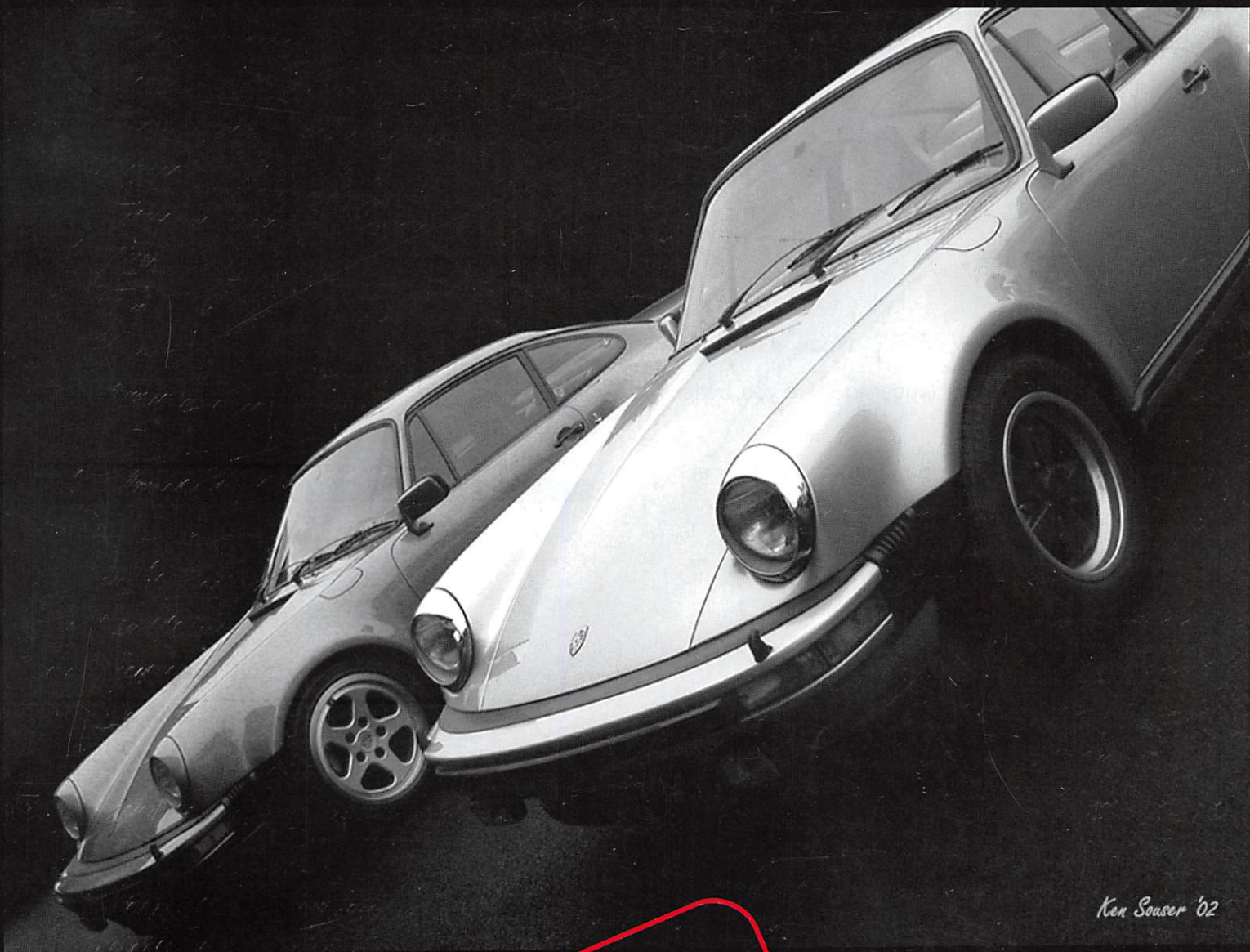


„der Basser“

Mai, 2004



Ken Souser '02

IMPORTANT !!!
DUE TO AN UNFORTUNATE DEVELOPMENT, THE
CRUISE NIGHT MEETING ON MAY 21, 2004 AT
PERFORMANCE AUTOMOTIVE
HAS BEEN CANCELLED

DE ALERT:

**Pocono dates are
May 21-May 23rd**

Riesentöter Region



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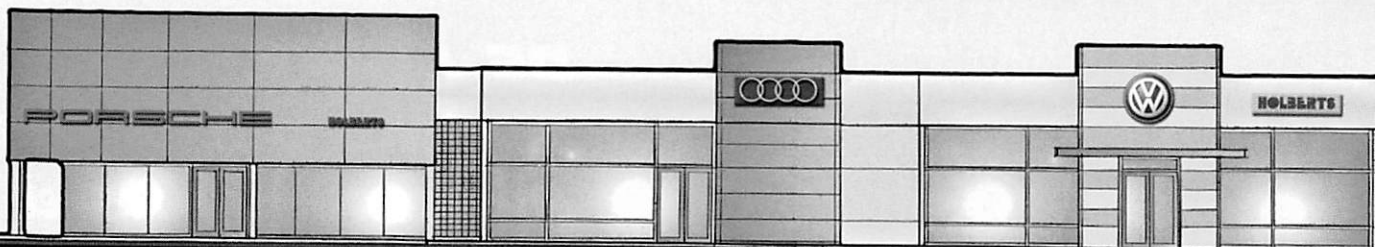
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From the President...

by Riesentöter Region President Tom Zaffarano



On Saturday, March 27, I attended the Porsche Parade Staff Planning Meeting at the Hershey Lodge — site of the 2005 PCA Parade. Over 60 Parade Chair and Co-chair persons — including 8 from the PCA national staff — attended. Riesentöter attendees included: Bill and Debbie Cooper, Chair and Co-chair for the Protest Committee; Bill O'Connell and John Chatley, Parade Goodie Store; and Betsi and Vern Lyle, Autocross Course Designers. Even though the parade is over 15 months away, the planning, organization, and effort displayed at this meeting was intense. This will be the best parade ever, so be sure to mark your calendars for June 24 to July 1, 2005!

The next day, at the same location, I attended the Zone 2 Presidents Meeting. Our zone representative, Manny Alban, hosted an informative meeting, which included special guests Judy Hendrickson, the National PCA Treasurer, and Jack Bair, the Porsche Cars North America dealer-club liaison.

Judy presented a summary of the Member Survey taken last fall, as well as a presentation on the club's finances. Many of the survey results were not altogether surprising to me and characterize the typical club member (75% or greater response) as: male, married, college educated, middle-aged (average age: 49), still working, with three or more cars, and a household income of greater than \$100,000. Her presentation on PCA finances showed a balance sheet of \$2.8 million, with gross revenue of \$3.2 million and a net income of \$130,000. Most of the revenue comes from Membership dues; most of the expense is the publication of Panorama.

Jack Bair's presentation addressed the results of his survey of dealers and their relations with the club regions and its members. After hearing his words, I must say we are blessed to have the great relationships we have with our region dealers. All of them: Brandywine, Holbert's, Knopf, Rosen, and Vision, have supported us through their advertising, meetings, tech, donations, and member discounts. Apparently this is not the case with all dealers and all regions. Remember the general rule — we support our dealers; they support us.

On a personal note, I started my track schedule early this year with a trip to VIR and the Zone 2 DE program. Those of you who have been at this track know it is one of the finest in the country, and Zone 2 ran a great event. The 3-day event provided plenty of track time to break-in my refreshed engine and new clutch. The car performed flawlessly—thank you Chip, Mike, Myles, Jim, Doug and Chris. Life is good!

Coming up: Pocono DE, The F & W Gathering, Summit Point DE

Drivers, start your engines...

Upcoming Events:

- ***DE Event - Pocono - May 21, 22-23***
- ***General Membership Meeting - May 26***
- ***Wegman's Food & Wine Gathering - June 13***
- ***'The Way It Was' RTR picnic - July 18***

The Calendar

Social Activities:

- June 13:** **Wegman's Great Tastes II**, Cedar Beach Park, Allentown, PA
June 19-20: **Stone Bridge Weekend V**, Pocono Mountain Tour and Overnighter
July 18: **Riesentöter picnic**, Camp Hide-A-Way
September 11: **Chesapeake City** all-day trip in MD.
November 6: **Winterthur Garden**, Brandywine Valley, DE
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

- 26 May** – “All About Wegman’s” -- Mike Tillson Motor Car Service, Philadelphia, 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 21
Pocono North Course May 22 - 23
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
Shenendoah - Make-A-Wish October 11-12

On The Cover ...

A striking photograph of a pair of fine 911 model Porsches; photograph by Stone Bridge Weekend V organiser Ken Souser. Thanks Ken !

Membership Update

By Brian Minkin, RTR Membership Chair

After a slight decline in our numbers last month, RTR membership is back up to 1370. 17 new members and 2 transfers joined the region. New members' cars range from 1976 to 2004 and include Boxster, Boxster S, Cayenne, 911, 944, 944 Turbo and 930.

I hosted the first new members' breakfast recently and we had 12 people attend on a very rainy and even snowy April morning. Everyone had a nice time despite the weather, and the seasoned members and new members had a great time meeting and sharing stories, experiences, technical advice and just getting acquainted. I will host another new members breakfast somewhere in the region over the summer. Watch „*der Gasser*” and the Web Site for a date and details. I do however have some special plans for new members so keep reading to find out more.

My current focus is the 2nd Wegmans Great Tastes Porsche Gathering to take place in Allentown's Cedar Beach Park, Sunday June 13th. Last year we had 120 cars and about 250 participants converge on Allentown and enjoy a day of great fun, fellowship, a peoples' choice concours and good food and wine. This was the largest gathering of Porsche cars other than at a racetrack that the region had ever assembled.

This year's gathering is going to be bigger and

better. We plan to have more cars, and the concours will not only be peoples' choice but a group of celebrity judges from the automotive press and industry will be judging Porsche cars divided into 3 divisions: Pre-1974, 1974 to 1989 and 1990 and newer. The concours is a wash and shine or top-only concours so everyone can enter their car with minimal preparation. There will be prizes awarded in the judged divisions as well as the peoples' choice. Door prizes are being donated by various club sponsors and of course the food and wine tasting, the collection of beautiful cars, as well as the enjoyment of the company of fellow Porsche enthusiasts, will make this a not to miss event.

My goal is to have 200 cars participate in this year's event. As an added incentive to get our new members out, a special prize will be given to the 5 most recent members in attendance. If you think you are one of the newest members attending you will need to bring your PCA membership card so that we can see when you joined. The Corvette club is also having a concours at the Wegmans Festival this year (right next to ours) so as the club who started it all we need to show a larger number of cars. You will find an application in this issue of *Der Gasser* and please fill it in and return it ASAP. Lets make this the LARGEST GATHERING OF PORSCHE CARS RTR has ever assembled and put 2004 in the record book.

...MARK YOUR CALENDARS !...

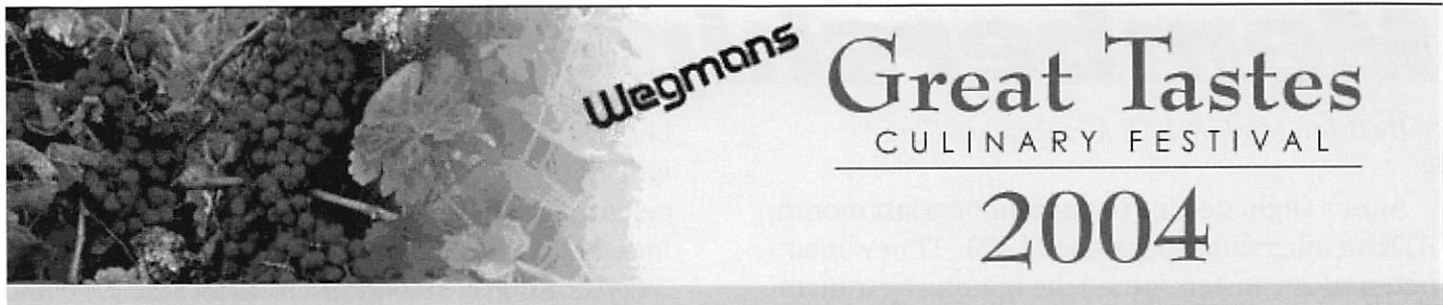
Sunday, July 18

Riesentöter Region Picnic

“The Way It Was”

you will NOT WANT TO MISS THIS !

WATCH THE WEBSITE AND CHECK THE JUNE „DER GASSER”



The Largest RTR Gathering Ever Took Place On June 8, 2003. 120 Porsche Cars and over 250 Participants Gathered For A Day Of Great Cars, Great People And Great Tastes.

In 2004 RTR Will Again Sponsor The Wegmans Great Tastes/RTR Porsche Car Gathering. *Join in the fun.* Meet fellow Porsche Owner/Enthusiasts.

- Porsche Car Show***
- Peoples' Choice Concours***
- Judged Concours – New Members Competition***
- Door Prizes***
- Wine & Food Tasting***

Sunday June 13th, 2004 – 11 AM
Wegmans Great Taste Culinary Festival
Cedar Beach Park, Allentown, PA

Registration Fee \$25 per car includes one food and wine tasting ticket for the driver. Additional food and wine tasting tickets available for \$25 to others in the driver's party. Gate Entry fee is normally \$36 per person, so we are receiving a *great* value as an incentive to be part of this historic gathering of Porsche cars. Part of the money collected in entry fees to the festival is donated to the Marguerite Hessinger Breast Cancer Awareness Fund. Money will be collected the day of the event. *Pre-Registration is required.* (Do not send funds with registration)

Member Name: _____

Telephone Number: _____ Email: _____

Car Info: Model: _____ Year: _____ Color: _____

Number Of People Attending With You: _____

Mail Completed Application to:

Brian S. Minkin
120 S. Bishop Ave.
Springfield, Pa. 19064

Childrens' Charity to Benefit at Wegman's

This year's Riesentöter Region at the Wegman's Great Tastes Culinary Festival event will feature the raffle of a special gift basket. Basket contents include two bottles of German wine and several Porsche items, such as a picnic blanket, key fobs, cap, and other goodies.

This gift basket has been graciously donated by Knopf Automotive in Allentown, which specializes in German luxury cars including Porsche, Audi, and Mercedes-Benz. In business for over 30 years, Knopf has offered top-level customer satisfaction and is ready to meet all your Porsche needs.

Valued at \$250, all proceeds from this gift basket will benefit the Michael Andretti Foundation. The foundation was established to focus national resources on people who have shown need and to help promote programs for better health, education and welfare of all of America's children and citizens.

For example, the Foundation just purchased bunk beds for children placed in foster homes. In addition, this past Christmas, the Michael Andretti Foundation gave toys to local families in need.

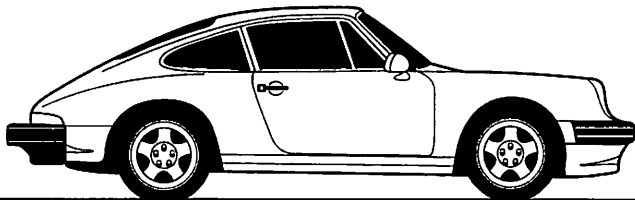
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Next Meeting ...

May's Membership Meeting location will be at Mike **Tillson Motor Car Service**, 2097 North 63rd Street, Philadelphia (215.473.6400).

For over 20 years, Mike Tillson has raced, restored, owned, coveted, bought, sold, and repaired Porsche automobiles. His shop is like an automobile museum with vintage and classic Porsches and other premium automobiles on display.

A slide show of the 2003 **Wegmans Great Tastes Gathering** will be presented by Brian Minkin, RTR Membership Chair after the Business meeting.

The meeting will be held on Wednesday, May 26 with social at 7:30, and Membership Meeting at 8:00.

Registration for the Watkins Glen DE will open at this meeting. Applications will be accepted from 7:00 to 8:00 PM.



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Thank You!!

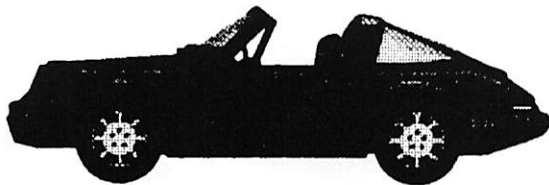
**Craig Rosenfeld
& Vision Porsche Staff for
Hosting the April RTR Meeting
New Member's Night**



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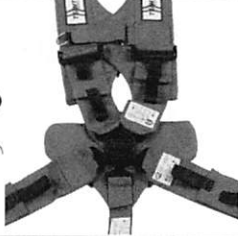
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Riesentöter PCA Driver Education 2004 Application

EVENT	DATE	FEES	Student	Inst	OPEN DATE
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
Shenendoah - MAW	Oct 11 - 12		\$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 # _____ - _____ - _____

RennSport

By Bruce Baker, RTR

A 356 Registry member comments in Rennsport: Wow! Stupendous! Excited who suggested we add RR-II to our Fall one?" At the big banquet, the "official California, in three years, at Fontana.

Some of the most impressive aspects memorable to me was the collection present, that were asked to assemble group photo.

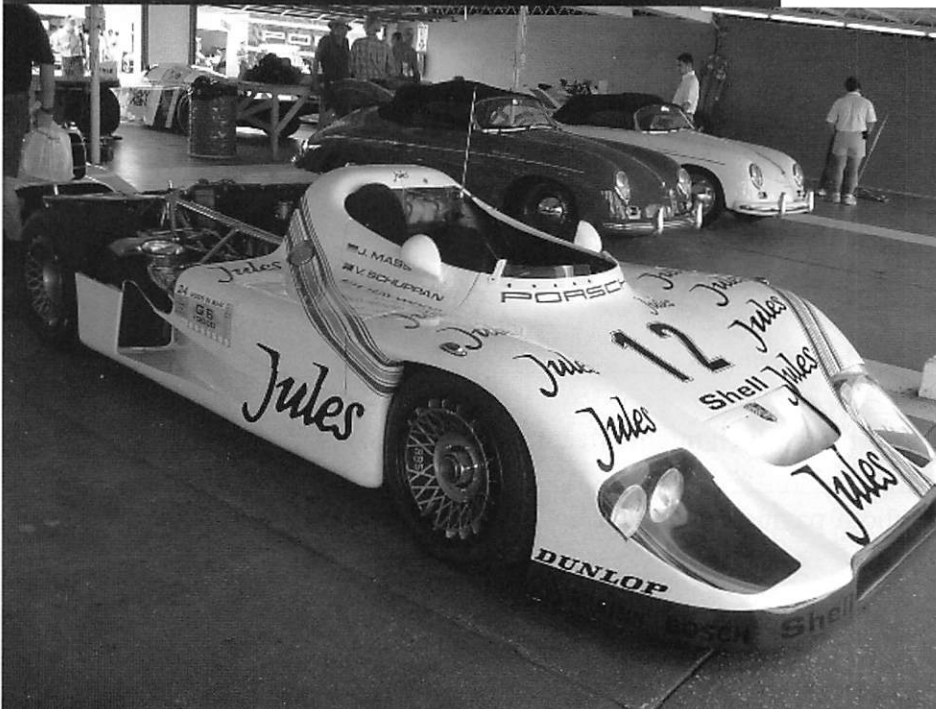
From Brian Redman, Vic Elford, Dennis Dan Gurney, and some of their predecessors down through David Donohue and Dan to put names and faces together and many Porsche people" throughout the week.

They dedicated the event to the late

I was surprised that the "winningest Skirmants, at least to represent the 3 on stage was made up completely of professional drivers, and they had to cut it off somewhere.

If I didn't see you there, I'm sorry to have missed you. I was stuck on Grid, with one race group (of five) totaling 123 cars! If you missed going, you missed quite an event. Almost a big enough hit for a Porsche junkie to OD on!

(Right) Bruce Baker 'directing traffic' on the false grid for one of the five race run groups at this year's PCNA "RennSport Reunion-II" at Daytona International Speedway.



Reunion II

on an online forum: "A few words about excellent! Beyond words! Thanks to all Florida itinerary. So, when's the next will" rumor was that the next will be in

ts of the event were subtle. The most of Porsche driving talents, past and on the stage after the banquet for a

ek Bell, Bobby Rahal, Jackie Ickx and successors and many of their successors, urren Law... what a wonderful chance meet and speak with them as "regular and (unlike the reclusive Mr. Seinfeld).

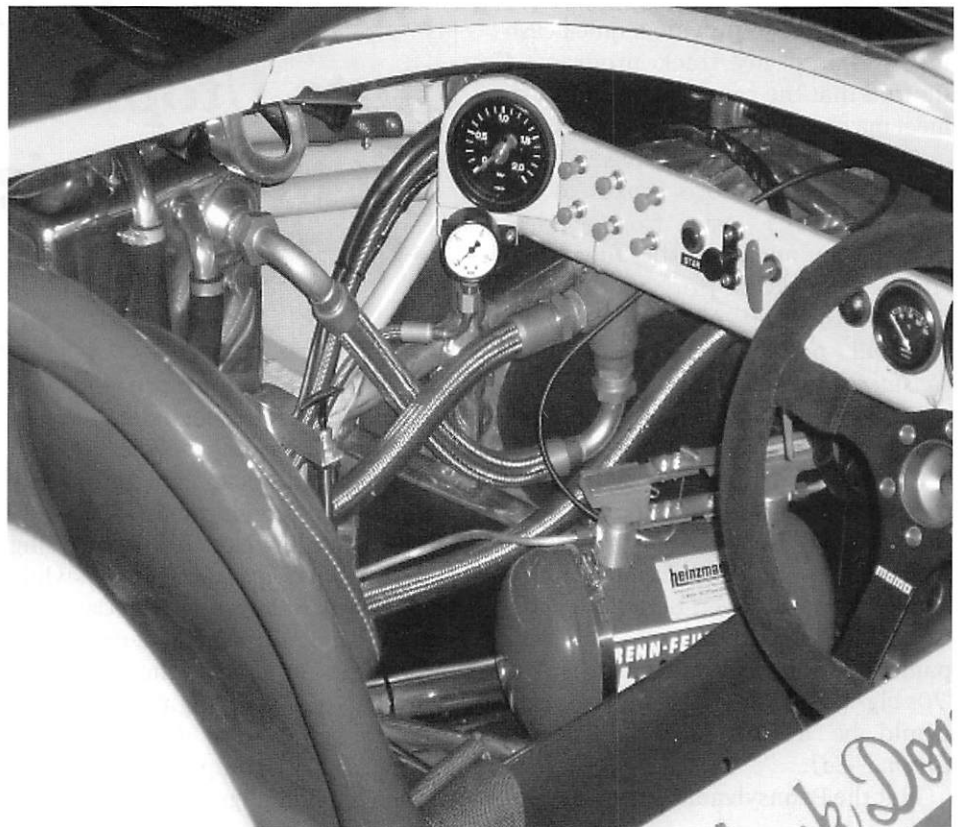
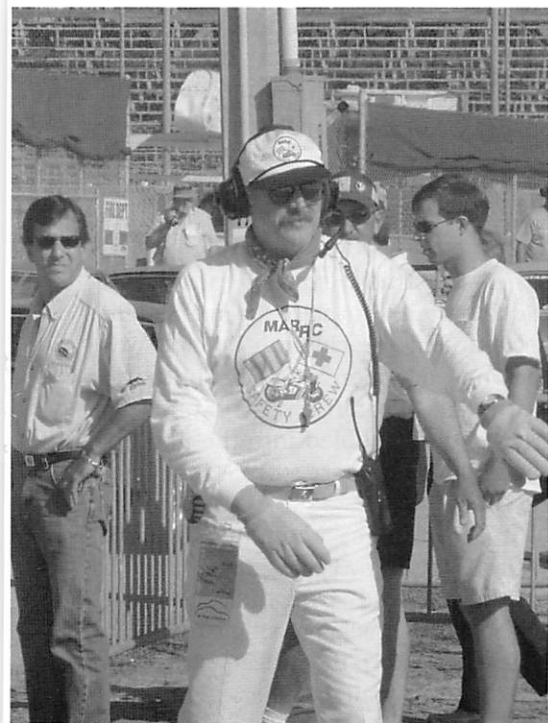
e Bob Akin.

Porsche drivers list" didn't include Vic 56. However, I imagine the gathering



These photographs of rare, special, and very, very fast Porsche race cars were taken by RTR member Ron Kellett.

Thanks Ron !



The Chuff Zone...

By Christopher Mahalick, RTR

The town of Hershey, Pennsylvania was founded in 1905. Built on a foundation of moral responsibility and benevolence, Milton Hershey's factory town was unlike all others. Single brick homes, manicured lawns, and tree-lined streets came together to create a town that even today reminds me of a Mennonite version of the neighborhood in 'Leave it to Beaver.' "Ward, have Wally and the Beaver been playing with my prayer veil?"

It is against this backdrop that thousands of Porsche fanatics gather every April to attend the world's largest Porsche-only swap meet. And if the five thousand plus folks attending this event weren't enough, then throw in a really big Volkswagen gathering in another neighborhood. If you are thinking "German Auto Utopia", then you've hit the nail right on the head.

The reasons I selected my 914 as this year's transport were twofold. First and foremost, none of the major automobile publications have been clamoring for my writing, so funds are tight. In order to provide a quick cash infusion into my track program, I figured that the car corral at the swap meet may just have been the answer.

(To relieve your guilt, please send Hawk Blues and Toyo Proxes to my home address.) Aside from avarice, though, an anachronistic town like Hershey beckons for an equally anachronistic ride. And a 1971 914 fits the bill perfectly. [Interestingly, I considered the choice of my '71 911E more 'vintage' than anachronistic... -- Ed.]

Slab-sided, slow, and inherently unreliable, the 914 looks like a fashion refugee from the '70s. But that's what makes it so cool. I could easily picture Jim Rockford's lawyer, Beth Davenport exiting this car dressed in a polyester pantsuit, sporting some major-league '70s big-hair. If the 70's were a car, they would be a 914 [ideally, Ravenna Green...--Ed].

I hit the Pennsylvania Turnpike west

at about 7:30 on a beautiful Saturday morning in this particular 914 for the ride to Hershey. Since the car is over thirty years old, I decided to keep the speed to about 55 or 60.

And that proved to be a perfect plan... for about three miles! After being repeatedly passed by old Chevy Cavaliers and chintzy Oldsmobile products, I finally had enough. It was

So I arrived in Hershey with a smile on my face, all set to enjoy a fun, sunny, spring day. The swap meet was great. There were a ton of folks from the Philadelphia area present, so it was as much about the socializing as it was about the cars.

And if I ever want some shredded fiberglass panels for my Carrera, I'll know who to call. From absolute junk

through an \$ 8 5 , 0 0 0 Gemballa 911, it was all there for you.

At about two o'clock the crowd began to thin, so I decided it was time to head back home myself. It took forever getting out of the parking lot, but once on the open road the traffic began to thin, and I was on my way. Only I was heading in the wrong direction. I finally found an exit and turned around to head back east. The traffic began to slow a bit, eventually coming to a stop.

Thousands of Porsche fanatics gather every April to attend the world's largest Porsche-only swap meet. ... If you're thinking "German Auto Utopia," you've hit the nail right on the head...

time to let this puppy run and deal with the consequences later. I was a little nervous as the needle crept to eighty, but the car felt completely composed and comfortable.

The next thing I knew, I was cruising at a safe and prudent ninety, while weaving my way through the Cavaliers and Oldsmobiles that had previously passed me. In reality, the 914 is an awesome, relaxed, highway car. It could probably cruise at ninety all day long with nary a complaint. Not bad at all for a much-maligned antique.

When the traffic started to move, I didn't. There was no first gear. So I hit second, slid the clutch a bit and was moving once more. I then shifted to third, and the shift lever went limp in my hand. I hobbled into the parking lot of a local grocery store. Now what do I do?

In a moment that defined my infinite wisdom, I had jumped into a thirty-year old car that morning without even packing a single tool.

So I went into the grocery store and purchased a pair of pliers. The next

problem was that they proved to be totally ineffective. So I decided to limp up the road in third gear. Well that wasn't going to work, but at least there was a mini-mart to pull into on the main road.

As luck would have it, there was a road crew working nearby, and they were able to lend me an eight-inch Crescent wrench. With this tool I was able to remove some bolts, but I still needed a socket.

I began to ask around to see if any of the folks gassing up their cars had any tools with them. Based on the responses I received, I may have just as well been asking for porn and alcohol in Saudi Arabia.

I was just about to give up hope when I noticed a young guy gassing up his GTI VR6. I asked if he had some tools. He didn't, but he offered to drive home and return with a socket set. He returned in minutes, and I was finally able to repair my car. Once I had the bolts holding down the shifter out I told him I would be OK, and he returned home.

I progressed with the needed repairs, only to realize that I needed a screwdriver to complete the process. Since my tool connection had left, it was time to recruit his replacement. As luck would have it, two more GTI's pulled in, driven by two guys who looked like they could have been extras in the movie American History X.

Nonetheless, I asked them if they had a screwdriver. Not only did they have one, but they hung out to offer moral support. I continued to work, and as I did, more folks began to mill about. It became like a little VW/Porsche party.

At one point, as I am just finishing up, I hear a guy say, "Bro, are you gonna be OK, we can't leave one of the family behind." Thankfully, I was going to be OK. I'm sure that I would have achieved a higher level of "spiritual enlightenment" (nudge, nudge, wink, wink) had I been driven home in a psychedelic VW bus, but at that moment all my thoughts were focused on getting the car back home under its own power.

With the transmission shifting once again, it was time to get out of Dodge

in a big way. My friends Mark and Carol Reynolds had stopped by and graciously offered to follow me home. This was to be the one and only time in history that a 914 would be leading a GT2.

We headed back to the turnpike, and I was really feeling great that I had been able to get the car going again. The Forces That Be must have sensed my jubilation.

So they stepped in and made the car stall as I entered the turnpike. That was it. I calmly pulled over and decided to call for a tow truck. Sometimes you just know it's time to quit. Skip right on by anger and go directly to the acceptance phase. Helps to lower the blood pressure. Mark and Carol pulled over behind me, but there was nothing to do but wait for the tow truck to arrive.

So there we were. A GT2 and a 914 sitting on the side of the turnpike. All of a sudden we look up from our conversation to see an Infinity G35 backing up towards us.

Once stopped, the doors open up and a guy that looks like a bad version of Tiny Tim steps out along with his two young sons. He immediately goes into a dissertation on how fast his 450-

horsepower, supercharged Infinity coupe is.

Subsequent tales involving his bravado on the dragstrip provided further assurance that we were in the presence of an automotive legend. As he approached the GT2 he inquired as to its horsepower rating. I immediately began to send Mark a telepathic message that said "pick any number over 450!" It worked! "I think this car has about 480," replied Mark.

Excellent! An unintentional (on Mark's part) smackdown befitting the World Wrestling Federation. The (one-sided) conversation eventually wound down, and Tiny Tim and his sons got back in their car. "Watch, he'll burn out as he leaves" was Mark's sage, solitary, comment. And that said, Tiny Tim did indeed, burn rubber.

It has been written numerous times (and that's just by me) that life is what happens while you are making other plans. That is more than OK with me. I feel that I lived a bunch of lives that Saturday in April.

At times ludicrous, at times surreal, they came together to make for one special day. And if you feel you need some help getting there yourself, I have a broken-down 914 for sale.

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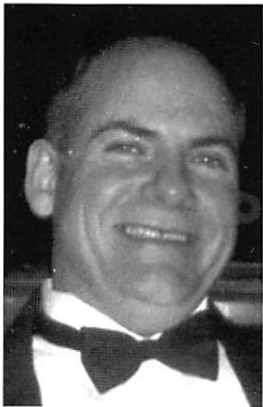
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The Right Seat

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. In last month's column we talked about the flagging system and how it is the primary form of communication between the track officials and the drivers. The other important communication device on the track is your left hand. That's right, hand signals are what we use to tell the other drivers around us and the corner workers what we are going to do or what we

want them to do.

Now, these are not the same signals some of you may have received on the highway, and are certainly not the signals you give when someone cuts you off on the way to work... and here all along you were thinking those other drivers on the road were telling you that you were number one... huh!

You may also be aware of the shaking fist signal, commonly known in racing circles as the "Mansel," named after famous British F1 driver, Nigel Mansel who thought that everyone in front of him on the track should simply move over and let him go by... not the case in racing, and when he did finally get by, he'd give them the "what for" with a fist wave!

However, Drivers Education is not racing and there will be no Mansel's given at our event. Conversely, one of the

most used signals is to point the drivers behind you to go by. It's actually a pretty simple process, the pointing that is, and the hard part is remembering to look in your mirrors to know that you need to signal in the first place.

The process goes something like this: When a car appears behind you, stay on the "Ideal Line" and point the car behind you to pass by holding your arm out of the window and pointing with your index finger. Your left arm straight out of the driver's window for a driver's side pass, or your left arm out the driver's window curled up and over your roof to indicate a passenger side pass.

Multiple cars means multiple signals or a signal for each car you want to let by. All this must take place while calmly and safely controlling your own car.

The other hand signals we use are the "Pit in" and "Wave off" signals. Hold

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your left arm out of the driver's window and bend at the elbow straight up with a clinched fist to indicate that you are going to enter the pit area. (Similar to Mansel, but no waving.)

This is referred to as the "Pit In" signal. The "Wave off" signal (also similar to Mansel, but no fist) is used by the potential overtaking driver when they feel there is not enough room to pass or would just prefer to stay behind you.

With either hand, you hold your palm facing the the car in front of you and give friendly little "no thanks" wave. You know, kinda like the wave you give the server when they offer dessert and you've already eaten so much you can't see your shoes... that wave!

You can find definitions to these terms and the term "Ideal Line" as well as a great deal of other driving information in the RTR Driver's Ed Manual on the rtr-pca.org website... a valuable item to download and read before coming out to an event.

FYI... The Drivers Ed Manual was developed for us by Kurt & Sutton Faller, good friends and great drivers. Both are RTR Instructors and Kurt is a former Chief Instructor. Everything you'll need to know about an event from novice to expert is covered in detail. You will honestly be a better driver by simply reading this manual!

OK, I'm gonna say it, you are all great drivers! There, I said it. Now the hard part, contrary to what you may think, the fastest most expensive car does not equal the fastest driver.

Now I know there's a couple of ego's reading this, snorting through their nose at that statement. They're probably struttin' around the room, rooster style, thinkn'... "I'll show you when I get to the track."

For those types, I figured I'd let you know now so when you do get to the track, it will be easier for you to understand why that pesky Boxster is right on your Twin Turbo butt and you can't shake them.

It is very simply because everyone's learning curve is different. Remember, the reason you are at the event in the first place is to learn the driving techniques necessary to go quick, safely. Give the driver behind you the pass signal without considering what year or model car

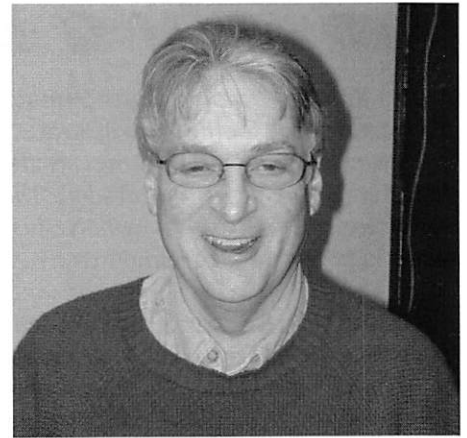
they are driving because at this point, they're faster!

Patience, my friends. The best driver is the person who is patient, totally aware of his or her surroundings, and exercises safety through good judgment at all times.

The fast part will come, trust me! The number one complaint we get as instructors is that drivers are not watching their mirrors enough. Unlike highway driving where everyone gets in a line for their morning parade to work, you'll need to constantly peripherally be aware of your mirrors and use your hand signals.

Star Instructor time! This month's star has been instructing with us as long as I can remember. He has always done a great job with his students and is just a plain nice guy.

The May 2004 Star Instructor is: Skip



May 2004, Star Instructor Of The Month' Skip Chalfant ...

Chalfant. Thanks Skip, great job!

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

b.smith21@comcast.net



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Snidely's back!

The Snidely Whiplash Fifth Annual Trek to the Track for the Faint of Heart... (as you recall in our last thrilling episode, Snidely and his gang gently introduce 'The Track Experience' to those who've just never managed to get around to it...)

Unless you are one of the prudent souls who already signed up with a guest to join us on our trek to Pocono on May 29th, you're out of luck!! That's right gang, we're all sold out! At least, for this year.

Ok,ok... You can contact my friend, Fred Bonsall to put your name on a waiting list, but DON'T SEND MONEY!!

437 High Street, Bethlehem, PA 18018
or fbonsall@bsaia.com

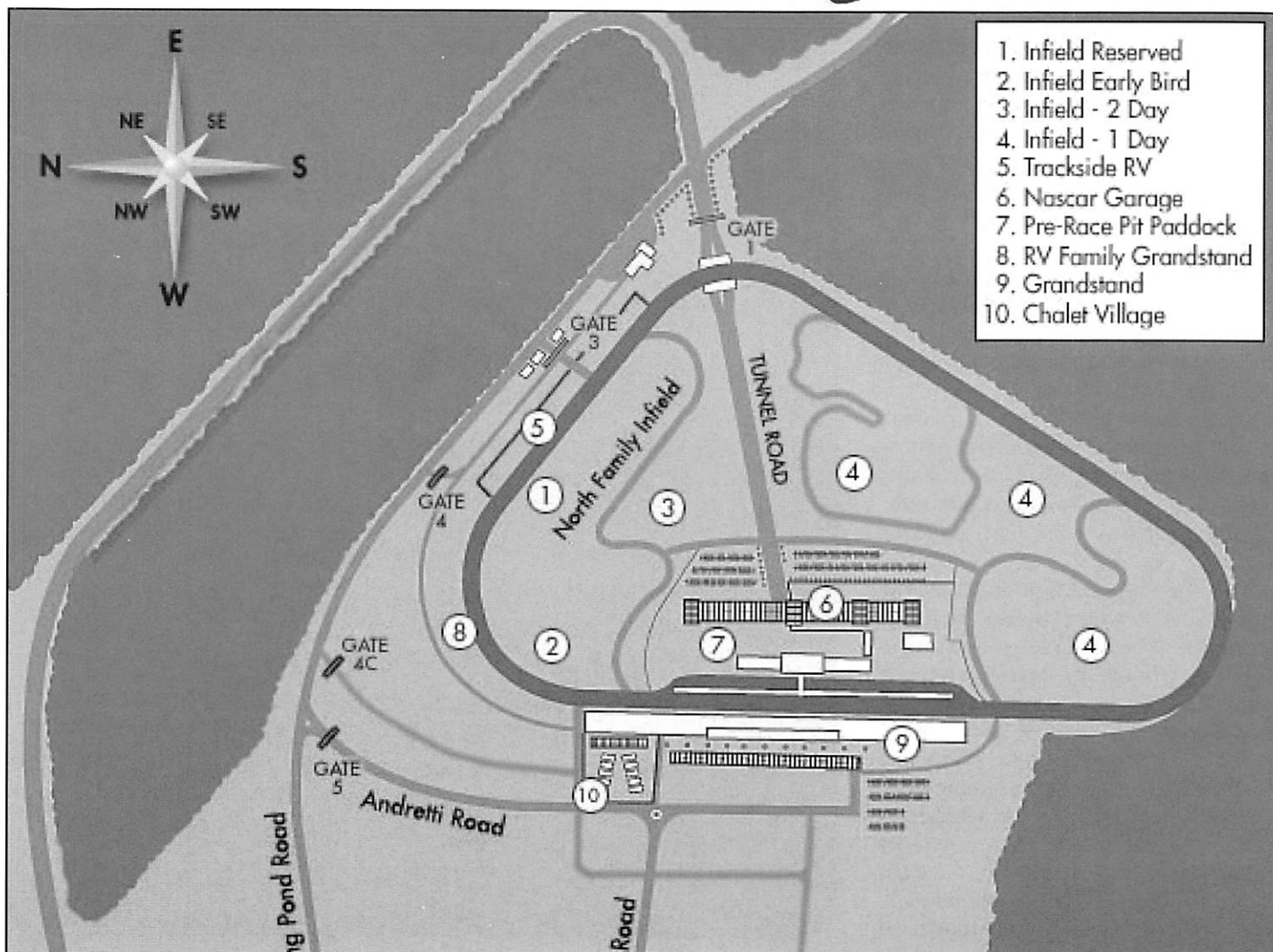
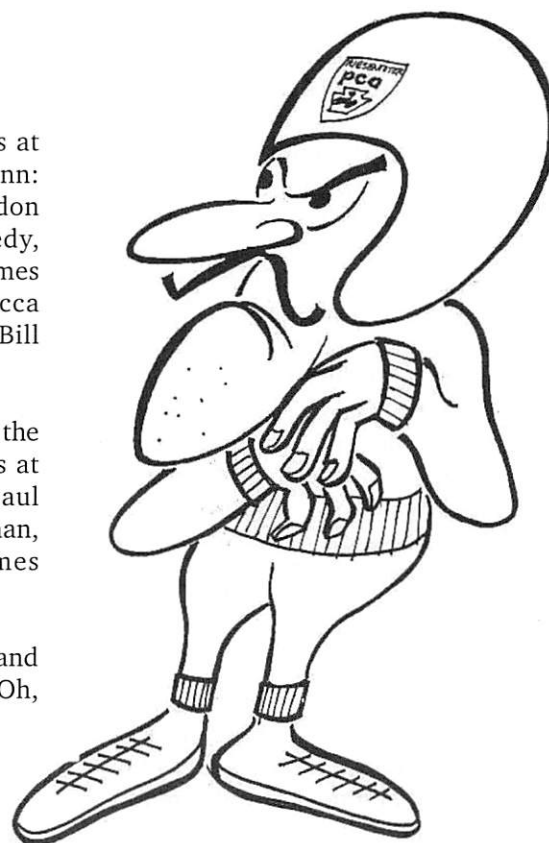
Fred and Randa Bonsall will greet the

following drivers and their guests at 7:30 a.m. at The Charcoal Drive Inn: Gregory Zulli, Barry Feiertag, Brandon Mascia, Stuart Field, Tom Kennedy, John Gallagher, Jayne McColl, James Hansel, William Feiertag, Rebecca Dalebout, William Hoffman and Bill Shea.

Tom and Deb Fitzpatrick will greet the following drivers and their guests at 7:00 a.m. at Otto's Restaurant: Paul Mullen, Mike Dean, Robert Wilderman, Scott Carson, William Lee, James Gleason and John Bond.

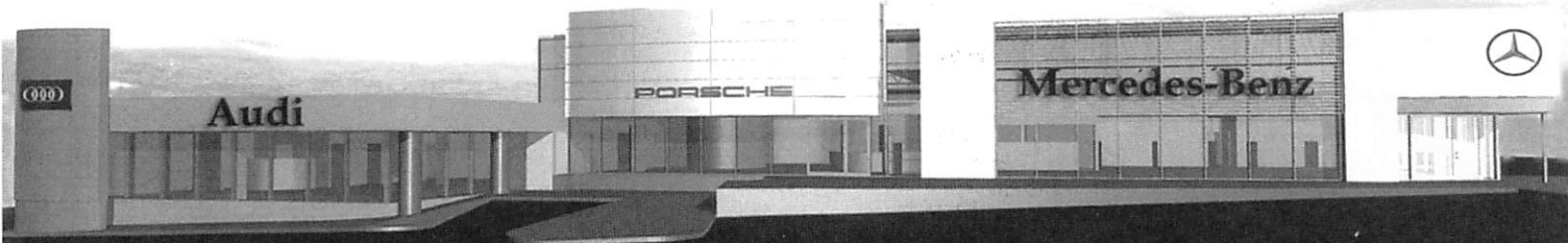
So, circle the date of May 23rd and get ready for a great experience!! Oh, and don't forget the PORSCHE!

Snidely



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Other Stuff

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.

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STONE BRIDGE WEEKENDER

By Ken Souser, RTR

June 19-20 Stone Bridge Weekend V - Once again our weekend Caravan to the Poconos has been planned.

Scenic mountain roads, interesting stops, good company, dinner and an overnight stay at a rustic country inn will be a great way to give your Porsche a spring workout. For further information please contact: Ken Souser, 5696 Merion Lane, Macungie, Pennsylvania 18062 Home: 610-966-4391 Cell: 610-533-6123 E-mail: KenSouser@aol.com

Fahrvergnügen!

by „der Gasser” editor Rich Herzog

You can sleep tonight, my 911 is officially safe. Actually, it was always safe. But now I have an official state-of-PA sticker cluttering my windscreen telling the world it is safe.

It's not really clear to me why certain details, backup lights for instance, should make a newer car “unsafe” if they don't light up, yet my '53 is “safe” without them. Anyway, mine light up just fine.

And I have blinky lights inside that tell me the position of the turnsignal lever, which I can just touch to verify, and a light that tells me the position of the highbeam selector stalk, which has similarly never been hard to determine.

The whole state-mandated inspection thing is just a scam, of course. Do we really believe our cars are that much safer than those in the majority of states that do not have similar inspection programs?

Or do we believe our roads and conditions are that much worse than the rest of the country? (And if we do, who don't

we demand that the fees we pay again and again get used to just repair the roads? I suspect this question truly marks me as ‘new to the area’ since i just don't understand...)

So let's see - the same state that spreads corrosive chemicals on the minefield-pockmarked roads wants *me* to pay *them* to make sure they haven't killed my car yet...

But okay fine, we live here now, and like it, so it's one of those things I'm going to have to get accustomed to. And I am very appreciative of the fellow Region members who helped me through the process and to find facilities that understand the issues of the older Porsche.

(I have had several area people skeptical that my car is actually a 1971, and it's not just due to the mix-n-match “update” body kit a prior owner inflicted upon the car. I know it's that few enough older cars survive the harsh environment here. And I hope to have more contemporary bodywork on the caar in time for Wegman's...)

With so much business driven to their doors on a regular basis, I can't imagine that very many state inspection facilities

would be at the forefront of any campaign to eliminate annual inspections. (But you never know. As opposed to ‘general repair’ facilities, it seems that most of the Porsche-oriented shops -- such as many of our fine advertisers -- would really much rather be doing actual Porsche stuff than the time-consuming pointless busywork an inspection requires.)

Looking forward, the parts I needed to finish the 911's brake & suspension upgrade in time for the Memorial Day Pocono DE are nowhere close to having been shipped and as a result there's no way I can even have that work started before the revised date a week earlier.

So we won't be at Pocono in May, but we will be checking out that tour and barge ride instead of staring up at the bottom of a 911 from the ‘comfort’ of the garage floor. Summit Point! We're on for Summit Point!

And somewhere in there, we'll get a moment to touch up some of the paint chips and detail the car so it won't look too awfully shabby at the Wegman's event. We weren't *quite* here this time last year, but we're here now ...

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