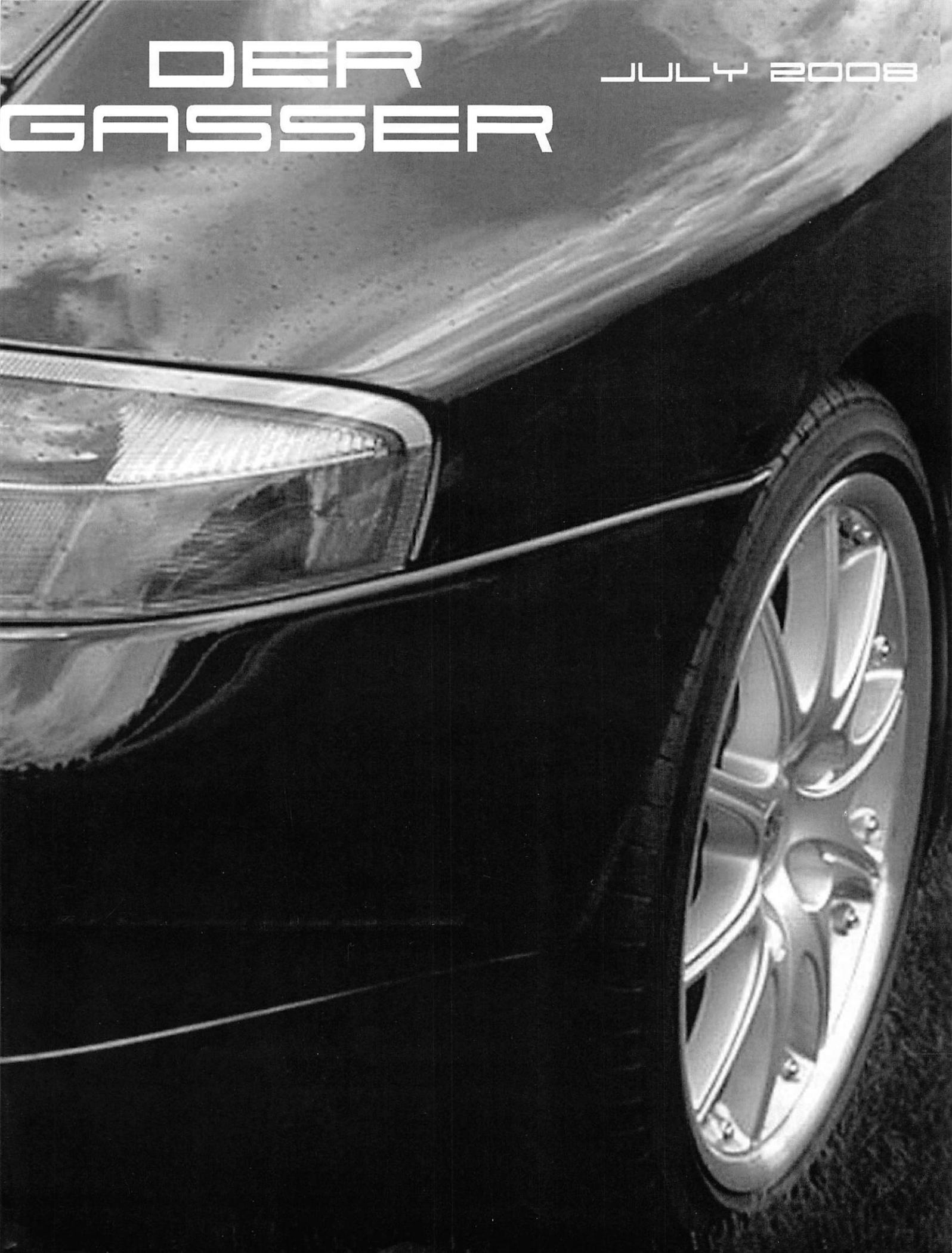


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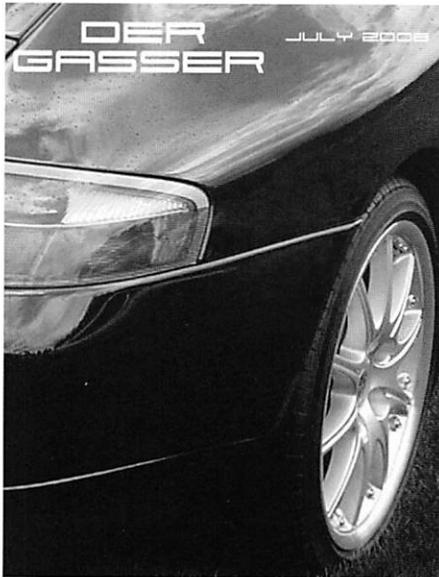


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"Carrera" photo: Ken Souser

DER GASSER

A monthly publication of the Riesentöter Region
Porsche Club of America

JULY 2008

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

From the Editor's Desk

Summertiime . . . and the livin' is eeeeeeeaaaaaasy. Summer's here! Now is the perfect time to hop in your Porsche and drive to the beach, go on a picnic, or head down to the local ice cream shoppe for a cool treat. Later this month, be sure to attend our annual Family Picnic to be held Saturday, July 26th from 1-4 pm at the new America on Wheels Museum in Allentown. The picnic is to be held in conjunction with our regular monthly meeting.

See you 'round the garage,

Maureen Sangiorgio

State of the Region



By Brian Minkin, RTR President

July is here with the driving season speeding along. The first half of the 2008 season has been a remarkable year for RTR with outstanding Drivers Education, Autocross, Touring and Social events. Our membership's participation is growing, so don't be one to miss out in the fun that RTR events offer the Porsche enthusiast. Visit the web site calendar and I am sure you will find one to fulfill your interests.

On Saturday July 26th our annual picnic is going to be something special you surely do not want to miss. RTR will be at the America on Wheels Transportation Museum in Allentown with a Porsche car show, picnic and free admission to this fabulous museum. This is a free event for RTR members and their families but pre-registration is required, so email Robin Zelinskie now and let her know you are going to attend.

I am sure you are all aware that I am a very active Drivers Education participant and instructor. For me track driving is the ultimate way to enjoy my Porsche. However I am sure that most of our membership is looking for other activities to enhance and enjoy their Porsche experience. I would like to see the club have more social events such as breakfast and a casual drive, participation in local cruise nights, group outings to the many car shows in our area and lunch meet and greets. We need members to come out of the shadows and volunteer to lead and organize these events. Contact me or any other member of the Exec if you can help RTR organize these fun events.

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

Letters to the Editor

Just wanted to let you know how much I enjoyed the most recent (June) issue of Der Gasser – especially the two excellent articles by Chris Karras. I certainly hope you can get him to be a regular contributor.

-- Larry Bardeld

Larry: Chris has kindly consented to do just that, and is currently working very hard on composing a survey to determine members' interests in the club. – Ed.

Address letters to the editor to Got2BFit@aol.com with Der Gasser in the subject line. Letters are subject to editing for length and clarity. Please include name and phone number.



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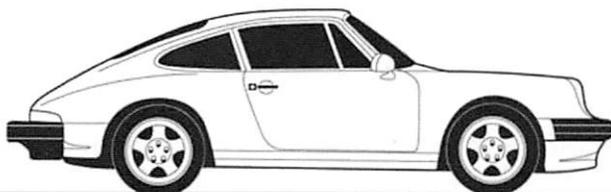


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Proper Safety Belt Installation

By Bill Rudtner

Instructing in the PCA Driver Ed program has become a big part of my life. My track experience these past years instructing for as many different clubs as I do has put me in and out of many different types of cars both stock in nature as well as cars in many different stages of modification. As we have become more educated in the concern of safety, unfortunately due to whatever previous misfortune that got our attention, the level of our own personal safety in our cars has risen. Believe it or not most all advances in safety equipment (a lot of which we take for granted) have been derived from some sort of horrific accident that occurred in the past and for the most part, usually on a race track.

Even the most simplistic items like the helmet we wear, or in the case of the more thoroughbred race cars; roll cages, fuel cells, window nets, arm restraints, seat back braces, race seats, neck collars, the Hans device, and last but not least our 5-point safety harnesses have come into their own due to some past auto-racing catastrophe. It is true. These safety devices were initiated into the rule books because of some catastrophic accident where someone either lost a limb or a life. I constantly replay these incidents in my head because I was either witness to or saw the video tape of the incident.

It all started with a GT-3

The area I need to address in this column is our safety belts. I became very concerned when I strapped myself into the passenger seat of my friend's 2004 GT-3 only to realize that both the lap belts and the sub-belt were attached to the seat. To the seat! This particular car was equipped with GT-3 cup style one-piece factory seats. The seat had a cross bar underneath that ran from side to side. The bar was made of aluminum and was attached to the seat. It was to this aluminum cross bar that the sub belt was attached. The lap belts were routed through the proper slots and came around where they were bolted to the seat side plates. This is no good...Period. The only belts mounted properly were the shoulder belts that wrapped properly around the cross brace of the roll bar and through the proper slots in the seats.

Now, if this was the only car that I found this improper belt installation on I would have reinstalled the belts properly and not thought much of it but, this was not the case. In one week I had four GT-3s come into my shop with the same, unsafe belt configuration. How could this be? It made me think of how many other GT-3s come into my shop with the same, unsafe belt configuration. How could this be?

It made me think of how many other GT-3s and other various models are out there on the track, with unsafe belts?

I am writing this to hopefully enlighten you, to get you to look at the safety equipment in your DE or race car. Look at the belts in your car. Stock belts are stock belts and are designed to work as such. No problem there but if you have installed 5 point belts I urge you to look at how they are installed. Look under the seat to see how the sub-straps are installed. They must be mounted to or through the chassis. NOT TO THE SEAT. The lap belts should also be mounted to the chassis not to the side plate of the seat and not to the sliders. Also, the lap belt and sub-strap belt securing eye bolts must be backed up by large washers. The reason for this is so that the eye bolts can't pull through the metal on heavy impact.

Shoulder belt safety

The shoulder belts should come from the roll bar cross tube or from a harness bar and be wrapped around the bar as per the PCA Club racing rule book which can be found at www.pca.org/clubrace/docs/forms.htm. The rise or angle of the shoulder belt is also very important in relationship to the seat. If the upward slope of the belt as it goes from the roll bar up through the seat belt slots is too severe the belts will force your upper body down on an impact compressing your spine. Not a good thing. The way belts are fitted in your car is important. Even though I refer to the PCA club racing rule book for proper mounting and routing of the belts I am using this reference for proper fitment as I am concerned with every car that crosses my path whether it is prepared to race or used for DE.

In my own race car I just enlarged the size of the seat brace where it contacts the seat. I checked the dates on my belts and seeing that they had one more year to go I ordered new ones. This season I also started to wear a Hans device and guess what? I noticed that when I wear the Hans it raises the belts where they go over my shoulders increasing the angle from where the belts are anchored on the harness bar. I will cut out the harness bar and weld in a new one that is higher than the original which will place the shoulder belts properly across my shoulders.

If you're not sure that the belts in your car are installed correctly have someone who knows look at them. If you find them to be improperly mounted please have them corrected, for your safety and for the safety of the person who might be sitting in the seat next to you. I hope to see you at the track ... safely strapped in.

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– *Tim Cahill*

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Stone Bridge X - The Last Hurrah?

By John M. Heley

Energized with thoughts of speed, adventure and the prospect of good friendship and food, the participants of Stone Bridge X departed from Knopf Automotive on the morning of Saturday, May 17, after a continental breakfast, courtesy of the staff at Knopf. Numbered among the fifteen travelers were two brand-spanking new 911 Turbo Cabs, a 2008 Ltd. Edition Orange Boxster S, an antique 1977 911 Euro, and, of course, the rocket-like Red C4S of the inveterate Tripmeister, Ken Souser—leading the high speed chase to the Stone Bridge Inn for the 10th, and announced last time (Say it isn't so, Ken).

The all-German caravan, steadfastly struggling to keep pace with our fearless projectile leader, white-knuckled its way along Pennsylvania's highways and by-ways (more fun than highways), over the river and through New Jersey until an inconsiderate tree had the audacity to fall across the road in New Jersey's portion of the Delaware Water Gap recreation area, forcing the teutonic troubadours onto miles of alternative mud, potholes and gravel road. Good thing those Turbos were piloted by physicians, as apoplexy reigned supreme--Porsches seeing how slowly they could traverse this foreign terrain without coming to a complete stop!! Not Ken, of course, as he put to good use the 4 part of the C4S and disappeared into the dusty distance, frequently radioing back to the rest of us: "Where are you guys?"

Thankfully the pavement appeared once more, and after a brief stop at the Art Colony in Peters Valley, the group traveled back across the Delaware at Dingman's Ferry to the

Commonwealth for more chasing the taillights of the C4S. There followed a sumptuous gourmet lunch at Torte Knox in Hawley. The restaurant, located in an old bank, not yet open for the season, opened just for us. It was a special lunch, put on by special people, for a special person, Ken Souser, and his band of merry followers. The weather held out, and we were able to test our top ends on a private air strip to the sweet smell of burning rubber, brakes and clutches. On to The Stone Bridge Inn, only to discover that some of the burning rubber was the rear tire of the antique Euro who's rear sway bar had become disassembled (undoubtedly from chasing the red rocket), allowing the rear tire to rub against the fender. Not a problem for this group, however. After a quick repair by placing the Porsche on a pile of rocks (thankfully not factory rocks which surely would have been too expensive), the balance of



the afternoon and evening was spent in food, drink, conversation, more libations and camaraderie among this remarkably compatible group of travelers, many of whom were meeting for the first time, and some of whom line-danced their way to dinner.

Saturday evening, in a particularly poignant moment, Ken was given an Award of Appreciation from the club for his 10 years of organizing and leading this wonderful event. Overcome with emotion, and inspired by the great time had by all, Ken said he might reconsider, and lead the troupe again next year (Say it is so, Ken!!!). The group dispersed on Sunday morning—each of us hoping that Ken would invite us back once more.



Photos: Ken Souser & Vidal de la Cruz



Upcoming Social Events

July

RTR Regular Monthly Meeting to be held on July 26 at the America on Wheels Museum, Allentown. Meeting/Picnic Combo 1-4 pm.

August

Lance Armstrong Foundation fundraiser Norman Walker is organizing a Run-Bike-Walk event on August 2nd. "My wife is a 27-year ovarian cancer survivor and, in celebration of this accomplishment, we have teamed up with the new New Jersey Motorsports Park in Millville, NJ to bring a Run-Bike-Walk event to the track as part of their grand opening celebration," says Walker. "We invite your members to come and bring their families to the track so that they can see the new facility and help a really good cause. Our link is www.NJMP.com/runridewalk. This will truly be a great event. Please email me or call me at 215-431-8247 if you have any questions."



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Calendar of Upcoming Events

DRIVERS EDUCATION SCHEDULE

Event Name	Date	2008		Registration Closing Date
		RTR Member Registration	Non-RTR Registration	
Watkins Glen	August 1-3	June 1	June 8	July 18
Summit Point	August 21-22	July 1	July 8	August 7
Pocono	September 19-21	August 5	August 12	September 5
Thunderbolt (Advanced Day)	September 29	August 5	August 12	September 15
Thunderbolt	October 17-19	September 1	September 8	October 3

Please note: On line registration begins at 12:01 AM

DE Tech Inspection Schedule

DATE	TRACK	INSPECTING FACILITY
July 19	Watkins Glen	Dougherty Automotive
Aug 9	Summit Point	Tilson Motors

RTR Monthly Meeting Schedule

Meetings start with a social hour at 7pm unless otherwise stated

July 26 - America on Wheels Museum, Allentown Meeting/Picnic Combo 1-4 p.m.

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Registration Details:

- Each pre-registered vehicle will receive 1 admission ticket, 1 event dash plaque, 1 signed poster, and 1 program. Cost for vehicle and driver: \$40.
- Each passenger (over age 12) will receive 1 admission ticket, 1 signed poster, and 1 program. Cost for each passenger: \$25. (NOTE: Regular price at gate for 2 people is \$70 for admission and program only, with no preferred parking.)
- Registrants may pre-order event polo shirt(s) @ \$35.
- **Registration cutoff date: September 1.**

To Register:

- Fill in Club Field Registration Form inserted in this month's issue of Der Gasser.
- Make check payable to **Radnor Hunt Foundation/Concours d'Elegance**. (Proceeds benefit the Willistown Conservation Trust, and Thorncroft, a therapeutic horseback riding facility.)
- Mail form and check to Robin Zelinskie, 644 Store Road, Harleysville, PA 19438 by September 1.
- **NO DAY OF SHOW REGISTRATION FOR CLUB FIELD PARKING.**

Instructions for Day of Show:

- Drive your vintage car to the event (no provision for trailers) and follow signs to the Club Field Parking Area. Gates open at 9:30 a.m., **rain or shine**.
- Give your club name and your name to event parking representative. Park in your club's designated area (look for signs) and wait with your car. (No "regular" cars will be admitted to this club field parking area.)
- Your club coordinator (Robin Zelinskie) will give you your admission tickets and "goodies."
- Be sure that your vintage car is in prime show condition as there may be an award or two for the club cars and for the club with the "most interesting" display.
- You may bring a picnic lunch or buy from vendors adjacent to the show field.
- Be sure to bring your club's promotional banners and handouts—thousands will attend, offering an excellent opportunity to recruit new members.

For Further Information and Directions:

Contact (Robin Zelinskie, 644 Store Road, Harleysville, PA 19438; RobinGZ@comcast.net) or visit www.radnorconcours.org. Radnor contact is Bill O'Connell woc2@earthlink.net or 610.777.6500 during the day.



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RTR AutoX July



Au•to•cross (ô'tô-krôs', -krôs') n. - A form of motor sport that emphasizes safe, low-cost competition and active participation. An autocross is a timed competition where drivers navigate one at a time through a temporary course marked by traffic cones. Autocross tends to place more emphasis on car handling and driver skill than on sheer horsepower.

Just a quick article this month as Vee & I are very busy preparing for our very own RTR 'Planes and Porsches' AX, which as we write this at Jefferson DE, is exactly 2 weeks today. Hopefully by the time you are reading this in early July, the event is done and dusted, everyone had a great time and we were able to raise thousands of dollars for the ALS (aka Lou Gehrig's disease) association.

In other news, amongst all of the organizing, Vee & I plus another half dozen of keen RTR autoXers managed to fit in a visit to Hershey on Sunday 8th June to compete in the Central CPA midsummer autocross. Central are very lucky to have access to a huge lot near Hershey Park and we all had a great time on a fast but twisty second gear course. It was great to see so many newbies come along for their first event and as you can see in the attached picture, our new tradition of staying for beer and food afterwards is going great except for JMAZZ who the eagle-eyed of you can see had chocolate milkshake!

As stated in previous articles, for those interested in competing in our 'just for fun' RTR AutoX+ championship, registration closed on Monday 9th June. As a result, we are now able to calculate final PAX-based positions and points from Event 1 at Warminster and Event 2 at Hershey which are shown below.

Finally, the fourth event in our RTR AutoX+ Roadshow series is scheduled for Sunday 20th July with North New Jersey PCA at Giants stadium, NY. For more info, please see the forum and hope to see you there!

Cheers
Steve and "Vee"

Position	Driver	Car #	Best Raw	PPF	Corrected Time	Event Points
1	Steve McMorn	999	58.673	0.8926	52.37	10
2	Jeremy Mazzariello	15	60.395	0.8750	52.85	8
3	Geza Korchmaros	93	61.562	0.8870	54.61	7
4	James Wirth	1	64.655	0.8570	55.41	6
5	Vytenis Bichnevičius	20	67.382	0.8657	58.33	5
6	Dale Kulp	58	66.503	0.8854	58.88	4
7	Wayne Davenport	1	68.182	0.8923	60.84	3
8	Michael Kling	8	74.592	0.8584	64.03	2

Position	Driver	Car #	Best Raw	PPF	Corrected Time	Event Points
1	Steve McMorn	7	61.2	0.8926	54.63	10
2	Nick Betegh	13	64.1	0.8657	55.49	8
3	Jeremy Mazzariello	10	63.8	0.8740	55.76	7
4	Dale Kulp	6	63.0	0.8854	55.78	6
5	Vytenis Bichnevičius	8	66.1	0.8657	57.22	5
6	Mitch Anderson	15	66.6	0.8654	57.64	4
7	Mike Kling	16	69.2	0.8656	59.90	3
8	John Montoro	2	69.9	0.8643	60.41	2



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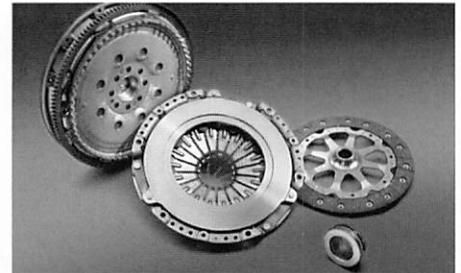
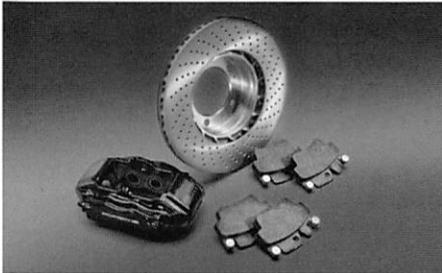
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PORSCHE

Book Review

By John D. Heckman, RTR Past Chief Instructor

Race To Win, How to Become a Complete Champion Driver

By Derek Daly

If you are like me, you miss the glory days of modern American open-wheeled racing when CART was considered by many to be the best racing in the world, where the cars ran road courses as well as ovals. Driver, TV commentator, driving school entrepreneur, and now author Derek Daly was there, and as he draws down on those times, he peppers his book with those experiences and some well-kept secrets involving some of the sport's most well-known names – from CART to F1, and many in between. Don't be misled -- this is not one man's nostalgic trip down memory lane. Race To Win is a step-by-step guidebook on how to do just what the title says. Is it a text book? Yes. Is it a novel? Well, sort of. Actually, I think it's both.

With his easy reading, never before-seen approach, Daly takes the reader on a scientific ride and lays out a concise roadmap of how to achieve the level of a motorsports champion. The roadmap is Daly's "Champion's Pyramid" of which the

six equal-length sides represent the qualities a champion must possess in order to Race To Win.

An outstanding reference for a team manager, perhaps a parent whose child wants to race, or even a Porsche Club Drivers' Education student or instructor, Race To Win, How to Become a Complete Champion Driver will enhance anyone's enjoyment of our sport.

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CAR MAGAZINES must go: near-complete runs of PANORAMA, EUROPEAN CAR and SPORTS CAR INTERNATIONAL, mostly excellent condition, boxed in sequence. PANORAMA is from 9/87, plus 29 1971-1976 issues in PANO binders; EUROPEAN CAR is from (first issue) 8/91 (missing 7 issues); SPORTSCAR International is from 5/88 (missing 5 issues). Bid on one, two or all three titles. Shipping is prohibitive; pick them up in Princeton, NJ. Call Bruce Bristow at 609-921-2466 or e-mail dcobruceb@yahoo.com with any questions and bids.

FACTORY MANUAL, EARLY 911 (TYPE 2000). \$50.00; CHILTON'S PORSCHE 2, 1969-73, 911 AND 912 \$10.00; AUTOPRESS PORSCHE 911, 1964-1969 \$10.00; HAYNES WORKSHOP MANUAL, 1965-75 \$10.00; EXHAUST HEADERS, NEW, 2 LTR 911 \$50.00; TWO 15" CHROME WHEELS, EARLY 911 \$25.00; TWO 15X8 WHEELS \$25.00; GEARS (I FORGET WHAT WAS LEFT); CALENDARS, EXCELLENCE, PANORAMA, DER GASSER (CALL FOR LIST); CALL DICK, 215-870-4589.

The First 25 years Anniversary edition (hardbound) of Porsche Panorama, signed by Betty Jo Turner - \$35 plus shipping; Brey-Krause Harness Guide Bar for 1974-93 Targas (B-K1015). Excellent condition - \$250 & shipping (retails for \$398). 304 stainless - attaches to factory mounting points; 15" phone dials - 6" & 7" widths, with Dunlop D-60A2 tires in great condition - \$150 & shipping. Contact John Floyd at jdfloyd1@verizon.net.

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 or e-mail. 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 Riesentoter Region for the sale of Porsche cars, parts, or accessories; "Commercial Classifieds" are available at a cost of \$20 per issue, limit 25 words. Email submissions to Maureen Sangiorgio at Got2BFit@aol.com with Der Gasser on the subject line.



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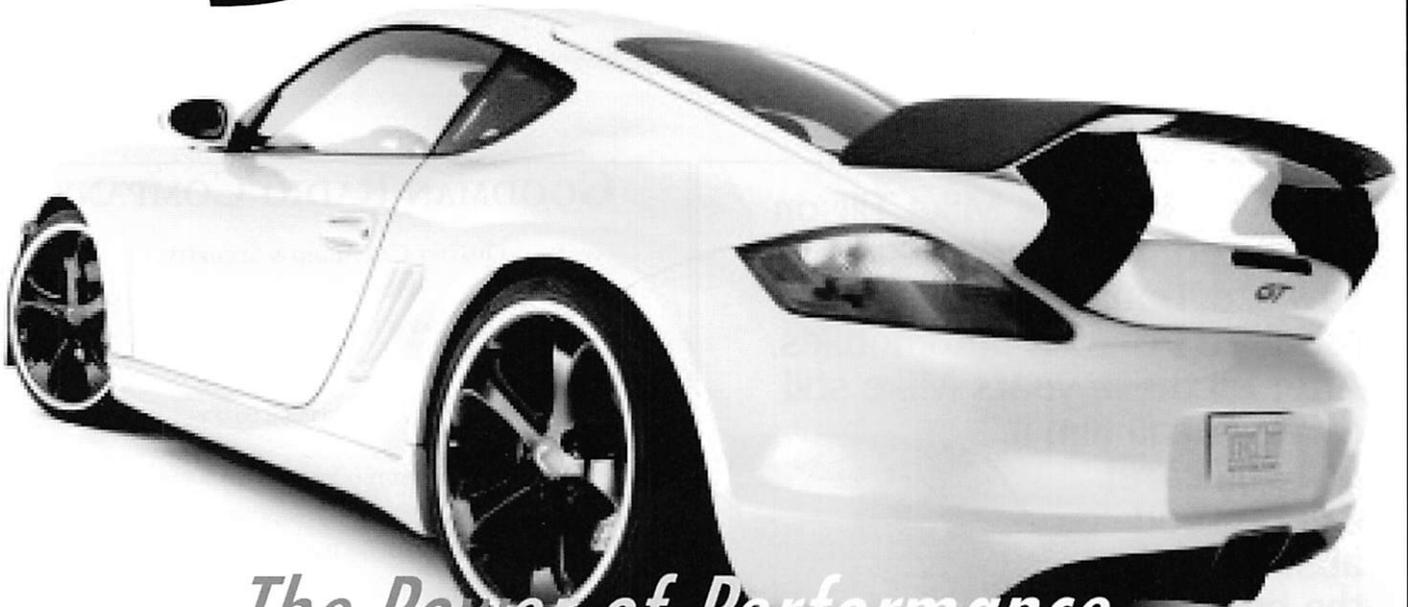
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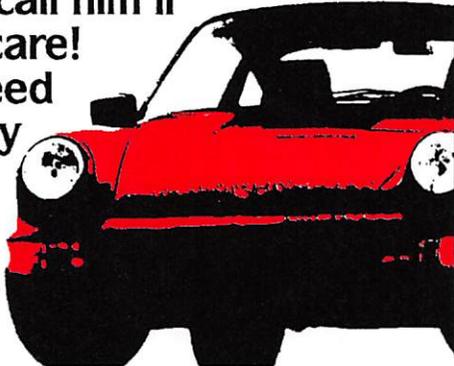
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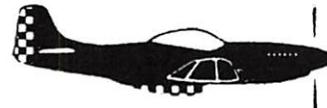
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