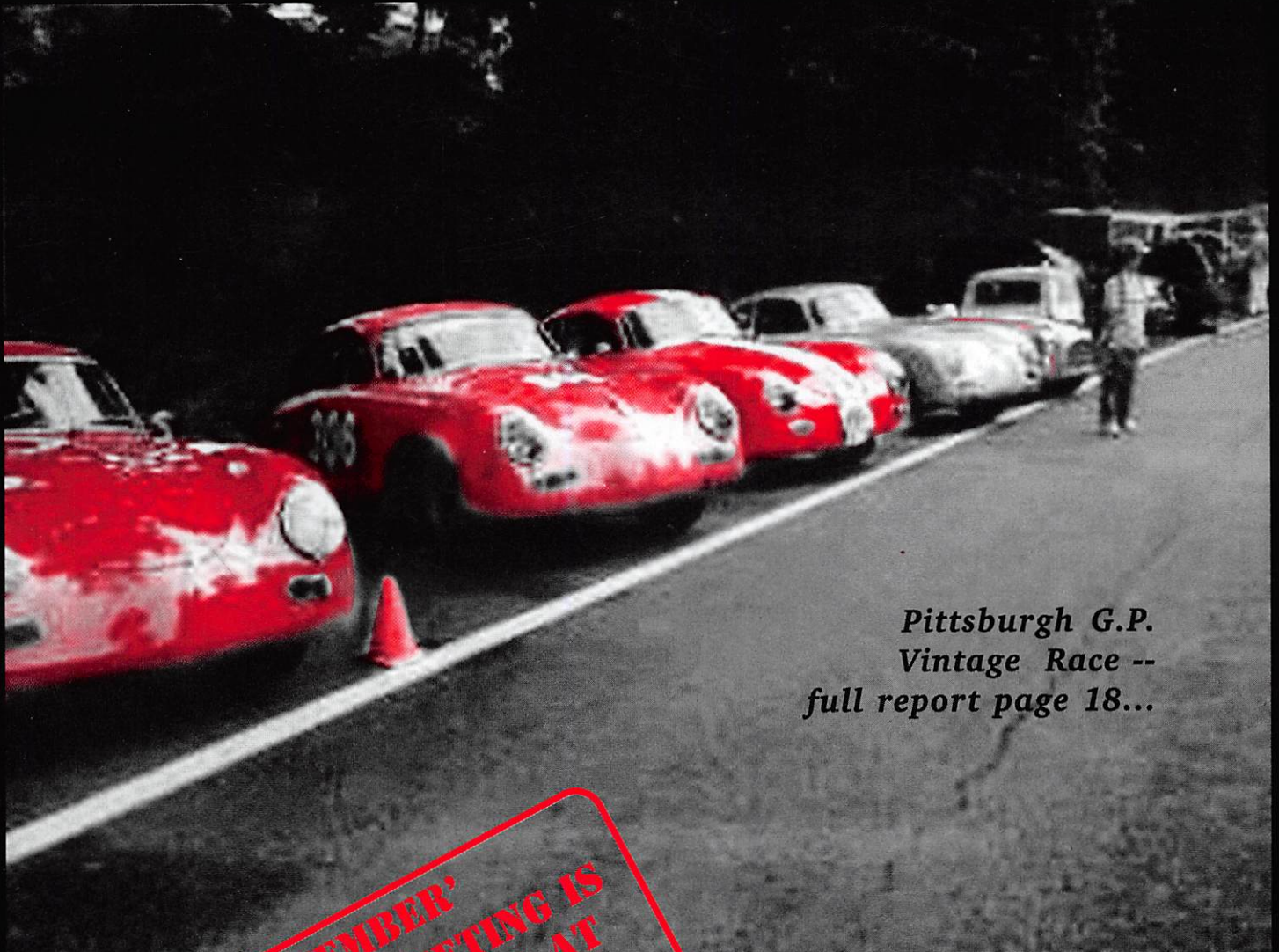


„der Gasser“

September, 2004



*Pittsburgh G.P.
Vintage Race --
full report page 18...*

**'SEPTEMBER'
MEMBERSHIP MEETING IS
FRIDAY OCTOBER 1 AT
PERFORMANCE
AUTOMOTIVE !**

**Pocono M-A-W
September 24-26
Full Story page 13**

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Riesentöter Region



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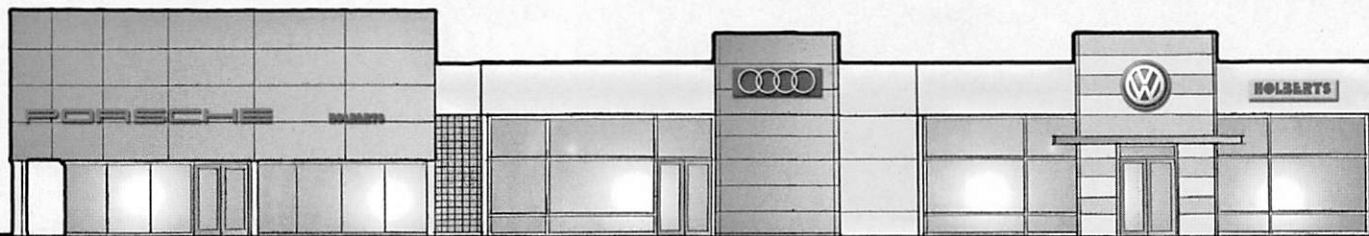
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3 NEW SHOWROOMS COMING SUMMER 2004

From the President...

by Riesentöter Region President Tom Zaffarano
September already...
But wait there's still more....



(Driver's Ed) Pocono,
(Meeting) Performance,
(Social) Country Caravan VI,
(Tech) TBD,
(Driver's Ed) Shenandoah,
(Meeting) Election-Victory Brewery,
(Social) Winterthur Garden,
(Social) Awards Banquet-Christmas Party,
And... maybe an Autocross or two, (we are meeting with Vanity Fair in Reading)

Yes, there still are a lot more activities available this year, so if you haven't joined in the fun yet, there is still time. Indeed, we are still working on getting together an Autocross program before the year's end....

Below is next year's Executive Slate as proposed by the Nominating Committee:

President, Tom Zaffarano
Vice President, Jeff Haas
Secretary, Terry Minkin
Treasurer, Art Rothe
Social Chairman, Robin Zelinskie
Membership Chairman, Brian Minkin
„der Gasser" Editor, [vacant]
Autocross Chairman, Patrick Wayman
Track Chairman, Mike Andrews
Technical Chairman, Bill Cooper
Goodie Store Proprietor, Francine Knochenhauer

Nominations will close at the end of the September meeting

Enjoy your Ride....

Upcoming Events:

- **Make-A-Wish - September 24-26 -- Pocono**
- **Performance Automotive Membership Meeting Friday, October 1**
- **Winterthur Garden Tour - November 6**

The Calendar

Social Activities:

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

1 October The 'Last Wednesday in September' General Membership Meeting will be held on the **First Friday in October** -- at Performance Automotive - Malvern, PA

27 October **Election Meeting!** Victory Brewing Company, Downingtown, PA

Track And Tech Events

With the completion of the Shenandoah track still uncertain, the Executive Board accepted and passed a motion to change the Make-A-Wish Charity event from October 11-12 at Shenandoah to September 24-26 at the Pocono track. We wanted to insure our annual charity event would take place as it has been such a success in the past. If Shenandoah becomes available it will be used as a Drivers Education event. More information will follow as it becomes available. Thanks for your continued support.

September 24 - 26 Pocono - Make-A-Wish

October 11-12 Shenendoah

On The Cover:

Porsches at the ready for the Pittsburgh GP VSCCA Vintage race. This issue marks the start of „der Gasser“ expanded competition coverage, with vintage and Club Race (and beyond!) reports. This area is a hotbed of Vintage Race, Hillclimb, and other activities of interest to PCA members. Photograph by Cloey Duerr, RTR.

Membership Meeting News

By Debbie Cooper, Vice-President, Riesentöter Region PCA

“SEPTEMBER” MEETING - FRIDAY, OCTOBER 1, 2004



Special Note: Friday is Correct

Performance Automotive – 3239 Phoenixville Pike, Malvern, PA

7:00 PM – Social begins

8:00 PM – Meeting begins.

Why do car projects always take longer than we'd like? Unfortunately, Robert Linton was unable to have the car completed for the June meeting, but we will have the opportunity to see this be the first public unveiling of this car special car and meet this special owner at our “September” Riesentöter meeting. Pete and Paul at Performance Automotive have graciously offered to host this meeting on a Friday, so we enjoy the entire evening.

As we noted in the last issue of „*der Gasser*,” Robert Linton set out to create the most advanced technology, 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.

Bob will share the story of how the car came to be, and how the project lead him to form a company named Cartridge, which 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; but very few people have ever had the chance to see. No matter what your interest is in Porsche cars, his meeting may be fascinating to you!

Performance Automotive is located at 3239 Phoenixville Pike, Bldg. 1, Suite 1 in Malvern, PA. **Directions:** From 202, proceed North on Route 29 about 2 miles and make a left at the light onto Warner Road. Proceed to the light at Phoenixville Pike and make a left; Performance Automotive is on your right (0.1 mile).

If you miss the turn at Warner Road, proceed to Phoenixville Pike and turn left. Go about 0.3 miles and Performance Automotive is on your right. **Telephone - 610.695.9545.**

OKTOBERFEST

ELECTION MEETING Oct. 27

Victory Brewing Company, 420 Acorn Lane, Downingtown, PA

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

6:30-8:30 – Dinner on Your Own – Not subsidized by RTR

8:30 PM – Meeting begins

We are fortunate to have our Oktoberfest and Election meeting at an award-winning local brewery – Victory Brewing Company. If you are interested

in participating in the brewery tour, you must be one of the first 50 people that arrive by 6:15PM. The tour will begin promptly at that time, so folks will have enough time to have dinner before the meeting begins.

For dinner, you will have a choice of a few menu options and you will be responsible for paying for your check. In addition, some beers will only be \$2/pint – what a deal for award winning brews. For more information on Victory, visit their website at www.victorybeer.com.

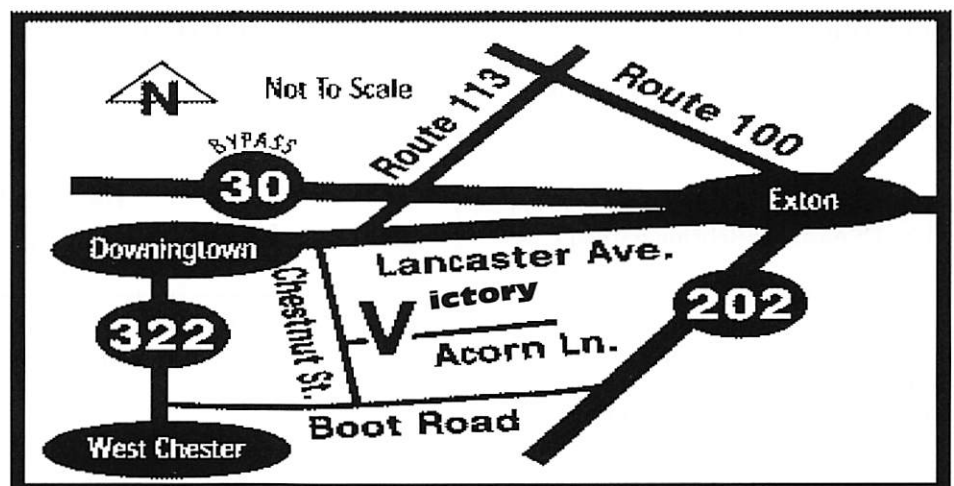
After dinner we'll announce the results of the election and the new Executive Committee for 2005.

Directions to: Victory Brewing Company, 420 Acorn Lane, Downingtown, PA. Phone: 610.873.0881 Take 202 to US 30 West toward Downingtown / Coatsville. Go about 4.8 miles and exit onto US 30 Business Route West toward Downingtown. Go West (left) on US Business Route 30 about 0.3-0.4 mile to Quarry Road.

Make a left at the light onto Quarry Road and go about 1 mile to Boot Road. Make a right at the light onto Boot Road and go about 1.3-1.4 mile to Chestnut Street. Make a right onto Chestnut Street and go about 0.3 mile and make a right onto Acorn Lane.

If you pass Grant Street on your right, you missed the Acorn Lane turn. Make your first right into a multi-building complex and Victory is in the back on the right. Alternatively – use Mapquest.

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



The RTR Racing Report

By Mitch Reading, RTR

Each month I read Panorama and „*der Gasser*” from cover to cover the night they come, and can usually anticipate within a few days their arrivals. I’ve been around the club, driver education events and have driven from here to Sebring. In other words, I live to love Porsches...

But what I love even more is racing. Yes, the best case scenario would be to RACE a PORSCHE... But with so many different series, levels and car packages out there, it doesn’t always work out that way (money usually has something to do with it too!).

The only thing I ever feel is lacking from „*der Gasser*” is some racing reports. I hope other people feel the same way because that’s what I intend to offer. We’ll follow my own adventures in Spec Miata (and who knows what else) as well as club members in PCA Club Racing, Spec Miata, Honda Challenge and the Grand Am Cup.

I will be running the 13 Hours at VIR in late October in a Spec Miata, along with fellow Riesentöter members Bill Miller and Jim Reading (the BEST Father in the world.) So the November article will talk a lot about SCCA and Miata racing.

Since it’s late in the season, we’ll highlight a few members and what they’ve done in the past few months. From the PCA Club Racing side, Bob Dimarco, John Phillips and Joe Ilacqua have all been tearing up their respective classes.

Totally new to the Club Racing scene is Bob Dimarco. Bob runs a pristine white 964 USA Carrera Cup car in D stock. At the Watkins Glen race, Bob turned a personal best 2.14:5 in the race and used the monster turbo brakes on the USA Cup to pick off competitors like flies in the bus stop and toe of the boot. Never to be outdone, “Bobby D.” again used those big chompers at the Summit Point PCA race to score a podium finish in class! Before Bob gets too confident, he should know there will be another white USA Cup at Sebring with at least one Reading driver gunning for him.

John Phillips is a guy that may not even remember who I am, but was my first instructor at the Glen and I have never driven the same since. To this day, I still hear him preaching smoothness in my ear as I squeeze the throttle and don’t jerk my hands as I approach track out

around the Glen in perfect form. John wasn’t racing at the time he was my instructor but I am so glad to hear he is now.

I’ve been watching his results and not disappointed in the least! Most recently, John qualified third overall at Summit Point at a 1:27 flat (the race results were down, but I know he was at the front there too) and is always in the hunt for a podium spot in his ultra-competitive G class.

Speaking of G class, our next two racers were some of the best. Joe Ilacqua (or Dr. Joe as I’ve been calling him at the races since I was 12) had the fastest G class 911 SC on the east coast for a number of years. Then, like everyone naturally aspires to do, he wanted to go FASTER. Well that G car is now light, low, and fat with some serious power. Joe finished on the podium in the “big dog” GT-2 class at both Watkins Glen and Summit Point. I expect next year he’ll be even faster as he finds the limits of that serious race car.

After Joe gave up the spot of “G class King,” Mike Ellis dominated the class like no other. I still aspire to drive like Mike, especially since he and fellow Riesentöter racer Doug Fero are now PRO

racing in the Grand Am Cup series. Their Pontiac Firebird finished in the top 10 at least once this year, which is a huge accomplishment in professional racing (read full pit stops, etc). Way to go Mike and Doug!

Finally, I have to give a shout out to my boy James Hunt, who is living the dream (as we always say to each other). James, under the guidance of Riesentöter instructor extraordinaire Ian Carpenter, is running his street Acura Integra in the Honda Challenge series. While his car is underprepared compared to the full-tilt race cars in class, James raced at VIR, Summit and BeaveRun with the Honda Challenge series then drove the same car back to school in Colorado. Next year he plans to further develop the car and chase down his mentor. What did the teacher do? Ian won back to back races at VIR!

I know there are a lot more guys out there racing from Riesentöter, send me an e-mail and give me some details. Or you can drop me a line to tell me you love or hate the article and give me some direction. Future plans are to talk about endurance racing, the differences between DE and Club Racing as well as hearing from some other guys.

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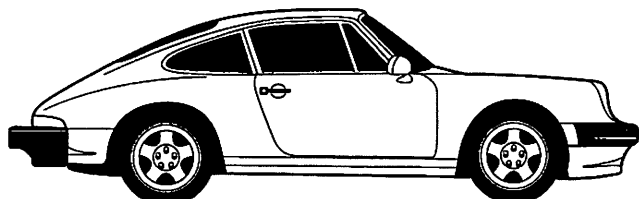
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Summer Rallye Report

By Dennis Angelisanti, Rallyemaster

As I pulled into the parking lot in front of Panera's Bread, I noticed that two Porsches were already there. Eventually, a total of 19 cars, all Porsches, and 34 people were ready to run the rally. Four drivers were going to go it alone, sans navigator.

We had a father/daughter, father/son and a mother/daughter team participate. Rallyes are a great way to get families involved with the club.

The first car was off just before 11:00 a.m. and by 11:25, the lot was emptied of all those beautiful cars. The line-up included many 911s and variants, 964s, 993s and 996s. Three Boxsters and one gorgeous 356 Cabriolet were present. Many of Panera's customers enjoyed the free car show while it lasted.

The rally route took the participants through Northern Berks County, including the villages of Shartlesville, Jalapa and Centerville.

With no traffic nor police patrols, the participants really enjoyed the twisting ups and downs through farmland and forest. A good deal of answers for the many questions posed were to be found at Cabelas, an outfitters store of mammoth proportions, with many outdoor animal displays and a huge aquarium.

The finish line was at The Works, in Wyomissing PA, my hometown. This is a family fun place with good food, drink and arcade machines of all games imaginable. The participant's fee included a game card to be used in the arcade.

After asking a few tie-breaker questions as the rallyists pulled onto the parking lot, it was time to grade the answer sheets.

Third place had to be determined by a rock, scissors and paper game. It was Ben Johnson's daughter Emilie vs. Robert Pandelen's wife, Gerry. Gerry prevailed and the Pandelen's were awarded 3rd place.

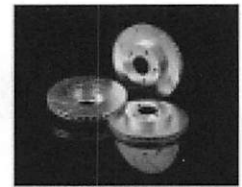
Country Caravan VI Drive & Dine Slated October 9

By Ken Souser, RTR

Once again we'll take a scenic, meandering road trip through the colorful fall countryside ending for dinner at the Bowers Hotel.

The trip will be limited to fifteen Porsches and will depart the Allentown area at 10:00 am.

For further information and registration please contact: Ken Souser 5696 Merion Lane Macungie, Pennsylvania 18062. Home: 610.966.4391; Cell: 610.533.6123 KenSouser@aol.com



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Octoberfest VI in the Pocono Mountains

Come join Pocono Region at their sixth annual Octoberfest multi-event weekend celebration on October 15-17. The Clarion Hotel in Stroudsburg, PA will be our headquarters for the weekend.

Admission to the Friday night Welcome Party also includes an entry in the Porsche slot-car competition.

Saturday morning will start with a concours d'elegance (full and wash and shine versions) in a beautiful setting followed by a gimmick rally in the afternoon along the picturesque roads of the beautiful Pocono Mountains.

Saturday night you can enjoy an evening of good food and friendship and beautiful trophies will be presented to the winners of the slot car competition, concours, wash and shine, and rally.

Everyone will leave with a door prize! Sunday morning will let you test your

knowledge of Porsche in a general tech quiz. This event is more fun than it sounds and trophies will be given out.

For more information, contact Jim and Margie Becker, 3438 Wild Cherry

Lane, E. Stroudsburg, PA 18301, 570/629-5568, or at jimmar@ptd.net. Registration forms can be downloaded from our website at www.pca.org/poc.


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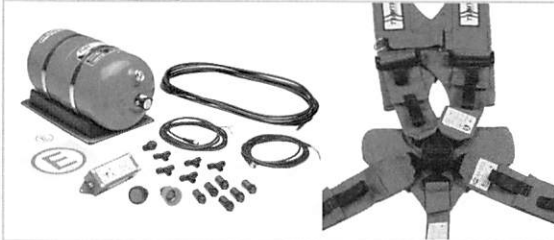
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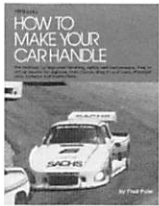
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Sweatin' At Summit Point...

By John D. Floyd, RTR

The first indication that this event was going to be a hot one was the flaming orange sun at 6:30 Friday morning. You could already feel the heat, and this was shortly after first light.

Driving from Shoney's eastward on Route 7, past the Oak Hill Grocery/XXX Video & Adult Novelties, you could see the mist slowly burning off the fields as the sun continued to rise. At the track entrance 15 miles later, as I awaited the clipboard to print my name and then sign, supposedly releasing BSR and Summit Point from all liability as a DE participant, the air felt another 10 degrees warmer.

The distribution of registered drivers were 27 in Red, 20 in Black, 31 in White, 23 in Blue and 23 in Green – 124 in all. Chris Mahalick and Carol Reynolds continued their refinement of registration, and once again their check-in of drivers and disbursement of color-coded wristbands (by appropriate run-group) went very smoothly – very little, if any, waiting.

Torquemeister David Ehm had the usual suspects lined up at grid tech: Myles Diamond, Ed Kovalevich, Terry Lefco, Jeff Haas, Dan Olson (looking very Martha Stewart-like in his spiffy red apron) Dave Coughlin (without infant daughter Mandy), Rick Owens, still abusing the child labor laws by pressing daughter Amanda into service, Paul Walsack (a prior P-driver who, in his senior years, has regressed to the equivalent of a walker - a Corvette), Fred Brubaker, always receptive to a good joke, and David Schenk, who, when asked, thought manual labor was a Mexican, and my apologies to anyone I've missed.

Being a relative newcomer to Driver's Ed, and because of scheduling conflicts, I had the fewest days (less than 3) at Summit than any of the other DE tracks we use. This 3-day event really made me appreciate what a great track it is and how much I've missed.

What makes Summit a great driving experience is its 10 turns in less than 2½ miles. Like Watkins Glen, it has "esses" (turns 7 & 8) although not as long; it has

"the Carousel," not as long the Glen's right hand sweeper in turn 5, and a little more condensed than the Glen's "Toe of the Boot" but still enough to create some nice g-forces, and one of the longest straights (3000') of any of the tracks we drive, culminating in a 180-degree right-hander – a great test of braking and downshifting.

There are elevation changes, not as dramatic as the Glen, but the combinations of turns and straights makes for a very challenging driving experience.

Brian Smith conducted 3 mandatory Green/Blue Groups classrooms, teaching safe driving techniques and explaining how to best navigate the track. As reported previously, Summit is like your typical Acme or K-Mart parking lot – a lot of blacktop and no shade.

The experienced folks bring canopies, and these 3 days any shade was greatly appreciated. Track chair Mike Andrews relented after Friday's sauna-like conditions and gave the option of wearing short sleeve shirts on Saturday and Sunday, which most drivers gratefully took advantage of.

In spite of the incredible heat and humidity (announced Saturday as 100%, to which Jim Zelinskie commented "Shouldn't it be raining?"), this 3 day event was "incident free", so apparently no heat-induced brain fades.

Mike also scheduled 4 sessions daily, which was greatly appreciated by drivers whose oil temps quickly creep upwards in these hot temps.

In keeping with the *raison d'être* of DE – safety and improving driving skills - an extremely helpful addendum was Sunday's access to the skidpad: a 300' diameter cement donut 50' wide. Consisting of 2 lanes each 15' wide, one painted to create low traction, the other for normal traction, with the remaining area left as runoff, the surface is wet down by a series of sprinklers buried at the edge of the inside circumference.

Typically used for training law enforcement and military drivers about under/oversteer, ABS Systems, hydroplaning, traction control on wet surfaces, thanks to Jim Zelinskie, Myles Diamond, David Ehm, and Liz

Zaffarano, we were able to use this incredible teaching tool. What made it so successful was their seamless teamwork, resulting in no driver missing his run group.

While David timed the session, Jim was in the car on the pad with a student, and Myles was in the next car ready to go out. Liz was in contact by radio with the corner workers, and when the checked flag was given, she then had the cars follow the last car into the pits.

I sat in on the White Pool Classroom Colin Dougherty held for White Drivers (before any on Saturday, and it was interesting to hear him comment on the increased HP since he started DE in 1989. He said the fastest car then was the 930, which nobody brought to the track because they were too valuable, and today's 944NA drivers are driving the equivalent of the 914 1.7.

Addressing questions re: driving the line, he repeatedly emphasized courtesy on the track and safety; also that consistency leads to smoothness, which leads to speed.

What's really impressive about the White Classroom is that the instructors volunteer even more of their time to make themselves available at the next white session for any driver who would like an instructor to ride with them. Once again testimony to the dedication of our instructors to help us to continue improving our driving skills. Thanks to all the volunteers who gave us another great DE!

In the Marbles:

Sweaty Duty - I'm sure there is a reason why the switch to turn on the sprinklers on the skid pad is strategically located about a light year away from the pad itself. Special thanks to our volunteers who, in keeping the pad from drying out, worked up quite the sweat commuting back to where the cars were staged...

Kudos to Chris Mahalick for invoking one of Parkinson's Laws – "the time required to do a task expands proportionately to the time allowed", shortening

Continued to Page 16 ...

The Chuff Zone ...

By Christopher Mahalick, RTR

Let's get one thing straight for once and for all. I cannot stand team sports. I own not a single piece of so called "fanwear." In fact, if anyone ever wanted to get the last laugh on me, they could just go ahead and bury my corpse in an officially licensed polyester blend team jersey. At least while dead, the offensive fibers could wreak no further havoc on my skin.

Kind of a strange beginning for an article in an automotive publication. Bear with me, we'll get there eventually.

As fate would have it, a friend of mine needed to find a place to live last October. And it just so happened that I needed to bolster my cash

flow at that same time. Now this guy is a huge sports fan. He attends a lot of baseball games as well as NASCAR events during the course of any given year.

He also watches Hockey and Basketball on TV a lot, and will even watch professional poker. In fact, I'll bet that if they raced domestic housecats around horse-tracks, he would watch. He actually was excited about the (yawn) Summer Olympics.

Now I, on the other hand, have trouble understanding any sport involving sticks or balls, except for tennis and racquetball. I've been this way for as long as I could remember. As a child, I would much rather be outside trying to jump my Schwinn Scrambler over beer kegs, fire, dogs, other bicycles, and my friends, instead of huddling around the television set watching football.

I remember one day in High School being asked why I didn't like any of the "manly sports", such as hockey, football and basketball. At this point I was rac-

ing motocross on a regular basis, so I figured that describing my predilection to adrenaline would be like trying to explain rocket science to a chimp. It was a lost cause.

So instead of bonding with my classmates, I spent my free time working at a motorcycle shop, allowing me to meet

up with the other lost souls involved in the then "underground" world of extreme sports. After all, the X Games were still a good ten years in the future.

This obsessive love of speed and danger has stayed with me to this day, punctuated by some brief attempts to join the

mainstream in their enjoyment of team sports.

The first time was when an ex-boss gave me two tickets for the Eagles versus the Cowboys. It was a Monday night game, which was being broadcast on ABC. It had all the makings of an exciting evening. Until the game started. With all the stalling, time outs and ass patting, it was like watching paint dry.

Actually, it was like watching paint dry while being surrounded by a bunch of angry blue-collar pugilists, who felt that sinks and trash cans made for perfectly acceptable urinal substitutes. Stuff like that makes a Manchester United match look absolutely civilized by comparison. Football was never going to be an entertainment option in my book after that evening.

A buddy of mine called me a few years back to invite me to an Ice Hockey game. One of his clients had given him some Flyers tickets. I had heard from numerous people that Hockey was an ungodly fast, action filled two hours, so I decided

to give it a try. We arrived at the stadium and were ushered to our nosebleed seats, ready for the "action" to begin.

So the whistle blows, the players hit the puck around for about thirty seconds, the whistle blows again, and they stop. Then they skate around for a minute or two posturing for the fans. Then the whistle blows, they hit the puck around for about thirty seconds, the whistle blows again, my eyes begin to glaze over, and drool begins to flow from the corners of my mouth. It was to become one of the longest nights of my life. By the end, I began to dream of domestic housecats racing around a horse-track.

Next up on the team sports agenda is America's favorite pastime, baseball. I must admit that I entered this one with an already bad attitude. The fact that a bunch of overweight, whiney brats are paid millions of dollars a year to play in palatial stadiums funded by the taxes garnered from the working class just rubs me the wrong way.

I'm not Communist, but it just seems inherently wrong. Like it or not, everything is political. Oh, back to baseball. My roommate has a client with field level seats for the season. Due to this client's hectic schedule, he is often given tickets for these seats. So one fine July evening a group of us headed down to the stadium to watch a game.

I was expecting to see a bunch of folks sitting around dribbling beer and cheese-steak juice down the fronts of their wife-beater t-shirts. But since we were seated with season ticket holders, I was treated to the sight of folks dribbling beer and cheese-steak juice down the fronts of their Abercrombie and Fitch shirts. As for the game, I lasted one half of an inning in the seat.

Between the boredom and the ever-present threat of getting beamed in the head by a stray ball, I was quite uncomfortable. So I headed to the bar to see if there were any women present. There were, but their fashion choices leaned towards officially licensed team jerseys, emblazoned with their favorite players names across the back. Quite a well dressed crowd. Do I need to tell you that

*...since we were seated
with season ticket holders,
I was treated to the sight
of folks dribbling beer and
cheese-steak juice down
the fronts of their
Abercrombie and Fitch*

M-A-W come true at Pocono, September 24-26

baseball is out for me as well?

Now my favorite part. Ask any sports fan how the home team is doing, and you will no doubt be answered with a phrase such as, "not too well, 'we' are behind by three games, or, "really good, 'we' are in first place." What's up with this "we"?

Am I to believe that a significant percentage of Philadelphians are under the employ of the Phillies, Eagles, Sixers, or Flyers? Are thousands of folks spending time polishing bats, cleaning shoes, or coaching young upstarts? As a McLaren/Raikkonen fan, am I to reply "we're not doing too well this year"? I think not, unless I somehow get recruited to don a pair of asbestos gloves and change tires in the pits.

It just makes no sense to me that in a nation founded upon the virtue of self-reliance, we have a group of folks that gauge their happiness based on the performance of a bunch of overpaid, over-adulated steroid cases.

Before all you sports fans come to my front door bearing pitchforks of burning hay, let's put things into perspective. We (since I am included) are a very lucky bunch. We get to answer questions regarding our most recent track outings with answers such as: "I lunched my transmission by being stupid," "I corded my tires by handling my brakes in a less than gentle manner," or "I had an awesome weekend, as I was really happy with my driving."

"But doesn't driving cost a lot of money?" one may ask. Well, if you want good seats for a game, plan on spending at least \$50. Next, add \$100 for the official team jersey. I'm sure you would like some beers and a cheese-steak, so throw in another \$30. You also need to get to the event, so let's add in another \$10. Ooops, forgot the official program for another \$10. So, even if we take out the cost of the Jersey, you would still be in for about \$100, which just happens to be \$10 more than the average cost of a day at the track, give or take. And bear in mind that this is totally a biased argument.

I'll do whatever it takes to get you to the track.

See you there.

By Mark A. Reynolds, RTR

Third Annual Make-A-Wish Foundation Charity Event benefiting the Make-a-Wish Foundation® will be held September 24-26, 2004 at Pocono Raceway, Long Pond, PA.

Our goal for this third year is to raise in excess of \$50,000 for the Make-A-Wish Foundation®.

1. We're still looking for sponsors in the following areas: (a check can be written to Make-A-Wish for the amount sponsored - 100% charitable contribution).

a. The Saturday evening Dinner is estimated to cost about \$3,000 to \$4,000.

b. The Track will cost approximately \$5,300 per day (\$15,900) for three days. We can also have a different sponsor for each day of the track.

c. Flaggers for the event are estimated to cost about \$2,000.

2. We still need items for the silent auction (Saturday night). If you're planning on bringing items, please don't wait until the last minute. We need to prepare auction sheets and make sure the items are at the track.

We may also try and send out a "pre" auction item list to attendees. (Any wine

out there???)

YOU DO NOT NEED TO PARTICIPATE IN THE TRACK EVENT TO BE A SPONSOR!

3. If you're attending Pocono Make-A-Wish - Garage spaces are almost all gone... if you want one better let me know ASAP. (Get your bid in for a garage space now - send me an email with a commitment and then send the check to the below address).

4. If you want a large Make-A-Wish decal for your car you can get them from Goshen Sign in West Chester 610.430.7000 for about \$45. If you order one, I can pick it up for you. (You can see the logo I have on my car pictured below.

If you have any other ideas please contact me. For all items, garage bids, auction items, everything... contact me and I'll help or direct you to the appropriate person.

Mark A. Reynolds
406 Circle Top Lane
West Chester, PA 19382
mar1223@transfertechnology.com
610-738-7115 Home
610-430-7444 Work



Pittsburgh Vintage GP Attracts Riesentöter Regulars

By Chris Duerr, RTR
Photographs by Cloey Duerr

During the early 70's I had the good fortune as a youngster to attend many Riesentöter autocrosses and Pennsylvania Hillclimb Association events when my Dad was participating or spectating. We got to enjoy watching some now semi-famous dudes participate in Porsche RSK's, an Elva with four cams and some other old iron that isn't brought out much anymore.

Those were the days when autocross events took place at the King of Prussia Mall parking lot on Sundays and at the Christmas Village go cart track in Bernville, PA. My brother Mike and I attended the Porsche Parade when it was at Pocono raceway and I recall my Dad did rather well in the time trial/autocross in a scruffy 911 that was barely street legal.

Without going into too much more detail it is safe to say that a dyed in the wool Porsche fan was developing fast. Sometimes, I think, it would be fun if some of those events could be redone.

One place to see many of those vintage cars at a true vintage venue is an event such as the Pittsburgh Vintage Grand Prix which occurs usually the third weekend of July. This year the event had its largest field of 186 cars and unlike NASCAR events, the old cars do go out and fast in the rain. The PVGP

field is composed of a large cross section of old sports cars but the Porsche cars are very evident not only in appearance but also performance.

On Sunday morning a ten year old boy named Josh came around the pits with his father in search of #644 (that's me) and he finally found me and my wife Cloey. Evidently, the two of us must have made enough of an impression on him during the past two events that he has made it his mission to search us out and cheer for me despite the fact that I am often guarding the back of the field.

He even made a show and tell for school based on the #644 Porsche of last year. It is interesting and familiar to me that a ten year old can develop such a

like Duryea and Giant's Despair and luckily today I am participating with them. I went on to say that it was not out of the realm of possibility for him to repeat that himself.

The Pittsburgh Vintage GP is a great deal like a hillclimb due to its tightness and twisty nature along with big trees that are really (or seem to be) close to the road's edge. It is probably the most fun course to drive because it seems so damned dangerous. This year I did not bring the Porsche because the brakes were giving trouble so I brought my old tried and true MGA roadster.

Despite what car I bring the organizers always stick me in with the faster group which is generally loaded with



been interested in old cars today given the state of video games and the Internet. I told him that when I was his age I watched a few of the cars and drivers at this year's PVGP race at places

356 cars. On Sunday afternoon I was waiting to go out for my 8-lap race in the false grid where I was surrounded by a bunch of 356's and a known MG guy came up to me and said, "Son, you are in a really bad neighborhood!"

The truth is I shouldn't have been gridded so far up in the group because many of the tubs didn't go out for qualifying in the rain and were gridded behind me. The MGA doesn't come with door handles from the factory and that is good because after the green flag was dropped I was too.

The PVGP is an event that you might consider driving your Boxster or 996 or any other water cooled Porsche to spectate and see some old cars get hammered around a city park setting. See you next year.

Dyno, Swap and Show September 26

Schattenbaum Region will combine for the first time three exciting events which should perk the interest of all Porsche enthusiasts.

For the motorheads, we will have dyno available to see if all those stories you have been telling about horse power are really the truth. You will get three pulls for \$75. There will be only 15 slots so you need to call Dan for reservations.

For the parts hounds we will have our usual Swap Meet. For those that

want to Show we will have a judged show.

This event will be held at Autotechnik's new location on Rt. #31 Pennington NJ. Located 2 mile North of Exit 4 off I 95, just 4 miles across the PA line. (609.730.1111.)

Swap Meet and dyno run start at 9am with Show judging at noon.

Question & Reservations

Dan Petchel

609.298.2277

carsinc@comcast.net

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Summit Point

...Continued from Page 11

registration by 5 minutes. Doing so allows people to then be on time for Mike Andrews Drivers' Meeting...

Mirror Mirror on the Track - Chip Grimes executes turn 1 only to see a deer leap in front of him. GREAT car control and it only cost him a mirror...*Singing dem Cold Hawk Blues* - my first event on them, as I pulled out from Shoney's and approached the red light and put my foot on the brake and kept moving. Wondering how kindly the person in front of me was going to feel about being rear-ended by a Porshuh... *No truth to the rumor* that the corner worker between 8 & 9 was a mannequin...

Shower Power - rumor has it a certain woman Cabriolet driver in the Blue Group beat the heat by showering between run groups...*White Pool Confusion* - contrary to belief, it is not held back at the pool at Shoney's; nor does it involve improving one's skills on the green felt with cue stick in hand... *Imagine If He Had Been With Columbus* - a certain

Black Group Turbo-driving instructor was so focused on explaining the use of landmarks on the track that he almost missed the pit-in road. Allegedly his student asked "Aren't we supposed to pull in here?"...

Turbo Curse Continues - we of the NA (naturally aspirated) universe never cease to be amazed at the masochistic proclivities of the Turbo drivers. Having watched Kurt, Jeff Y, and Scott Miller, to name but a few, suffer continual glitches during an event. Seems like this year is Brian Smith's 'turn in the barrel' as evidenced by the electrical gremlins who visited him at Summit...

Thanks, Doc - I Needed That - in addition to Jim Booth's usual triage work at the track, Bill Dougherty lengthened the weekend for at least 5 drivers by bringing down car parts Saturday morning...

Wagons Ho! - back in the day, that used to mean "Let's go." Today it would be a job description. "Track Ho" the red Mazda RX7 Jack Kramer donated to the Make A Wish auction and purchased by Steve Scheuren and Accomplices has more guys in it than a Tijuana cat house

- usually only one at a time... *the New Tupperware?* - be certain to arrange for a home demonstration of JYBS Products...*Chutes & Ladders?* - no, it was the Shenandoah Track Walk - and wait until you see the Nuburgring turn. It reminded me of a cement roulette wheel, tightly banked at 45 degrees. And there are no 'blue bushes' (aka Armco) to worry about like the Glen - just the cement Jersey Barriers...

Summit Point Track Walk - there was the unabridged version, hosted by Ian Carpenter, which ran until dark, and the Cliff Notes version for those of us that move our lips as we read. Not sure if Summit is tough on motorcyclists, or motorcyclists are tough on Summit. Our track walk turned up various pieces of motorcycle carnage, including a foot peg, brake handle, and grooves thought to be cut into the asphalt from the footpegs. And no, the corner worker between 8 & 9 wasn't still dozing in his station... *How Hot Was It?* - as I drove past the farms on the way back to Shoney's at the end of a day, if there was a pond, the cows were standing in it.

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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, Riesentöter Region / PCA

Hello everyone, hope all is well.



Busy, busy, too busy! Sorry students, you'll have to wait until next month to find out about what I consider the most important part of driving, Concentration. It'll be worth the wait.

In the meantime, I am offering this information regarding the folks who occupied this position prior to me. Our Historian, Bill Cooper

put this together and I would like thank him for the great job.

If there are any fossils out there who can help fill in the gaps, please get in touch. This is the September installment of "The Right Seat" and my September Stars are listed below. These guys all had the Right Stuff.

"A brief overview of Chief Instructors follows: The first RTR track event was at Summit Point in 1983. Track events were run under the "Competition Department" at that time, which also ran the autocross program.

"The Competition Chairmen from 1981 are: 1981 Wayne Flegler; 1982 Bob Russo; 1983 Vern Lyle; 1984 Al Ander-

son; 1985 Larry Herman. RTR did not have a position of Chief Instructor until 1986; the first CI was Axel Shield.

"The CI position was not delineated or titled every year, it looks like it was designated as needed in subsequent years. The years it was PUBLISHED IN „der Gasser“ are: 1986 Axel Shield; 1987 Don Galbraith; 1988 Craig Rosenfeld; 1989 I think it was Craig, but not officially posted; 1990-1997 Not Posted in „der Gasser“; 1998 John Heckman; 1999 Not Posted; 2000-2003 Jim Zelinskie."

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

Tim Bolish, RTR and 356Mid Atlantic Member

Tim Bolish, who drove a nicely self-restored black Roadster, died on Friday, 27 August. Tim was 52, and is survived by five sisters, three brothers, and his wife, Eileen. Tim and Eileen lost both their children to cancer within the last six years.

In addition to enjoying his 356, Tim was a private pilot, an accomplished amateur radio enthusiast, and was in the process of restoring the ex-Bob Wade Austin-Healey 100-4.

Eileen's address is: 1371 E. Thatcher Road, Quakertown, PA 18951.

Riesentöter Region joins with 356Mid Atlantic in expressing our condolences. Thanks go out to Robert Laepple for bringing this to our attention.



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6. Litronic Headlight Kit (986/996 ->01) - Sale \$1195.00 or \$154995 installed
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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

Riesentöter PCA Driver Education 2004 Application

EVENT	DATE	FEES Student	Inst	OPEN DATE
Pocono - MAW	Sept 24 - 26	\$300	\$150	July 28
Shenendoah	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.

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: Dave Coughlin, 5 Dowlin Forge Ln, Downingtown, PA 19335
dcoughlin001@yahoo.com

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 _____

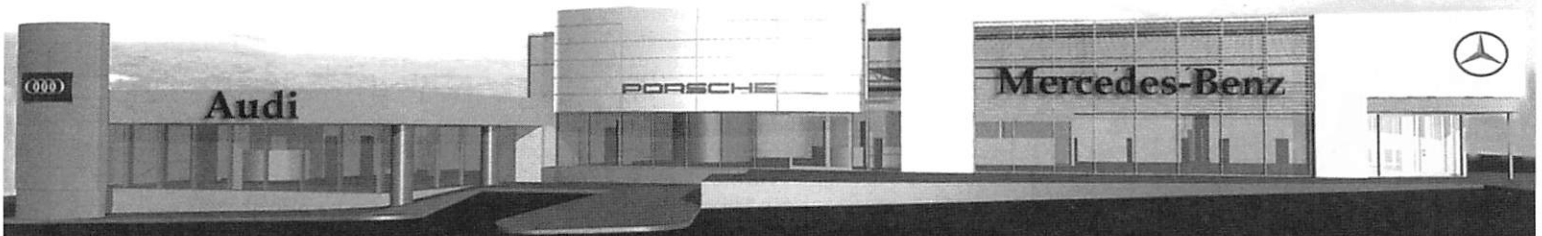
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OCTOBER 1**

**Social 7:30
Meeting 8:00**

der Gasser's Marktplatz

Porsche Vehicles

1966 Porsche 912 coupe, VW Reflex silver, black interior. Not concours, but very clean inside and out. Has won many awards over the past 2 years in PCA. We have owned the car for 3 years, with the following done: Taken to bare metal and repainted. MotoLita steering wheel; Lowered 2 inches; trunk carpeting. Front strut brace; Koni adjustable shocks-front; Boge shocks-rear; Wheel spacers. Engine rebuild 2003; Electric fuel pump; 1750 kit; Weber 40mm carbs; 86-5 grind cam; Clutch & throw out bearing; Lightened Flywheel. Looks great, drives beautifully, and runs very strong. E-mail pictures upon request. \$10,000 or best offer. Bob Cornell, Selinsgrove, PA. 570.884.7000 bob912@ptd.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

1984 Carrera Targa, Blk on Blk, 91,000 miles, excellent car, all records, maintained by Performance Automotive Extras incl., Asking - \$20,900 Call Dave for more info. 610.384.3948

2003 Porsche C4S Seal Grey/Grey interior, 6 spd, 9k miles in excellent condition, PCA member owned, garaged kept and never tracked, Std



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1991 911 Turbo Black/Black; Kinesis wheels 18" w/ Hoosiers; DAS sport system roll bar powder coated black (new); 5-point harnesses (new); Kirkey seat; Bilstein RS suspension. Motor was fully rebuilt 4 months ago and has 1000 miles on it. SS headers and exhaust system from AWE (Kenny McNiel); OMP steering wheel and Momo hub adaptor (new); All stock seats, wheels/ tires, etc.... go with car. Streetable and great for DE events. Asking \$37,500 Porschec2@snip.net or 215.262.8784. [8]

Porsche Parts

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

Other Stuff

79 BMW 320i Drivers Ed car. Motor: 9.3-1 pistons, Weber 45DCOE on Korman intake, Norris 301 cam, Stahl exhaust header w/ custom exhaust; block dipped, maged, bored; ported, polished; tii recurved distributor, m30 5 speed, 3.91 LSD. All synthetic fluids since rebuild. Suspension, etc: vented front disks, 323 rear disks, coil over, lowered, sway, FOHA front spoiler-bumper. Corbeau seat with Teamtech harness, roll bar. New front/rear windshield gaskets and chrome. New TOYO's with 2 heat cycles on 14x6 turbine wheels. Always garaged. No air, no sunroof. ALL work done by VAC Motorsports and done correctly, I have all the receipts. Arrive and drive. Registered as "classic" car. \$5,500.00 Photos available. John Crowley 215.943.9520 or JOHNCSST@aol.com.

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

Member Classifieds are free to PCA Members for occasional sales of personally owned items and run from date received for three issues unless cancelled. Porsche Vehicles For Sale may be accompanied by one small photograph. Copy and cancellations must be received in writing by US Mail, fax, or email. Other vehicles may be offered for sale by members at the cost of \$10 for three issues; check for payment made out to "RTR-PCA" must accompany your copy. "Commercial Classifieds" are available to businesses within the Riesentöter Region for the sale of Porsche cars, parts, or accessories; "Commercial Classifieds" are available at a cost of \$20 per issue, limit 25 words.

Fahrvergnügen!

by „der Gasser” editor Rich Herzog

‘Dirty’ Harry Callahan observed, “A man’s gotta know his limitations.” Yet knowing them and being confronted by them are sometimes very different things.

When I was asked a year ago to take on the job of newsletter editor, I accepted to help the Region meet a need. I also believed it would be a means to meet new people in a new Region. I am very happy to have met many wonderful people throughout the last year.

And I believe I was able to continue to advance the quality of the product.

Yet between work, family, household, and Porsche maintenance pressures, I have not been able to devote the level of effort this important job requires.

And so it was actually with some relief that when RTR President Tom Zaffarano suggested (with concurrence of the Exec Board) I withdraw my name from the Exec ballot for the coming year, I agreed that the job could perhaps be better done by someone with more time available.

(Actually, I suggested that to Brian Minkin a year ago, when the position was offered me originally, but I do not regret the opportunity I was given to do the job.)

I am glad to serve out the remainder of my elected term and will continue to work as hard as I am able in producing what I believe is one of the best newsletters in PCA.

I’ll be glad to provide transition support to the new editor, but frankly, too, I’m looking forward to being able to concentrate more on preparing the 911 to participate in additional Region activities (especially track events) in the future.

I want to thank the many members who have offered me encouragement during the past year.

So the search is officially on for a replacement Editor. Conceptually, it’s a pretty easy task. If you can use a word-processing package on a computer, know how to spell and punctuate reasonably well, and can play Tetris or assemble a jigsaw puzzle, you, too, can be an Editor!

Give President Tom Zaffarano a call if you think you might be interested; he’s a great guy to work with.

With transition issues out of the way, we’ll resume the rant that you have come to expect in this space. Tradition holds

that it tie together at the end and be (nominally) Porsche-related.

My dayjob company recently moved into a new suite of offices in Lansdale. We have the top floor, and from my office, I have an excellent view of two of the busier streets in the area.

One thing became crystal clear observing the passing traffic -- at least one in ten vehicles equipped with wheel covers are missing one or more. That volume of jettisoned wheel covers roughly corresponds to the number of dead covers I see on the side of the road -- usually in the immediate vicinity of a pot hole.

Or that other standard hazard of driving in the northeast, the subterranean manhole cover. (Excuse me, I lapsed into non-politically-sensitive dinosaur mode for a moment. I believe the new term is “urban infrastructure access portal.” Whatever...)

We do like our smooth streets, despite the ravages of winter weather and tons of corrosive salt. Doing it right (actual repaving) is disruptive and expensive, so instead we lay new paving over old, creating the temporary illusion of progress and smooth surface.

But as the road surface rises, the manholes remain at the same level - inches below the surface in many cases. So the smooth cruise is periodically interrupted by the BAM! BAM! of a low profile tire encountering a permanent, man-made pot hole.

I’ve learned where most of these mines are laid on my normal commute and learned to treat them like ‘DNF cones’ on an autocross course. But sometimes traffic conditions force you off the ‘ideal line’ and I sometimes drive off my ‘normal’ course. (There’s more to life than work - I hear...)

And so my 911 is continually assaulted by the minefield streets over which it travels. Yes, the low-profile performance tires contribute to the issue, as do the too-stiff dampers. Perhaps there is a larger commuter vehicle in my future after all. Of course it will get worse fuel economy, and the additional weight will take a further toll on the road surface.

Ironic how the measures we are required to take to mitigate the situation actually worsen the situation...

But damage is done to more than my jangled nerves. On one of my recent, infrequent highway trips, I encountered a

shimmy in the wheel that hadn’t been there before. This was not the vertical motion I’ve come to expect at certain roadspeeds due to the less-than-perfect wheel balance on the right front (NOT performed by a „der Gasser” advertiser...).

No - this had a distinct side-to-side component although it did seem to be coming from the same side. At the next convenient stop I quickly checked for play and looseness in the front wheels, and sure enough, I felt the characteristic wobble of a loose wheel bearing.

Popped the hub cover and tightened the bearing. It’s better, but I haven’t had the opportunity for another highway road test. In about 10 minutes, I’ll be making the run to York and back to deliver the newsletter CD -- we’ll see.

It felt like more than the wheel bearing, or at least, more than the looseness I could account for in the bearing. Probably it’s wear in the ball joint and/or tie rod ends -- both on my list for replacement when the car comes apart for its winter refit.

This winter, the plan is to replace most of the moving parts. All the suspension and brakes, rebuild the engine, either rebuild the transmission or have it done. While the car’s apart, I’ll address the bodywork issues that so desperately need it. (I’m not blind, I know what the car needs -- I’m just waiting for winter...)

So we plan to do the Parade next year. The car will be in a bizarre modified class and so I don’t expect it will score well in the Concours - but we’ll do it. We have little Rallye experience, so I don’t expect we’ll score well at that either - but we’ll do it. In the driving event, I expect the modifications will have us running against fully sorted cars and experienced drivers.

But it’s not about trying to actually WIN anything, a Parade is about the experience, it is about participation, it is about JUST DO IT *for the fun of it!*

Well, actually, there is one event we’ll be entering because we think we have a shot at doing well: after several years of working at it, I will be entering „der Gasser” into the newsletter competition.

We have an excellent base; there is every reason to expect that „der Gasser” can be a contender in the newsletter competition for the foreseeable future. Are you the person to take it there ?

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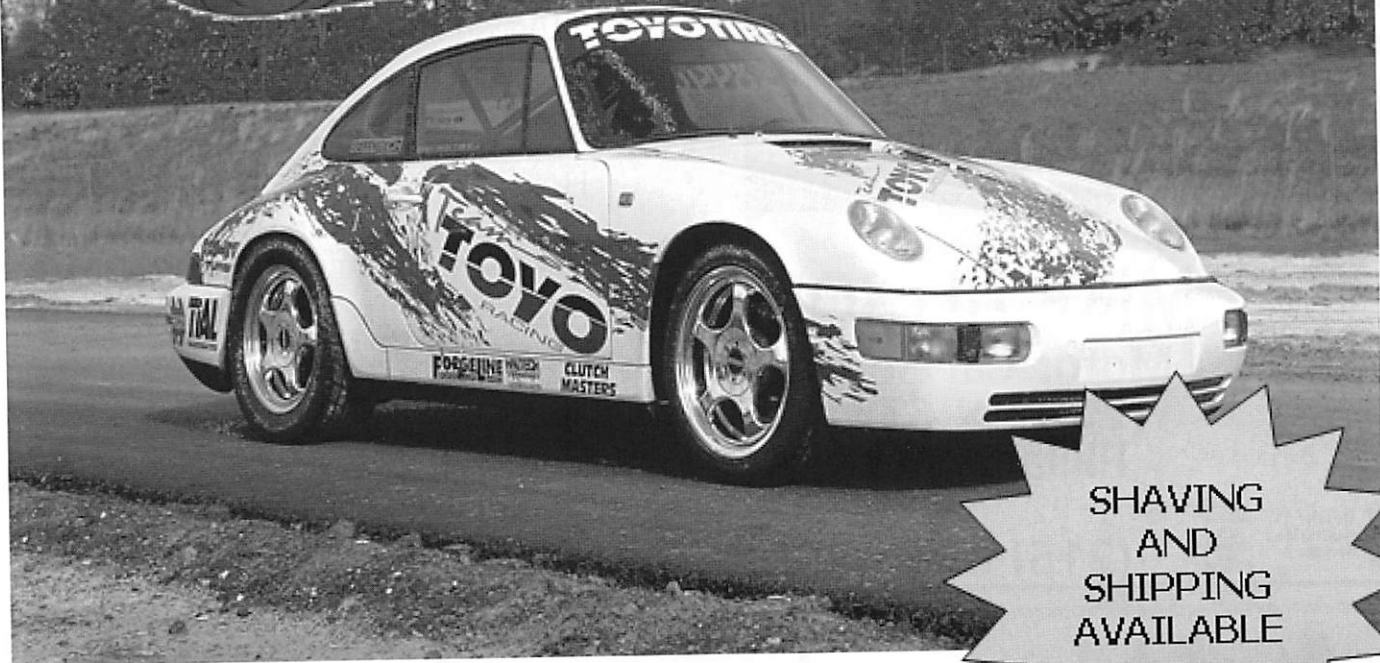
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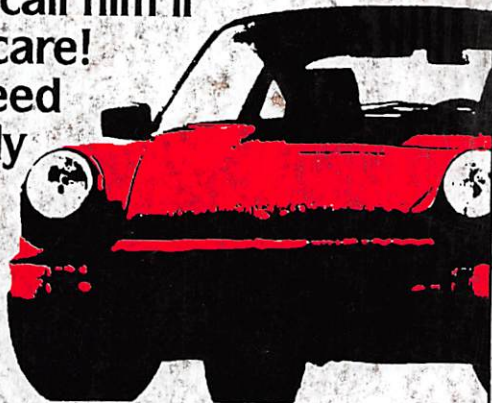
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