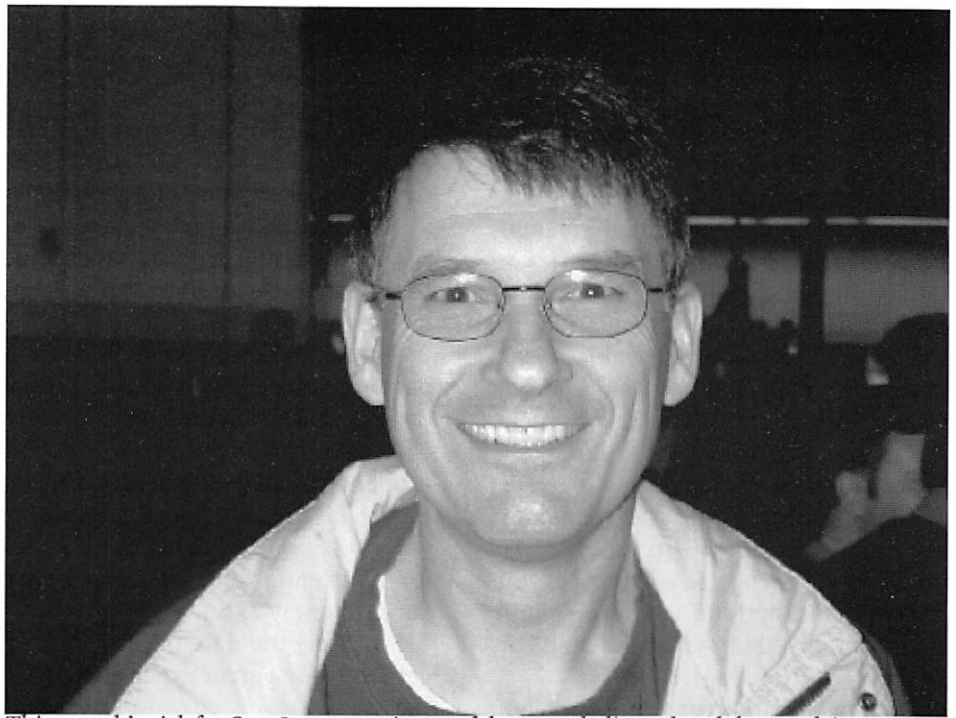
Yellow - when held stationary, it means proceed with caution and do not pass. When waving it means safely reduce your speed and do not pass because there is an immediate situation ahead of you.

Black - when held stationary it means everyone on the track should safely reduce their speed and proceed to pit area. When furlled and pointed at you, it means that you should safely reduce your speed and proceed to the pit area.

Red - means that there is a very serious condition on the track and everyone should come to a controlled safe stop off the racing line to the edge of the track without question and consider the drivers behind you when stopping. Once there stay in your car with your belts and helmet on until the flaggers instruct you to proceed.

Blue - means that faster cars are behind you or coming up on you and you should watch your mirrors and give them the signal to let them pass.

Checkered - means the run session is over. Take a cool down lap and pro-



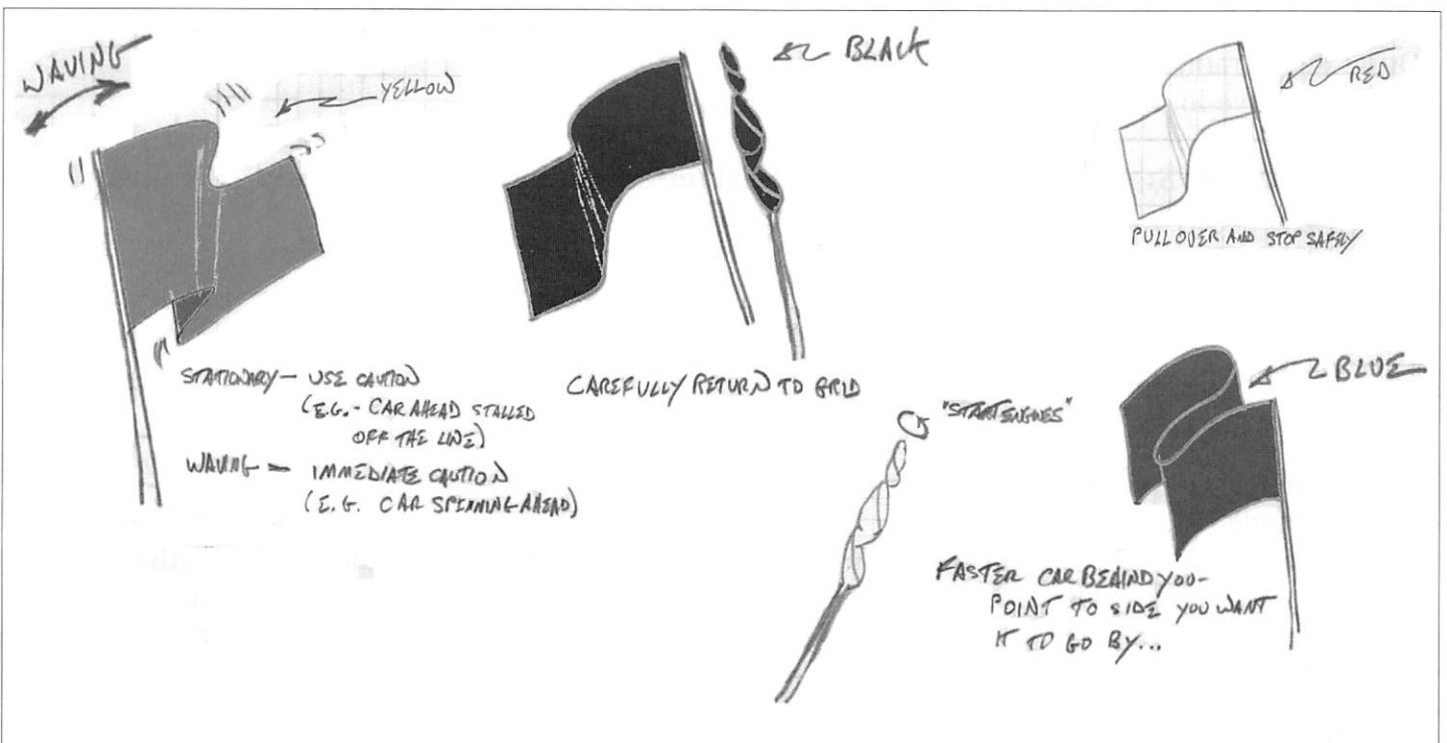
This month's pick for Star Instructor is one of the most dedicated and thorough instructors I have ever met. He is always there to help out and is a tremendous asset to our group. The April 2004 Star Instructor is, Jack Kramer. Thanks Jack, you're a shining star!

ceed to the pit area.

These are the five primary flags we use. There are other flags that are occasionally used, but they are track specific and you will learn them when needed. Mike will explain this in more detail at the drivers' meeting. You can also refer to the RTR Drivers Manual on our

website. There are detailed descriptions and a lot of useful info.

Please feel free to send me questions, feedback, or whatever! Student or instructor, I think this might be helpful. b.smith21@comcast.net



Snidely's back!

OK gang, if you want to get in on all the fun, you've got to get that application and check in the mail NOW! My friend Fred Bonsall tells me he's getting at least one application a day! Remember, only the first 20 get to play!

If you are one of 20 lucky ones, allow me to make a few recommendations to make your day really enjoyable. Wear comfortable clothes like jeans and a long-sleeve cotton T-shirt or buy the new RTR shirt at the track or from the Goody Store at our monthly meetings.

Bring along a cap and jacket or sweatshirt, or both (preferably NOT "red" or "yellow" - this will protect you from the wind and sun and prevent anyone from mistaking you for a "red" or "yellow" caution flag).

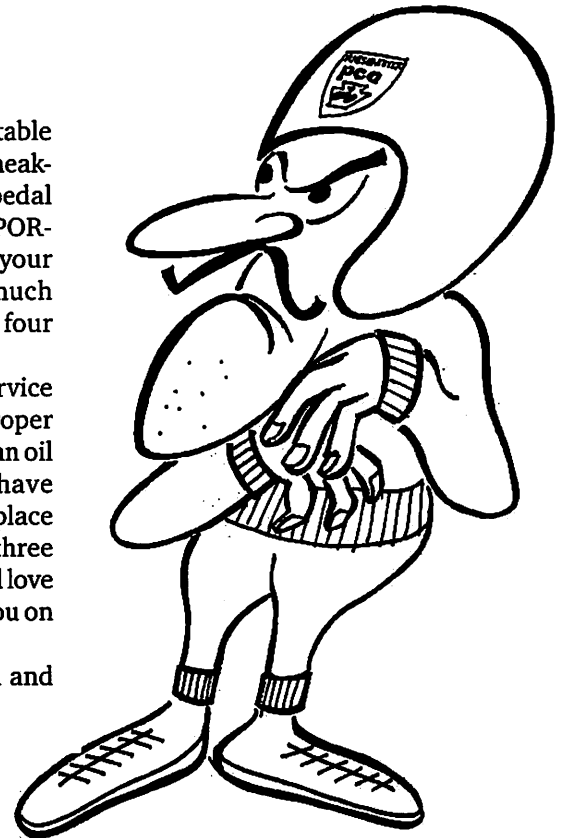
A camera, sunscreen, and bottled water can come in handy, as well as

some form of rain gear and comfortable shoes (a caution here since some sneakers tend to be too wide for proper pedal control). Oh, and don't forget the PORSCHE!! And a little advice about your car, especially if it hasn't seen much street time over the last three or four months.

You really should get a mild service performed: check your tires for proper tread depth and air pressure... get an oil change and filter... verify you have proper brake pad thickness and replace the brake fluid if it's older than three years. It's Spring... your Porsche will love for the attention and will reward you on Saturday, May 29th!

So, circle the date of May 24th and get ready for a great experience !!

Snidely



APPLICATION for the FIFTH Annual Snidely Whiplash Trek to the Track

Attention: G. Frederick Bonsall, 437 High Street, Bethlehem, PA 18018
(610) 866-0505 (W) (610)868-8827 (H) fbonsall@bsaia.com

Count me in. I want to be among the twenty car limit for this special event!

I will be coming alone _____

I will be accompanied by _____

I will meet for breakfast on Saturday, May 29, 2004 at:

Otto's Restaurant, Horsham _____ 7:00 am

Charcoal Drive-in, Allentown _____ 7:30 am

REQUIREMENTS: You must have a valid driver's license, and be at least 18 years of age, Riesentöter reserves the right to refuse any application

Name: _____

Street: _____

City: _____ State: _____ Zip Code: _____

Home Phone:() Work Phone:() _____

E-mail: _____

PCA Region PCA Member # _____

Porsche Model and Year Color _____

I understand that this is a driver's education event and I will abide by the rules. I certify that I have no physical or mental disorders witch might affect my ability to safely participate in this event.

Enclosed, please find my check for \$25.00 made payable to RTR-PCA. Which includes a meal ticket for myself and a guest.

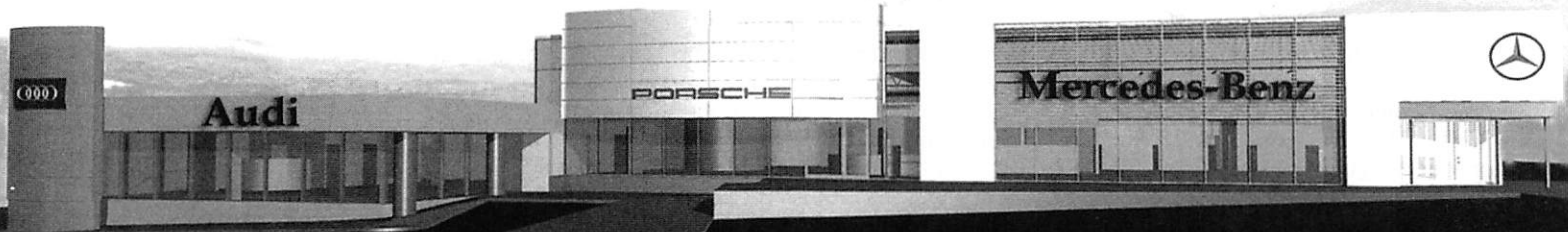
Signature: _____

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83 911SC, Grand Prix white/brown leather. 95,000 miles. Recent major service with new tires, clutch, transmission rebuild. Excellent condition throughout. Meticulously maintained. Never driven in snow and garaged. All records. \$17,500. Contact Paul 302-239-7765 or jshunta@aol.net. 12

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 R. Weissberg, Richboro, PA 215-364-9525 rdweissberg@aol.com 12

'00 Boxster, Glacier white with Metropol blue top and interior. 8,000 miles, garage kept, cover included. Serviced by Holberts. Pictures on request. \$33,000 Rob Riesenberger, 215-230-4497, riesenberger1dds@aol.com 1

93 RS America, WPOAB296XPS418047 Red/Blk, 18K miles, 2nd own, all options, ltd slip, A/C, snrf, radio, new tires. Mobil One. \$41,000/obo Fred Brubeker, Allentown 610-434-8778 (d), 610-797-9298 (e) 12

03 911 (996) Carrera Coupe. Midnight Blue Metallic w/ black leather, red stitching, and red seat belts. 18" wheels and tires with many options including sport exhaust. Always garaged. 8500 miles. Excellent / Mint condition. MSRP 78,000. Asking \$64,900. Contact Wayne Evans at 610 391 9115 after 6:00 PM or Email newgrass@aol.com. 12

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; 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

72 911 GT-4 Race Car (built by Peter Dawe) Fresh 2.8 just rebuilt by Paul Schwartz, Fresh trans with updated gearing. Full cage, fuel cell, onboard fire-system, big reds, Sparco EVO seat and wheel. Includes extra set of wheels shod with newer rain tires. Lots more. Please call for more details. \$39,900 Doug @ (610)688-7734 or dfero31@comcast.net

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Parts Car, '74 911, 2.7L engine & trans, tub of rust. \$1800. Ben 610-565-3421 12

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2-Hoosier R3S03-245/35ZR18 Track tires, Heat Cycled, NEW, never mounted, \$400. **2-Hoosier R3S03-305/30ZR18** Track tires, Heat Cycled, NEW, never mounted, \$450. **1-7.5Jx18ET50 993** Twin Turbo Style Wheel-Factory Refinished, Not Mounted, P/N 993.362.134.06 \$250. **1-7Jx17ET55 993** Targa Style Wheel-New in Box, P/N 993.362.124.50 \$250. All items FOB West Chester, PA William G. Cooper, 1148 Saint

Finegan Drive, West Chester, PA 19382, 610-793-9345, barrett356@comcast.net [4]
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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

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

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

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Ad copy should be emailed in plaintext, clearly printed and mailed, or faxed to the editor (no classifieds will be taken over the phone...).

Clear photographs in .JPG format may be accompany Porsche Vehicle for Sale ads.

Fahrvergnügen!

by „der Gasser” editor Rich Herzog

“Life,” it is said, “is what happens while you are making other plans.” If that’s the case, I’m having a wonderful life, because *something* keeps happening while I’m making other plans...

The plan to have the newsletter to you by the middle of the month is a *great* plan, and I was all set to go along with that plan, but life got in the way. Not earth-shaking tragic kind of life (this time...) just the kind of stuff that wouldn’t even have made me skip a beat -- if I hadn’t taken on the newsletter. But onward...

Those of you in long-term relationships will have encountered that peculiar phenomenon called “collateral damage,” which always makes its perennial appearance -- like dandelions -- around the start of the track-event season.

I’m pretty much able to spend “whatever it takes” on the 911 -- within the budget of what we can afford, of course. Wherein lies the rub, because if I can afford to spend \$X on car parts, surely it means that there must be another \$X to spend on jewelry or kitchen equipment.

Only safety equipment seems to be even a little exempt from the “2X” calculation. So I’m building a really, really safe 911. Amazingly safe. “All those old parts, all that rubber -- that can’t be safe; we better replace all that stuff.”

There are a few performance-enhancement parts involved, of course. I can only hope that Joy doesn’t find out any time soon *exactly* what hollow antiroll bars cost, and yes, I *did* know that she’s standing behind me as I type this, thank you so much for asking. Have her tell you about her lovely new bracelet sometime...

Building a safe older Porsche can be a challenge, budget or no. Many performance and safety equipment suppliers believe the 911 started with the long-hood cars in 1974. Porsche had a curious approach to occupant safety in the early cars, as anyone who’s checked out belt mounts in an early 911 can attest.

I don’t care to trust my life to a pair of 6mm Allen-head capscrews mounted in tension, and yet that’s exactly how the factory belts work. I hadn’t planned adding a roll bar -- it’s a Targa and has rollover protection built-in -- yet there is literally

no other really safe way to mount proper shoulder harnesses in a ‘71.

And because the whole world has decided to rouse itself from its wint’ry sleep (or was it just awaiting income-tax refunds?) and start doing sporty-car things right about now, the roll bar that has suddenly become the cornerstone of my occupant safety system is backordered until about one week before Pocono. Not leaving a whole bunch of time for installation and rigging even if it *does* arrive on time -- which is always far from certain.

I did email a local manufacturer of such products, one whose website shows the 911 world starting in 1974, asking what they might be able to do for an early car. I still haven’t heard back...

Half my torsion bars are backordered. Both front and rear antiroll bars are “temporarily delayed.” My adjustable spring plates are expected to be available “soon.”

Good thing I’d already pretty much decided none of this was going to be in the car in time for the Hershey autocross. If you want a good chuckle, come on out and watch an early 911 try to negotiate an autocross course on its doorhandles; like many if not most 911E’s, ours was delivered without antiroll bars...

And I can promise there will be a frantic weekend or three between now and the Pocono event as I struggle to take things apart Friday night and have them all back together by Monday morning...

Yet it should be fun. It’s been too long since I’ve been able to track-prepare a Porsche, and I’m really looking forward to it. I’m also looking forward to being able to do more than two redline shifts in a row and catch a bit of drift.

I’m looking forward to seeing the look on Joy’s face when she comes in off the track after her first session at speed.

When I took the job of editor, I wanted to know *exactly* what „der Gasser” meant, so I checked it out in numerous translation references. Turns out, it’s not a German word at all. It is, of course, similar to *Vergasser* which means ‘carburetor.’ Probably, way back when, it was a pun on that. Now, I believe „der Gasser” means US. WE gas the car and smile. So when you see the newsletter, remember that it’s about US. The club is about US. I hope you can come participate in some events with us.

April Membership Meeting

“New Members”

Vision Porsche + Audi
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April 28
Social 7:30
Meeting 8:00

Welcome New Members
Meet ‘Old’ Members

Meet ‘The Exec’ and
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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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