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Juni, 2004



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**Porsche Club of America**



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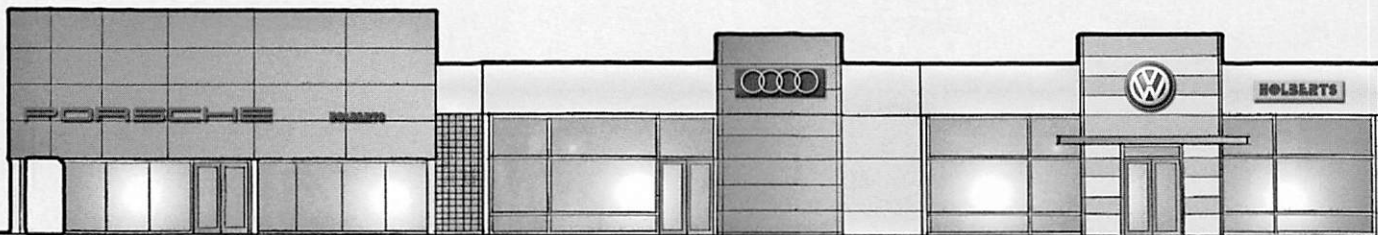
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# ***From the President...***

*by Riesentöter Region President Tom Zaffarano*

The year is off with a great start with Tech, DE, and social events already enjoyed and many more on the Schedule.



Just last month I observed Dyno Day, Participated in Track Tech, Enjoyed a Barge Ride with my wife, Drove POCONO East and North courses and all within our region's schedule. Many thanks to our region's volunteers -- they make the club work for all of us.

Speaking of volunteers, I would like to make June "Nomination Month." We are looking for a few good members to fill vacancies on our 2005 Executive Board. Please contact the nominating committee: Craig Rosenfeld, Bill O'Connell, or me. with your interest, no experience necessary... we will train... you will have fun.

DRIVE ON...

## ***Upcoming Events:***

- ***June 30 - Membership Meeting Hi-Tech Lightweight RSA, Brandywine Porsche, Newtown Square***
- ***July 11 - Summer Rallye - Spring Township***
- ***July 17 - Watkins Glenn Tech - Mike Tillson Motor Car Service, Philadelphia***
- ***July 18 - Riesentöter Region Family Picnic, HideAWay Day Camp, Colleagueville***
- ***July 25 - New Member Breakfast***
- ***July 28 - Membership Meeting - 'What's New for Porsche in 2005' - Holberts Porsche,***

# The Calendar

## Social Activities:

- July 11:** **RTR Summer Rallye**  
**July 18:** **Riesentöter picnic**, HideAWay Day Camp  
**September 11:** **Chesapeake City** all-day trip in MD.  
**RTR Fall Rallye at Radnor Concours d'Elegance**  
**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 Membership Meetings

- 30 June** Robert Linton's 2,200 lb RS America – Brandywine Porsche, Newtown Square, PA  
**25 July** New Member Breakfast - Montgomeryville, 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

## Track And Tech Events

- July 17** Tech - Mike Tillson Motor Car Service  
**July 30 - August 1** Watkins Glen  
**August 27 - 29** Summit Point  
**September 24** Pocono South Course (Advanced only)  
**September 25 - 26** Pocono North Course  
**October 11-12** Shenendoah - Make-A-Wish

### On The Cover:

Riesentöter Region Members participating in the Fifth Annual 'Snidely Whiplash Dash to the Track for the Faint of Heart' segment of the Pocono Drivers' Education Weekend. First-timers got the opportunity to experience a 'gentle introduction' to the Drivers' Ed concept.

Photograph by Doug Mahoney.

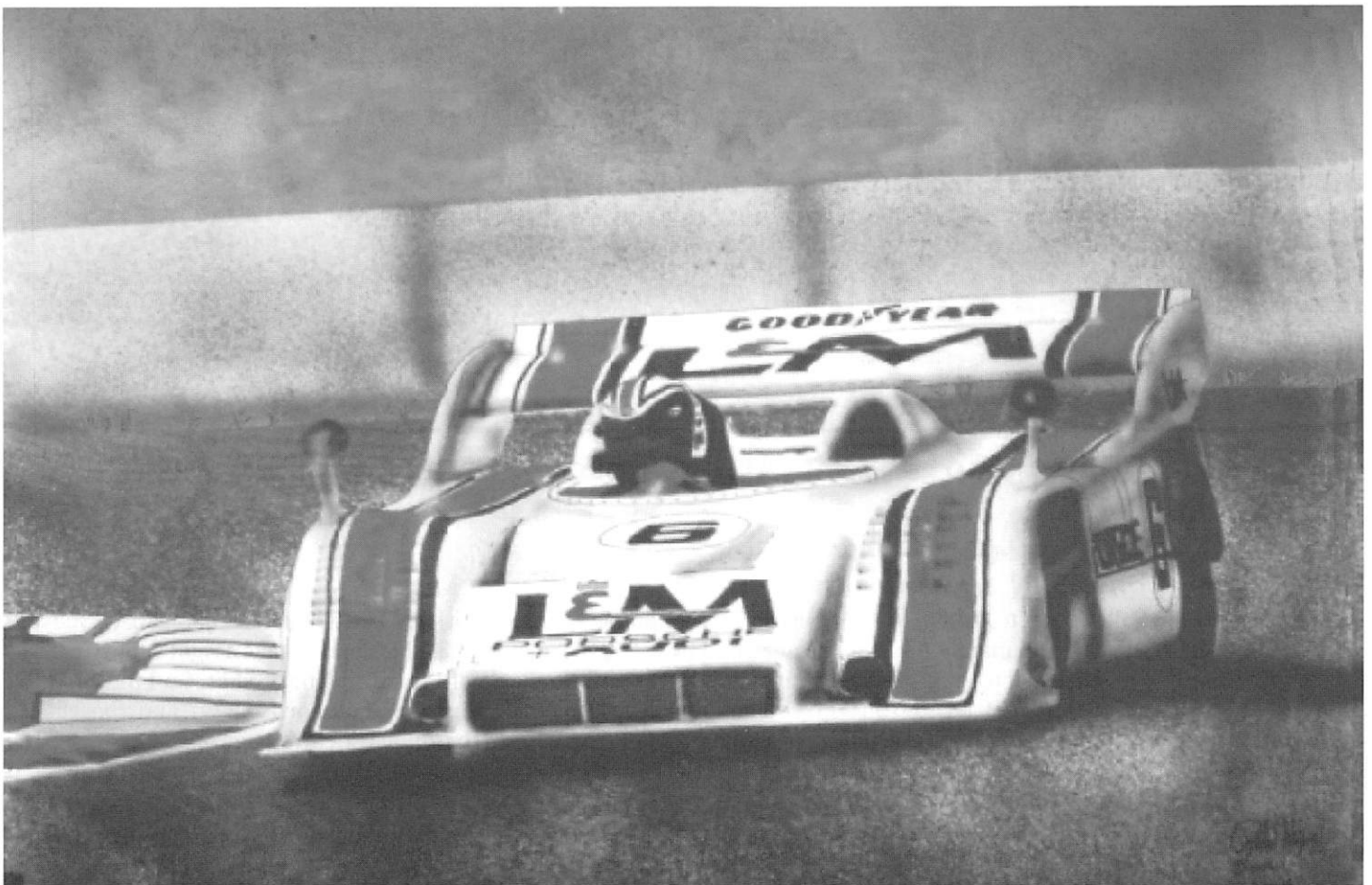
# **Membership Update**

*By Brian Minkin, RTR Membership Chair*

The region is on the move! Lots of events and lots of new members joining and participating in all the great events the club organizes for its members. I recently returned from a great weekend at Pocono and had the opportunity to work with the Snidely Group on car tech. It was great to see the enthusiasm the Snidely Group brought with them. I missed the New Hope Barge tour due to family events but hear that everyone had a great time.

Our membership has grown to 1402 members. We had 19 new members join last month. At the May membership meeting at Mike Tillson's 4 new members joined us and were welcomed by all in attendance.

The next New Member's Breakfast will take place on Sunday July 25th in Montgomeryville PA. Meet at 9:00 AM at Michaels Family Restaurant, 709 Bethlehem Pike, Montgomeryville. We had a great turnout for the last one and all who attended made some great friends and learned all about the club. Join me on July 25th and start getting acquainted with RTR.



# ***A Day of Food and Fun In The Sun*** **Riesentöter Region Family Picnic**

**Sunday, July 18**

**11 a.m. to 7 p.m.**

***Bring Your Swimsuit!***  
***Pool Available / Lifeguard on Duty***  
**12 noon to 4 p.m.**

**RTR will provide:**  
**beer (please have picture ID available)**  
**root beer – bottled water**  
**hamburgers, hot dogs, buns, condiments, potato salad**  
**charcoal and grills**  
***just show up hungry !***

**DESSERT CONTEST:**  
**bring your favorite summertime dessert**  
**(enough to share!)**  
**for a**  
**competition event of the sweetest kind...**

**PREREGISTRATION PRICE: \$15/adult (*children under 12 eat free !*)**  
**preregister by email to [francinebodo@aol.com](mailto:francinebodo@aol.com) not later than Wednesday, July 14**  
**send your check made out to RTR-PCA to:**  
**Francine Knochenhauer**  
**1221 Foal Circle**  
**Warrington, PA 18976**

**DAY OF EVENT PRICE: \$20/adult**

**Hideaway Day Camp -- 3471 Arcola Road -- Collegeville, PA 19426**  
**610.489.2191**

**Directions From 252N**

Take 252 N toward Valley Forge to 202 N to 422 W Exit to 363 N (Audubon/Trooper Exit) At the first light (Audubon Road), make a left. Continue driving approximately 1 mile to the dead end (Mill Grove Sanctuary ahead of you), make a right (this street is Pawlings Road and it will turn into Park Avenue at Egypt Road). Go 1 mile to Eagleville Road and make a left. Go 1 mile to the top of hill and make a left on Arcola Road. You will see a building development on your left (Audubon Hollow), and a baseball field on your right. Grounds are located one mile on the right, #3471. You will see the white Hideaway sign.

**Directions From 76W**

Exit at 26B (West Chester Exit) which is 202 South. Follow 202 South to 422 West Exit, and then follow directions above.

# Summer Rally set for July 11

By Dennis Angelisanti,  
Riesentöter Region RallyeMaster

SUMMER RALLY....Sunday July 11th... we'll be meeting at Panera's Bread located off Broadcasting Rd. North of Reading and just off 222. Driver's meeting at 10:30 am, first car off at 11:00 am....

45 easy minutes from King of Prussia, 35 minutes from Exton, 45 minutes or less from Allentown. 35 minutes from Collegetown.

You will complete this rally/tour without any shouting or marital strife.

Paneras has coffee and baked goodies to keep your tummy from growling.

If you have done my rallies before, you know I use beautifully twisty by-ways with little traffic and I guarantee some of the most laconic scenery in SE PA.

You'll enjoy the countryside of Northern Berks Co. and one of the biggest tour-

ist attractions in PA.

After the Rally, we plan to convene at an entertaining place called "The Works." This place allows you to drive NASCAR and other fantasy machines. Food and Drink are available too.

RAIN OR SHINE... P-Cars don't shrink and they don't rust anymore.

*Directions to Panera's:*

From Allentown and North... 222 south to Broadcasting Rd. Right turn to light then another right to the next light. Right again and then left to Paneras.

From Turnpike... Morgantown Exit... Rte 176 N, to 422 W, to 222 N, to Broadcasting Rd, then left to light,

then as above.

From 422 west... to 222 North (after Reading) then as above.

This will be a gimmick style rally with one possible TSD section.

No pre-reg, but it would be nice to know if you are planning the trip.

d1a109@nni.com

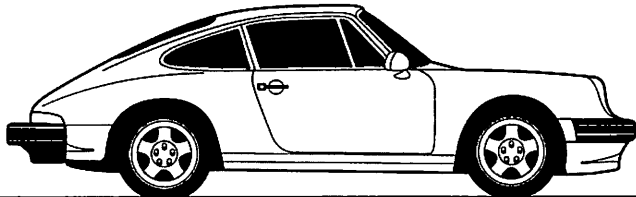
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# June Membership Meeting Preview

by Debbie Cooper,  
RTR Vice President

Do cast titanium uprights and carbon composite swing arms that fit your Porsche street car make you a bit curious? Does working with senior F1 designers and senior Porsche and other car manufacturer engineers to advance automotive technology sound interesting?

We have a special car and a special guest for our June Riesentöter meeting. Robert Linton set out to create the most technologically advanced, lightest weight possible 964: the America GS 3.8 Hardtop Roadster.

The exotic components on this car were all made to the highest possible standard (in some instances exceeding even F1) to achieve a 500 kg weight reduction while simultaneously

improving performance

Yet this is not a stripped race car, but a street car that achieves that weight with all the original Porsche luxury features including leather seats, air conditioning, stereo, steel doors with safety beams and carpet.

Our June Riesentöter meeting at Brandywine Porsche will be the first public unveiling of this car. Bob will share the story of how the car came to be, and how the project lead him to form a company named Cartridge

This company today is supplying Porsche Racing with its latest carbon composite induction systems, aluminum and titanium suspension pieces, lightweight wiring harnesses, carbon composite oil tanks and numerous other items.

The parts on the car, and the components Bob will discuss are some

of the ones that have been displayed at [www.rennlist.com](http://www.rennlist.com); but very few people have ever had the chance to see. No matter what your interest is in Porsche cars, this meeting will be fascinating to you!

Directions: Brandywine Porsche ([www.brandywineporsche.com](http://www.brandywineporsche.com)) is located at 4005 West Chester Pike in Newtown Square, PA 19075.

From the intersection of Route 476 & Route 3, proceed west on Route 3 for about 4 miles and Brandywine will be on your right.

From the intersection of Route 252 & Route 3, proceed west from about 0.7 mile and Brandywine will be on your right.

From the intersection of Providence Road and Route 3, proceed about 2 miles east and Brandywine will be on the left.

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# RTR Joins Radnor Concours for Fall Rallye

by Bill O'Connell

As has become tradition, the Riesentöter Fall Rallye will be held in conjunction with the 100 Cars Of Radnor annual Concours d'Elegance. The date is September 11th. (Yes, we know.)

The rally takes place in Chester County with an emphasis on distance rather than speed. The cars that run the rally range from the latest and greatest Porsche has to offer to cars from the '20's and '30's, so even though the thought of a four-wheel drift on a dirt road may sound grand, it won't be happening at this event – or better not anyhow.

Those predisposed to the Fast And Furious will be better served at an

SCCA event.

The main purpose here is to ensure a nice ride in the country with plenty of time to view the countryside. The only time constraint is: to be judged, you will have to be back by a time (yet to be determined) to give me enough time to score and do the trophy presentations.

Registration will start about 8 a.m. or so, and given that there is no time element, cars may leave as they please. This is a self-tending event, no checkpoints are planned (though that could change).

Again this year, the Concours will create a separate class for each club that enters 5 or more cars. This has never been a problem with Riesentöter; in fact,

last year we had 14 cars entered and the overall rally winner was our own Jim Hartman – giving him 3 trophies to take home. Not bad for a day of fun.

So if this sounds like your cup of tea, get on the Radnor web site, click on the rally page and print out a form to sign up.

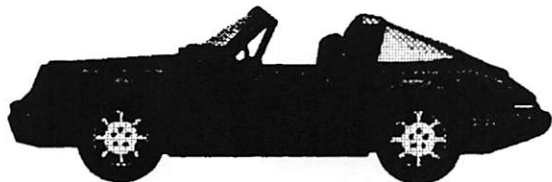
[www.radnorconcours.org](http://www.radnorconcours.org)

If you have any questions, contact me at [woc@visionautogroup.com](mailto:woc@visionautogroup.com) or give me a call at 610.777.6500.

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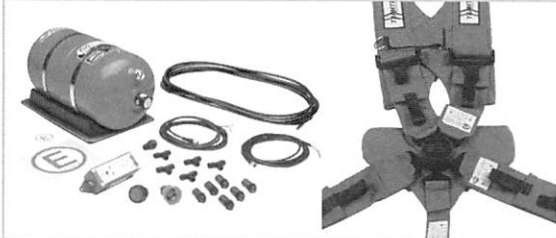
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# Riesentöter PCA Driver Education 2004 Application

EVENT	DATE	FEES	Student	Inst	OPEN DATE
**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.

**Children in attendance must have waiver signed by Parent or Guardian**

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](mailto: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 \_\_\_\_\_

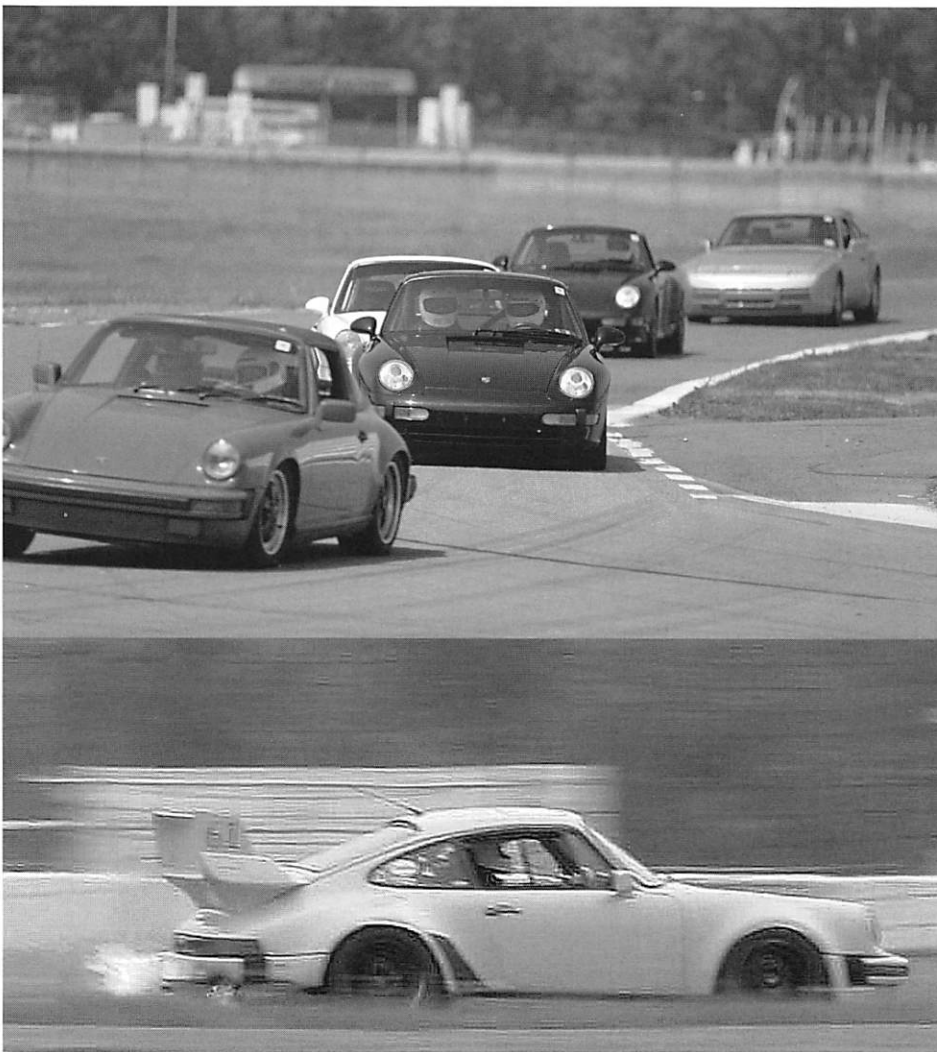
Day Phone # \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_ Evening Phone # \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_

Family physician \_\_\_\_\_ Day Phone # \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_



# ***POCONO !***

*Words by John D. Floyd, Editor-At-Large  
Photographs by Doug Mahoney*



For most drivers, Pocono was the first event since last season, and especially for those who made modifications and upgrades, this would be the first chance to evaluate the changes to their cars.

A tribute to the organizational efficiency of Registrar Chris Mahalick, helped by Carole Reynolds, as the two of them handled the registration of the 111 drivers signed up for the event.

All run groups were full – 23 drivers each in the Red and Black groups, 22 drivers each in White & Blue, and 21 drivers in Green. The higher the skill level of the group, the more cars can be put on the track.

Pocono weather is similar to the weather in Ireland - if you don't like it, wait 15 minutes - it will change. At 7 Saturday morning the sun was shining and it looked like it was going to be a beautiful day.

By the first run session it was raining, and drivers slowed for the wet track conditions. By the second session, the sky cleared and the track dried out for the rest of the day.

Unlike Club Racing, the primary emphasis of Drivers' Education is safety and education, with the objective of making the participants better drivers. Within two weeks prior to an event, before one can bring a car onto the track there is a required "tech inspection." The vehicle must pass a checklist of up to 33 items, such as brake pads, condition of rotors, exhaust system, to name but a few.

Each day of the event the car is again inspected, called "grid tech" – this time an 11-point inspection, along with inspection of the driver's helmet to make certain it meets the required issued certification date. If a helmet is out of date, the driver must replace it.

Jeff Haas was the chief tech person on Saturday, with help from Ed Kovalevich, Myles Diamond, David Schenk, John Giannone, Anthony Bonanni, Bodo Knochenhauer, Brian Minkin, Maureen McVail, Kam Ho, Terry Lefco, and Steve Meenan.

Jeff and his crew did an excellent job keeping 2 lines of cars moving efficiently through the inspection process. At the Driver's Meeting, Track Chairman Mike Andrews addressed the group as to the day's schedule, and RTR President Tom Zaffarano also provided commentary. The Pocono Track employees demonstrated the flags the corner workers (found at each turn) use, explaining the various signals, such as a stationary versus a waving flag.

A track event involves preparation for



each run group in each session, such as checking that the driver has the appropriate color wrist band for the appropriate run group, that the car has the grid tech inspection sticker on the windshield, and that the driver's helmet has the current inspection sticker.

Dave Coughlin was the "Control Person," coordinating the work assignments of the drivers assigned to these duties. The beauty of Mike Andrews' scheduling the alternating run groups is that one has only one session's assignment, and because there are drivers from different groups in the same work session, no one will miss their driving event because of a work assignment.

The education aspect of DE is concentrated on the 2 run groups that initially require instructors in the car with the drivers - Green & Blue. Chief Instructor Brian Smith met with the Green students from 8:45 to 9:45 Saturday morning, briefing them on track nomenclature and basics.

Green and Blue had a mandatory classroom session Saturday afternoon from 12:45 to 1:30, where Brian first addressed any questions, and then took the students through the course, turn by turn, discussing approaches, apexes, braking zones, etc.

DE can be a very humbling experience for those of us who have spent a lot of "windshield time" and think we know how to drive. Saturday went very smoothly, and at the end of the day there was the annual pizza "feeding frenzy." Luckily the drivers don't attack the track the same way they go after the pizzas. Mike Andrews arranged for 40 pies of various toppings to be delivered to the track, and the speed with which they were inhaled had to be seen to be believed. All in all, from what I saw on Saturday and the first session Sunday morning, Pocono was a very successful RTR DE, and thanks to all who contributed.

*In the Marbles...* (For those unfamiliar with the term, the "marbles" are debris found at the edge of the track.)

*Hoosier Daddy for the marbles* - rumor has it Jack Kramer left a lot on the track driving brand new Hoosiers. They were gone after only a day. You other Hoosier drivers might want to pay attention to this new compound.

*The Thomas Alva Edison Award* - to Chief Instructor Brian Smith, for his invention for drying helmets. Beautifully fabricated from lacrosse shafts and metal, and powered by a hair dryer, the helmet sits cradled as the hot air dries the inside. Rumor has it the next time we see it, it



will have a coin box attached similar to those found in Laundromats and car washes...

*A wheely wheely good driver* - not that there has ever been any doubt about Jim Zelinski's driving ability, but if there were, Jim put that notion to rest on Friday's open track day...

*Mobile Society # 1* - "I'll see your trailer, and raise you" - Dave Coughlin brought his 31' rolling home to the track for the weekend, with his track car on an attached trailer. Be it ever so humble, Dave's is powered by a V10 and sleeps 8. So for those of you who can't get a room at the Glen or Summit...

*Mobile Society # 2* - anybody notice the proliferation of the wheeled barbecue grills inside the paddock? The aroma of cooking sausage and eggs greeted me Saturday morning. Who said "an army travels on its stomach"?

*Mobile Society # 3* - "Mini Me" now "Track Jack" - John Genovese's 5 year old son Jack was right at home on his Yamaha PW 50 single speed cycle. Imagine what he'll be driving in another 5...

*3 Signs of Old Age Award* (the first is loss of memory, and, ah, mmm, I can't remember the other 2) to Mike Andrews for his calling everyone to the driver's meeting a half hour early. After realizing his mistake, he cheerfully led everyone in a chorus of "Happy Birthday" for Josette Donatelli...

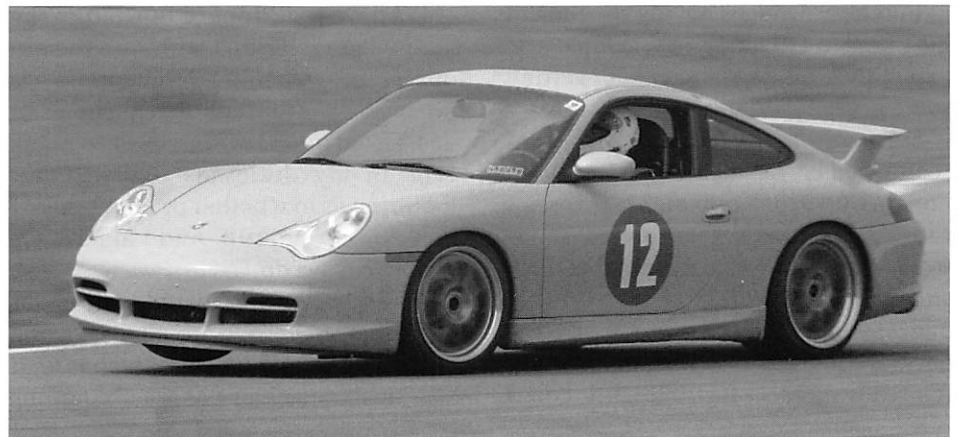
Some interesting bumper stickers - Jim Zelinski's WANTED BY THE FBI, Tony Bonnani's ethnic proclamation SCUDERIA BONNANI, and # 8's reverse letters so as you looked in the mirror you saw SLOWER TRAFFIC KEEP RIGHT.

*The Apple Doesn't Fall Far From the Tree* - father & son drivers in attendance included Tony & Anthony Bonnani, Jeff & Erik Haas, Doc & William Fox, Paul & Tim Johnston, Brian & Josh Smith, and myself & my son Brendan. When asked if I was nervous about my kid on the track in my 911, I surprised some people by replying "not at all. For the first time he's listening to the person in the other seat, and hopefully all the cars are all going in the same direction"...

Speaking of which, special thanks to Bob Turgen for his attentive driving when I became a passenger in turn 5. I later told my son I was demonstrating the "2 feet in" drill for his benefit...

Kudos to Brian Smith for his distribution of TRACK EVENT TERMINOLOGY handout at the Green Students first classroom meeting. Divided into sections such as Tires & Brakes, Roads & Curves, Engine & Transmissions, in addition to terminology, it also included some "don't do this's"...

*Now that's a good book* - when a certain Blue Group driver asked Jeff Yoroshko to recommend a book on driving, he replied "For you - the Bible!"



# The Chuff Zone...

## *The death of Poor Boy Racing...*

*By Christopher Mahalick, RTR*

Five years ago I was just starting out with Driver's Ed. At that point I had a car, a helmet, and a drivers license, along with a small smattering of tools. At this point I have a car, a helmet, and a drivers license, along with a small smattering of tools. I like to keep things simple. I am easily distracted.

Doug Fero and I met at Summit Point that inaugural season, back in 2000. We had similar Carerra's, and not much else. Doug had not thought to bring a folding chair to the event.

When he boiled his brake fluid, he had to beg, borrow and steal to get the supplies and tools for the job. And the job got done nonetheless. We jokingly called ourselves "Poor Boy Racing."

As time progressed, Doug bought a trailer. By the next season, he had upgraded his car to an awesome RS America, and his tow vehicle to a Range Rover. This combination lasted about a year and a half, when he decided to buy a full-out race car. Then, he decided that he would rather tow the race car in an enclosed trailer, but in order to do this, he would now have to purchase a larger tow vehicle.

And this year, he decided to team up with a fellow driver to compete in the Grand Am Cup series. You guessed it! They now are using a larger trailer to haul even more stuff. Since his partner had the truck and trailer, Doug's own truck and trailer were rendered redundant. What's next? A church-van full of Psychics, Clowns and Cheerleaders? Poor Boy racing my ass!

In reality, Doug is having the time of his life. He's meeting new people and expanding his horizons. And getting some great experience in the process.

Since my natural state of being could scientifically be described as "two notches up from narcolepsy," Doug's route is perceived as far too strenuous from this end. Five years into this track stuff and I still prefer to throw a duffel bag, spare parts box, and tools into the back of the car along with my helmet. It's really easy. In fact, I'll bet it could

even be done better in a new yellow Porsche GT3. ("PCNA, are you listening?" hint, hint...)

What I'm pointing out is that there is an awesome diversity within the ranks of our track folks. Did you ever notice when skiing that there are always folks with the best clothing and equipment, but can't ski? We have that.

I have to laugh when someone shows up for the first time and has all the kit. There is nothing wrong with looking the business, but it just seems to be so much work. And at the end of the day, they will essentially be doing same things as the guy that showed up with a helmet and ratty old sneakers.

Speaking of which, I'm sure that any of you who have skied Mad River Glen have seen the total hardcores with duct tape on their clothing, boots, skis and bindings. We have that as well, and his name is John Phillips (he is very gifted writer).

When John shows up in his old SC race car with eight tires lashed to the roof, it looks like he is fleeing a bombed-out city with all his belongings packed in his car. As in the movie "Zelig," I could picture his car amongst the horse-drawn wagons exiting a burned-out French village, circa World War II, as somber opera music scores the background. In black and white, of course.

Next we could fast-forward to the fall of Saigon, where his car is caught on some grainy color film as he leaves the city in the midst of hundreds of Honda lightweight step-throughs. But I digress (as I always seem to do).

We have fun. Tons of fun. From the "run what you brung" through the all-out race machines, everyone is accepted. It is that culture which sets us apart from other regions. I get so many calls in my duties as registrar our inquiring as to whether or not we allow non-Porsches to run. And I am always glad to say we do.

In return, we are treated to the sight of Lotus Sevens and Elans, some Diasios, a couple of Corvettes, as well as a sizable pack of BMW's ubiquitous

M3s. And a Scarab.

"What's a Scarab?," you ask. One version was a race car built in the late fifties by Lance Reventlow, Woolworth heir and one-time husband of Jill St. John. A classy guy who was raised by his stepfather, Cary Grant.

Another Scarab comes to us in the guise of a Datsun 240Z replete with a Chevy 350 shoehorned in under the hood. Kinda like Godzilla meets NASCAR. We have one of these regularly at the track. And who should drive this car other than Philadelphia's version of Hulk Hogan?

Let me tell you, the Hulkster rips in this car! And the car is cool in a Mad Max sort of way. So much so that I half expect a guy in a leather mask to lean out from the passenger seat to hit my fender with a mace (a heavy medieval war club used to crush armor) every time his car passes mine.

Just keeping it real, homeys.

So why do we all do this? Why does this diverse group of individuals meet at the track five or six weekends a year? Have you ever skied and found a fresh powder stash? Have you ever surfed and spent some time in "the green room"?

The appeal is that self-expression rises proportionately to increasing ability levels in most of the so called "extreme" sports. And driving could most definitely be described as "extreme". If you take the time to develop your skillset, the rewards are abundant. As in open track days.

An open track day is the brass ring of Drivers Education. Imagine the opportunity to take your car out on the track for an extended period of time. Nothing but you and the car. Pure concentration, and in the zone. Life's distractions disappear before your eyes, and the task at hand is to interpret the track as you see fit. When done properly, track driving becomes an art form whose manifestations occupy a very wide spectrum. As in all cool sports.

Hope to see you in "the green room" soon.

# Spring Drive Floats RTR Boat

By Ashley Mahoney, RTR

We all met in the parking lot of the Bennigan's restaurant on 611 in Willow Grove. Jason and I were among the last to arrive at 10:30 to a parking lot of Porsches, the majority of which had some form of roof missing (whether it be convertible or Targa).

The group included both new and veteran members. It was fun to meet new Porsche enthusiasts as well as get to know others better.

Our caravan headed down 611 and further into Bucks County. Bodo and Social Chair Francine Knochenhauer were up front in their Boxster and Jason and I brought up the rear in the only red 911 in the pack.

As we drove through scenic Bucks County, Jason and I appreciated all the time and effort that Francine put into planning the route. (I am sure Bodo helped out a little too!) We tried to remember the street names so that we could add them to our list of fun roads to drive.

After an enjoyable drive, we stopped for lunch in Peddler's Village. Most of the group sat at the Tavern bar and grabbed a quick sandwich before we headed to our next stop, New Hope.

Francine had arranged for a 3:00 mule driven barge ride on the canal. Jason and I have spent a lot of time in New Hope and were concerned about finding parking on such a beautiful day. Francine assured us that she made special arrangements, but we were still skeptical.

We arrived in New Hope and pulled into the parking lot behind the mule barge landing. I don't know how Francine pulled it off, but sure enough, they opened a special gated area to let our little group of Porsches in to park!

We didn't mind sharing the space with the construction equipment. It was a free place to park in a city where parking doesn't come easy.

The barge ride was a lot of fun. Francine was sure to feed the mules a carrot before we took off. The ride was our tour guide's second official trip, and we kept him on his toes. Always well prepared, Francine brought a cooler of drinks and snacks for the ride.

Although the morning started out a little cloudy, it turned out to be a perfect driving day. We couldn't have asked for a more enjoyable trip.

Thanks to our social chair for making everyone feel welcome and planning a great day!

[Another account of this trip is available on the RTR Website, at <http://www.RTR-PCA.org> in an article written by Betsy Zaffarano. Look for the heading "A Wonderful Sunday." --Ed.]



photographs by Tom Zaffarano



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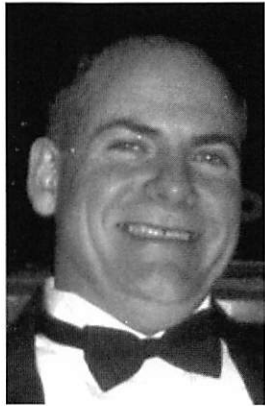
# The Right Seat

**THINGS DRIVERS ED STUDENTS MAY WANT TO KNOW...**

**...from an Instructor's point of view**

By: Brian Smith, 2004 Chief Instructor, Reisetötter Region/PCA

Hello everyone, hope all is well. Our „der Gasser” Editor keeps bugging me



about getting this column written and sent in on time. I'm t h i n k i n ' , "Dude... what's the hurry, we've got plenty of time!"

Wrong... I've been so focused on the Pocono track event that I completely lost

track of the deadline. Like I tell my kids, I'm not dude, I'm dad, so get those chores done. Sorry Rich, I'll make it up to you... ah... ah... at the end of the track

season!

We just completed our first track event of the year, and it was great success. The weather was great, the track was great, the students were great, instructors... great as always.

But the greatest thing of all are the volunteers. What a fabulous, hard working bunch we have in RTR. You just can't believe the amount of work that goes on behind the scenes to run these events. We had instructors whose cars were not ready for the event come up and instruct anyway... Dedicated Volunteers!

It all starts, though, at the top. Mike Andrews is the top! He really makes it happen and all of us benefit from his hard work. So... the next time you see Mike, let him know how much you appreciate his efforts.

Alright, now the student stuff. We've been talking about, in the last couple of

columns, flags and hand signals. All important stuff to know when you are on the track. Before that we talked about getting ready for the track and what expect when you arrive... important as well. In this writing, I will go over the sort of stuff we do in the classroom.

One of the first things that I have to do, as the teacher, is create a lesson plan... not as easy as I thought!

In that plan though, Item #1 is to get everyone calmed down. We all get worked up about coming to the event. We have to get a hotel and then when we get to the track we have to get registered and get the car ready and go through tech and a drivers meeting and... and... and... Fwhooh, that's a lotta stuff!

If you think about it though, that's really the hard part. All that is left to do now, is drive! We've been driving for

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Compare this to what little you go through to get a driver's license or maintain your car for street use and it makes sense that the level of preparation we give, will easily get you ready for the big game. The variables on the street far outweigh what you will see on the track.

That lack of distraction makes for good focus on car control and makes you ultimately safer. But still, you feel nervous... excited. I always tell my students that the busiest place on track morning is not tech -- it's the restroom.

Pssst... here's a secret... It's only natural to be excited about driving on the track and everyone else there feels the same way you do, even me.

I follow the calming routine, in the classroom, by going over items such as: meeting you instructor, track layout, proper driving position, car control and etiquette. I will pass out a couple of pages of basic track terminology.

This is a glossary of words and phrases that will help you communicate with your instructor and by the end of the weekend you will find yourself talking to everyone with "Track Mouth."

Yeah... ah... last night, on the way back to the hotel, I... ah... was on "The Line" (I-80) and gave a "Pass Signal" (turn signal lever) to my buddy right before the "Turn In" (entrance to the exit ramp) so that he could find the "Apex" (toll booth) and "Track out" (merge) perfectly onto the "Back Straight" (PA Turnpike)! We get carried away, don't we?

Driving position is something we spend time on in the classroom as well. Not enough time though, because there just isn't enough.

So I'm going to ask you to work on this when you drive on the street. Set your seat so that your are more at attention and less at slouch. Plant your butt firmly in the back/bottom of the seat.

You should be able to easily reach the steering wheel with your elbows slightly bent and off of the sill. Hold the wheel at 9 and 3 with your thumbs wrapped

around the inside. Your knee should be slightly bent with the clutch depressed.

Your mirrors should be adjusted so that you can see what's behind you with minimal head movement. Hand on the shifter and foot on the clutch only when shifting. Take a deep breath, exhale, now you're ready to drive!

That's enough for now. I will get into some of the other classroom subjects in the next column. I have to get to the garage and start getting cars together for the Jefferson/Summit Event. I look forward to seeing you there and hearing some "Track Mouth".

STAR TIME! It's tough to pick a star this month because they're all so good. But at the Pocono Event, I threw this guy to the wolves and he handled it beautifully. The June 2004 Star Instructor is: Ken Neilsen.

Ken is a relatively new instructor but handles himself like a real veteran.

Thanks Kenny, way to hang in there!

Thanks also, to those who came up to me and sent emails telling how great of an experience the had at Pocono. We like that stuff!

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!

Snidely gives "Thumbs up" to the Fifth Annual 'Trek to the Track'!

Everyone loves a winner and with only a few dribbles on the windshield on the caravan up to the Track, 14 "trekkers" took the checkered flag at the conclusion of a full day of track and classroom instruction.

Top kudos go to Greg Zulli, Barry Feiertag, Brandon Mascia, James Hansel, Bill Hoffman, Tim Noble, Dean Bortz, Robert Wilderman, Scott Carson, William Lee, James Gleason, John Bond, and James Kittredge who not only took our challenge, but had a great day along with some family and friends. Special thanks to Tom and Deb Fitzpatrick for hosting the group at Otto's.

After breakfast comradery and a caravan to Pocono International Raceway, the group parked der Porsches and met for registration, then proceeded quickly to pit-out where they were given an explanation of flagging techniques and as-

signments by Mike Andrews, our weekend events chairman.

After flagging for five run-groups and noting the differences in drivers' experience, they all gathered at the track lunch room to spend their "Snidely Dollars" and satisfy their appetites. After lunch, we all gathered for an hour-long classroom session on driving technologies hosted by Jim Zelinskie, our past Chief Instructor.

It was immediately apparent to the group that "going fast" wasn't the order of the day, but "precision" and "car control" was! This is the key to safer and faster driving. Jim, using a chair, proceeded to illustrate the quickest way around the course by explaining proper braking and corner attack and exit.

After several questions, the group was off to the tech bay where attendees were greeted by Jeff Haas and Brian Minkin who gave a thorough explanation and demonstration of tech procedures. Thanks to Bill Hoffman

who graciously donated his red '87 Targa as a "demo" for the class (and, except for battery cable cover and the folding targa tops, passed with "flying colors"!)

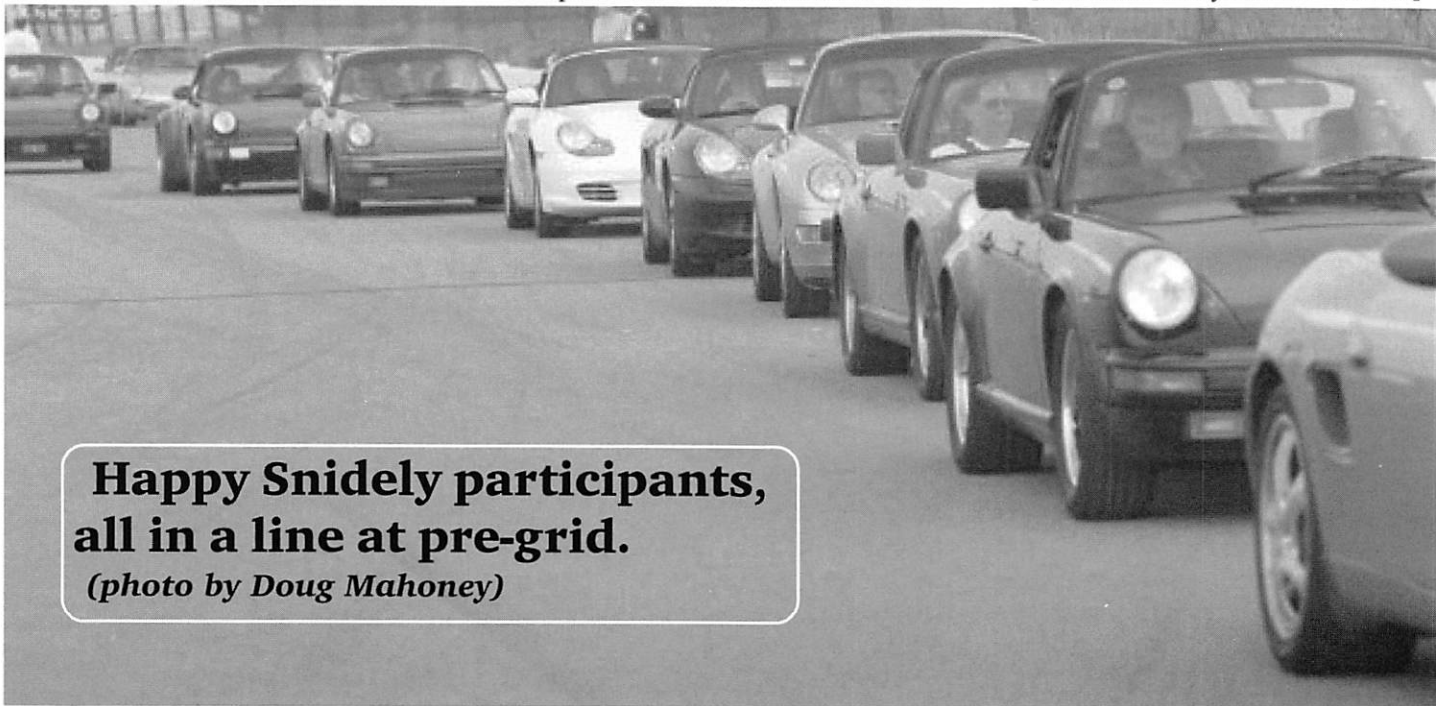
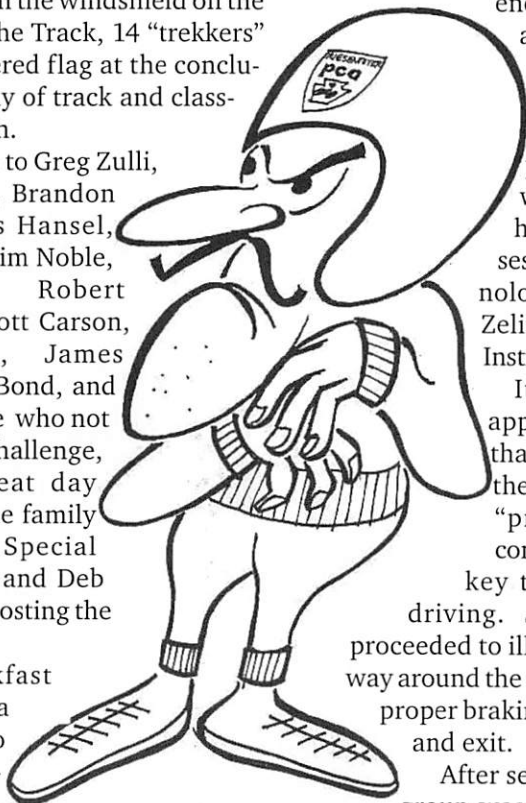
Liz Zaffarano, our Goodie Store Queen, saved the day for several trekkers, by providing long sleeved shirts which were mandatory to drive on the track! Still others enjoying the lovely warm weather, scrambled to nearby stores to purchase long pants!

After divesting their vehicles of unnecessary ballast, 14 anxious first-timers lined up at pit-out in their vehicles as Riesentöter instructors graciously gave their time and experience one more time during their busy day.

As "icing on the cake," our students then borrowed helmets and jumped into their instructors' cars and were shown the mighty potential of Porsches and the result of much practice. Special thanks to Brian and Mike and their group of pros.

We then joined the Riesentöter Pocono Pizza Party already in progress, where experiences of the day were shared by all. Thanks to all the special people who helped me make this a truly memorable day for fourteen very happy campers who left with giant smiles on their faces!

Snidely  
[with assistance from Fred Bonsall]

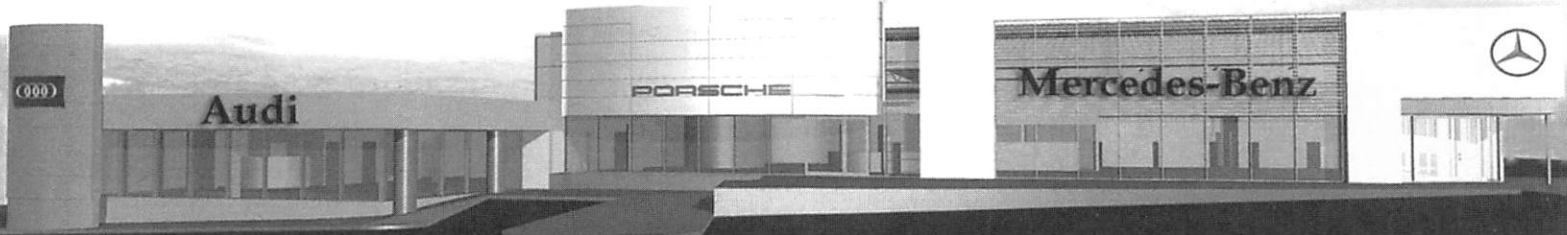


**Happy Snidely participants, all in a line at pre-grid.**  
(photo by Doug Mahoney)

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# Fahrvergnügen!

by „der Gasser” editor Rich Herzog

Got another wake-up call from “life” recently. Turns out, Porsche is not just ‘driving in its finest form,’ it is ‘driving in its *only* form’ as Joy’s Subie has turned up lame with a couple of bad head gaskets, and when that happens to a drive-to-work car, it has a way of changing plans.

(Anybody got a line on a spare car while I track down, and replace, a JE25D engine?)

So there will be no track activities for us, partly due to the cost, and partly due to the inadvisability of risking the running car. Most DE events are just about as low-risk as possible, but still -- it’s a 35 year old car with unknown engine history, and the track use presents some additional stress.

We’ll participate in some of the other events, as possible, but something I learned long ago is that engines don’t change themselves...

Which brings us, circuitously, to the concept of The Day Job.

With 1400+ Region members, I know there must be a large-ish number of folks who are either retired or for other life circumstances not working a Day Job. It’s none of my business, of course, but some days I wonder what those of us who are employed to make out Porsche activities possible, do.

In my Day Job, I’m a software development engineer, working on the architecture for the next round of vehicle diagnostic systems for European cars. Today, we cover the VAG line (Volkswagen, Audi, Seat, Skoda); tomorrow, BMW; beyond that -- well -- we’ll get ‘em all eventually.

This is the job I relocated to SEPA to do, and the product I’ve been working on is due to be in beta test -- ahhh -- now. So there’s more than a little pressure on me to get that done. My employer made a big investment getting me here, and he’d (quite understandably, I believe) like to see a product.

That work makes my Porsche-oriented activities possible, especially the newsletter production. And the pressure to deliver the product I was hired to develop

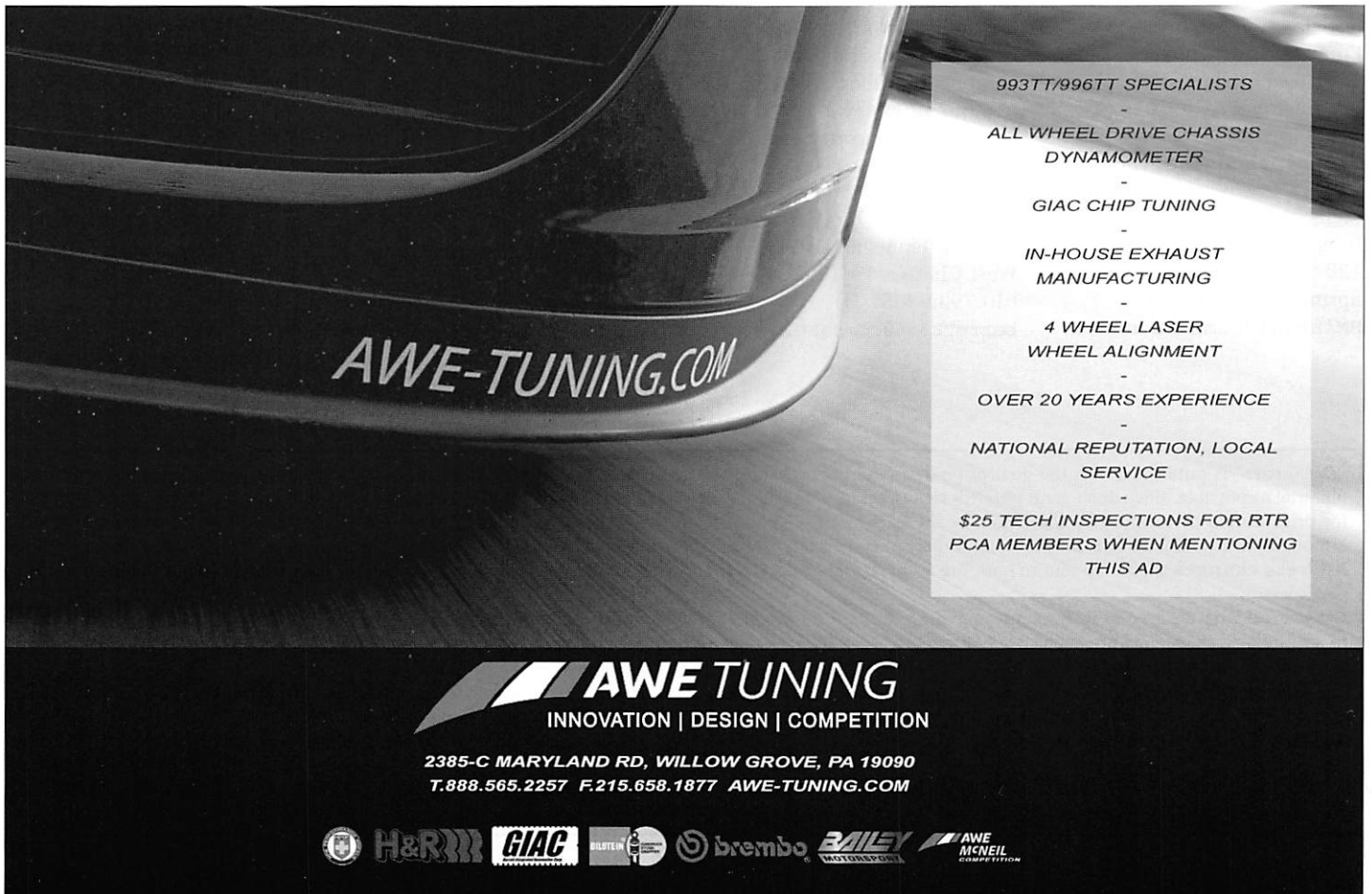
is the Number-One reason you’re reading this so late into the month of June.

I like doing the newsletter, and I think it’s a quality product. (The Number-Two reason it’s in your hands only now is that I hate to deliver anything that’s not as good as it can be.)

RTR President Tom Zaffarano has put the word out that this is the month to contact the Nominating Committee to be considered for a position on the Executive Board. I can tell you from personal experience that serving on ‘The Exec’ is very rewarding and informative. With a Region this size, there is always a lot going on behind the scenes, and working with The Exec is a great way to learn how it all happens.

Newsletter Editor is an elected position and since I expect my Day Job panic to simmer down to a dull and manageable roar real soon, I’m prepared to give the job a go for another year.

But if there’s someone else out there who doesn’t like the way I’ve been doing the job and is willing to take it on, by all means, put your name in with the nominating comminntt and go for it!



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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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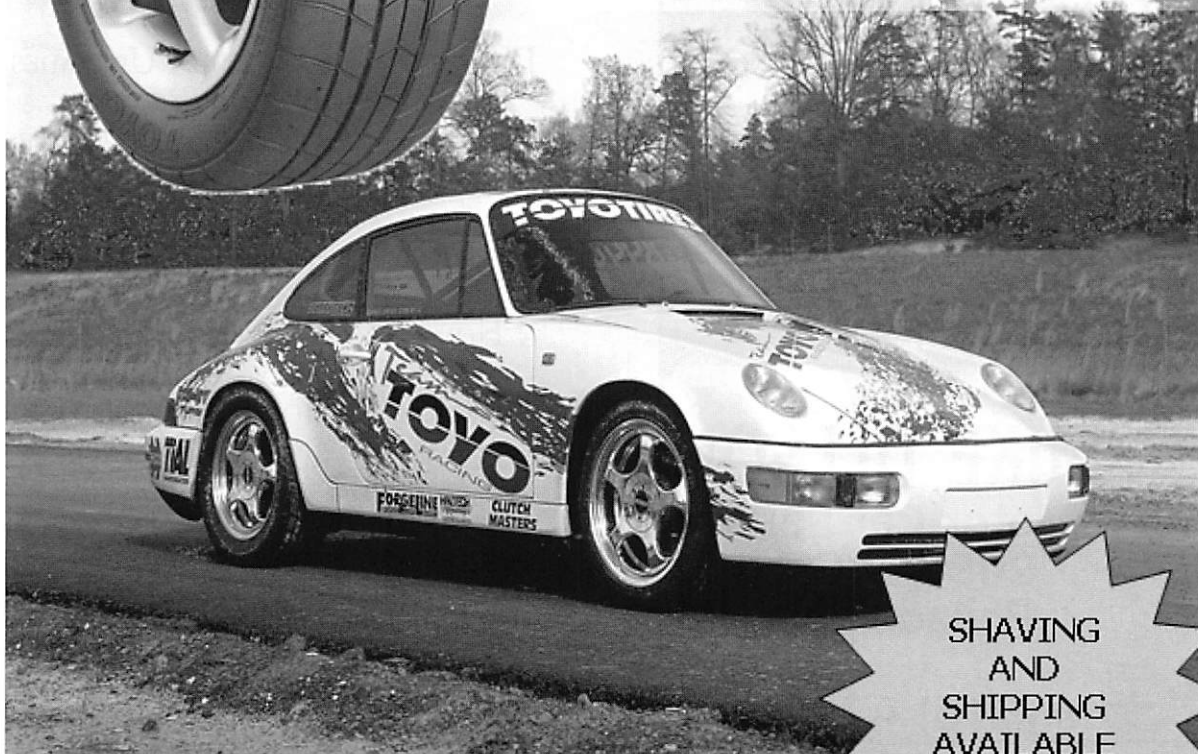
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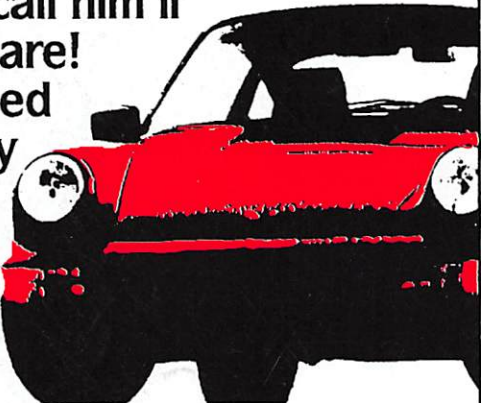
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