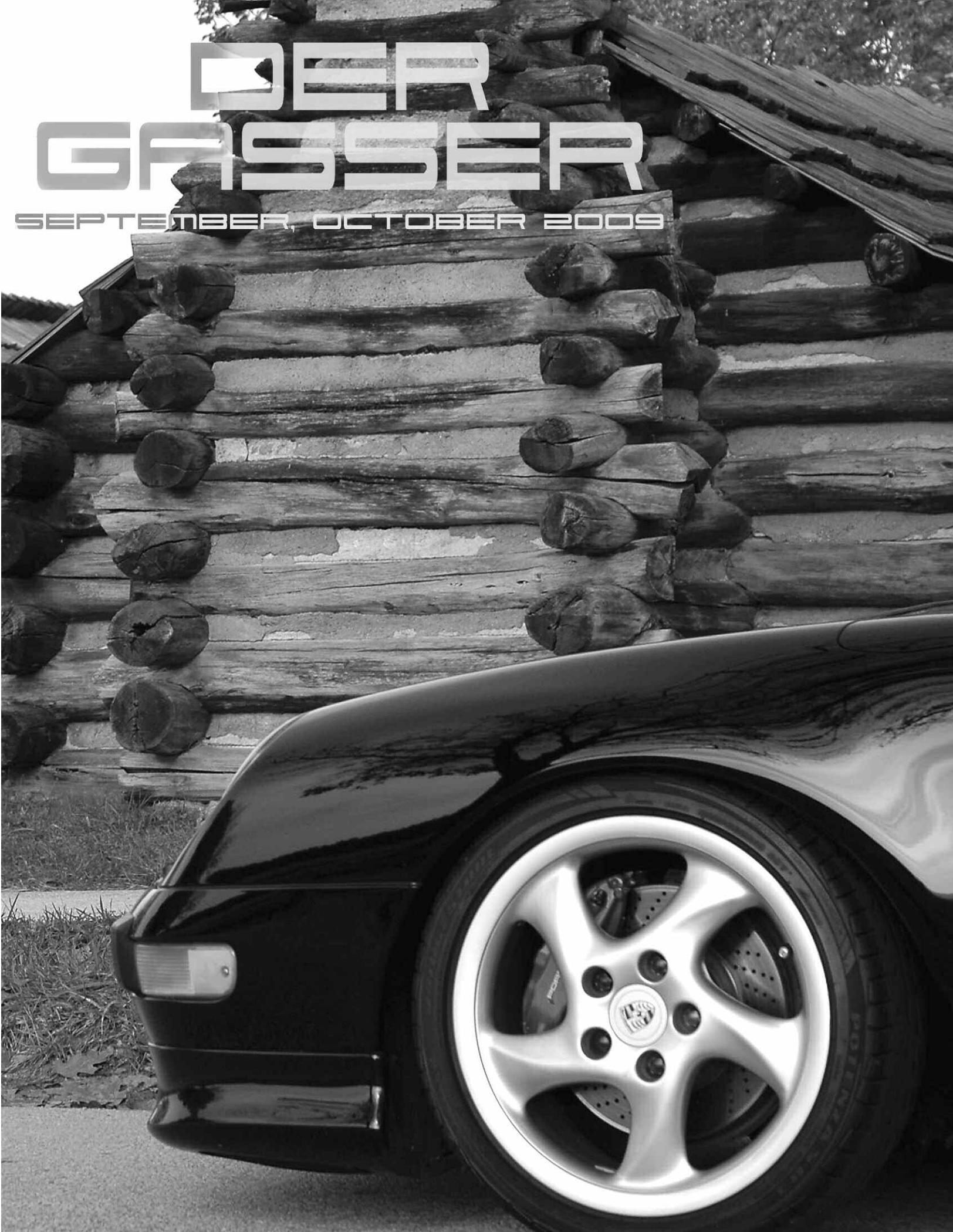


DER GASSER

SEPTEMBER, OCTOBER 2009



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On the Cover



Porsche 930 in Valley Forge Park

Der Gasser's cover photo contest winner!

Congratulations to Tony Scalies, winner of the \$25.00 gift certificate redeemable at RTR's online Goody Store. Our thanks to those who submitted photos; keep up the good work.

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DER GASSER

A monthly publication of the Riesentöter Region
Porsche Club of America

SEPT/OCT 2009

Contents

Features

A Letter from Joe Asher, VP	4
Learning Car Control Techniques	6-7
RTR Officers Election	8
Porsches Take Top Slots at Deutsche Classic . .	10-11
Riesentöter Family Picnic (collage)	13
Modification Addiction Part II	14-15
Socializing at The Glen (collage)	17
Movin' On Up	28-29

Coming Events

Calendar of Upcoming Events	10
Upcoming Social Events	19

Departments

From the Editor's Desk	4
Letters to the Editor	5 & 7
Marktplatz	21
AutoX News	24, 25, 27

Der Gasser is the official publication of the Porsche Club of America, Riesentöter Region, and is published six times a year. Any statement appearing in Der Gasser is that of the author, and does not constitute an opinion of the Porsche Club of America, Riesentöter Region, its executive staff, or the editors. The editorial staff reserves the right to edit all materials submitted for publication. Classified ads are free to PCA members and are printed on a space-available basis.

From the Editor's Desk

It's a hot, sunny day as I write this, so it's difficult to realize that Fall is right around the corner. For our club, that means upcoming elections. It was Maya Angelou who said, "If you don't like something, change it. If you can't change it, change your attitude. Don't complain." I couldn't agree more. I encourage all of you to think about running for any of the Exec Board positions. Experience is not necessary – just a strong desire to make RTR the best PCA region ever. And most important – get out and vote. Our Voting Meeting will be held on October 25 in conjunction with the Oktoberfest Celebration at Bear Creek Mountain Resort and Conference Center in Macungie, PA.

See you 'round the garage,

Maureen Sangiorgio

A Letter from Joe Asher, RTR VP

It has been great first year for the Drive & Dine program: a Fall wine tour, Oktoberfest at the City Tavern in Philadelphia, Longwood gardens for Christmas, a ski trip in January & a spring wine tour of the Brandywine valley. Well, fall is around the corner and it is time to start driving and dining again.

On September 13 we will be heading to the Doylestown Arts Festival with Donna & Mike Broderick for a tour of the Mercer Museum, visiting the Art Festival & then cheering on the Univest Bicycle Grand Prix. Francine's & Bodo's world famous tour of the Chesapeake Bay is back on the schedule for the 19th of September, beer & blue crabs, what a day. To finish off the month, new members Kim & Jim McCombs are hosting a drive & dine to several winery's in the Pocono's on the 26th & that my touring friends is only the month of September.

For October I will be hosting a drive & dine to our annual charity fundraiser at New Jersey Motor sports Park on the 17th. Classroom instruction, parade laps at noon, & a 20 minute session in a Club instructor's race-prepared Porsche. Be prepared to go FASST. After the track activities we will be walking to the New Jersey Motorsports Park officers club for drinks, dinner and our annual club auction. If you are interested in attending please contact me directly at 215-669-6323 or asher681@hotmail.com; space is limited & disappears as fast as a GT3.

Due to many member requests the Voting meeting venue has been changed. "APPLAUSE" This year's meeting will be at the Bear Creek Mountain Resort and Conference Center located in Macungie PA. www.bcmountainresort.com The resort is hosting an "Oktoberfest" style event on SUNDAY October 25th at 1pm. Our social event will consist of a display of our p-cars in front of the resorts hotel , a continental breakfast at 10am & then on to the voting meeting at 11am. After the meeting the Bear Creek Staff will be offering discounted tickets (beer mugs) to the festival, local & German brews & authentic German cuisine adds up to a fun day. If you are interested in driving up on Saturday to indulge yourself in the spa, the Resort has a block of rooms reserved for Riesentöter members. Just mention the club for your discount. If you do go to the resort on Saturday look us up at the resort's restaurant for dinner at 7pm.

For additional information on any of the above events check out our web site at www.rtr-pca.org & remember your vote counts, if you cannot attend the voting meeting feel free to mail in your ballot. I for one would appreciate your vote.

One final note, after running 10 member's meetings, several executive meetings, attending the new members breakfasts & assisting with all of the above drive & dines, I have decided not to run as your VP in 2010. That's the bad news, on to the good . . . I have decided to run for the Riesentöter Social Chair position. My plan is simple, form a social committee of 4-6 interested members & to continue to expand the above venue that many of you have enjoyed in 2009.

P.S. If you have an idea for a trip even if it is something as simple as a drive to your favorite restaurant, let me know I will be happy to assist, believe me last year was a blast going on these drives with 15-30 members & their P-Cars...

Letters to the Editor

My daughter Hannah and I would like to thank everyone at the Riesentoter Family Picnic for selecting our 1959 356A Coupe race car for the People's Choice award. Hannah is 11 and showing great interest in Porsches and the club so this was a wonderful experience for her. I have been a Riesentoter member for 36 years and I think this is the first time I won anything other than my fossil T-shirt! We are sorry we had to leave before the presentation but thank our long time friend John Heckman for accepting on our behalf.

— Tobey & Hannah Ross

(continued on page 7)

NEW DER GASSER PRODUCTION SCHEDULE

*In an effort to save the club \$\$, Der Gasser is changing from 10 issues per year down to six. We're also going to scale down our postage status to standard postage. The next submission deadline date is: **Nov./Dec. Issue – Deadline Oct. 10***

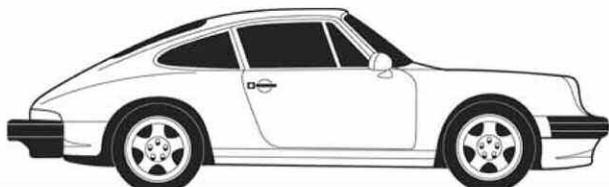
— Maureen Sangiorgio, Ed.

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Learning Car Control Techniques

Advancing Your Driver Ed Skills

By George Busch

There are so many things that make up the Driver Ed learning experience, but by far the most important is having the ability to take your car around the track safely while exercising good car control. This is an important topic particularly for the Novice Instructed Student, but not an easy one with quick-fix answers. Fundamentally, the main focus of Driver Ed is learning car control on the track, how and when to use it and the increase of track awareness. . . that of knowing what is going on in front, behind and around you at all times when on the track. All the lessons that are taught in the classrooms and on the track gives the student a solid foundation upon which to build. Hopefully this article will give the Novice Student a better awareness of car control.

DRIVER ED BASICS – IT’S ALL ABOUT CAR CONTROL

Let me preface by saying that “every car” and “every driver” is different. And no two cars or any two drivers will perform the same in a given situation. In learning car control, some of the things that work for some may not work for others. The reason is because everyone’s car behaves differently and each driver’s skill level is different. The first step is to become very familiar with your car. The student needs to be connected to the car, or another words to become “one” with the car before beginning to test the limits of car control at track speeds. Once the student becomes “one” with the car, the car will instinctively travel in the direction you want, without having to consciously think about the next action. Inputs will become automatic and corrections will become unconscious. Knowing your car and being “one”

with the car is the beginning point at which you know and trust your car and recognize it’s limitations. And to accomplish this you need lots of seat time. Only then can the driver begin to take his track experience and car control to the next level.

An excellent learning tool is driving in the rain. This is when each car will duplicate high-speed dry driving conditions and car behavior at its utmost, but at much slower speeds. When setup and driven correctly, the lesser car can easily keep up or outpace the more powerful car in the rain. Those rainy DE days are an excellent opportunity to practice these slow speed skills. Also, they are pretty much an open track for those willing to go out and brave the elements, simply because many folks don’t bother going out in the rain. Driving in the rain does require its safety measures, though. The driver must have the correct tires, correct pressures, the correct sway bar settings and apply gentle steering, braking and throttle inputs. Very small inputs make huge responses in the rain and having quiet hands and being smooth is absolutely critical. A lot can be learned and it’s great fun, but it does require practice and beginning at a moderate pace suitable for your car and skill level.

CAVEAT

Once an instructed student has moved up to a solo run group, many feel they are now accomplished drivers. Some see advancing to White as a graduation of sorts and a loss of dependency to the Instructor. This is why White is considered a risky run group. After advancing from Blue to White, the newly solo’d student is at a point where they only begin to scratch the surface of mastering car control with their car. It has been highly recommended that White students continue to have instruction and/or coaching on a regular basis to further develop the car control skills they’ve learned. As some have mentioned, using the Skid Pad would also be good practice.

It is also recommended that novice students should not even think about using R-compound tires until they have a lot of driving time under their belt. This is for a good reason. High performance treaded street tires will gradually talk to you and let go predictably in the corners allowing you to learn to make the right corrections at a reasonable pace.



ARE O.S. MOMENTS A GOOD THING?

Another aspect of a lot of seat time is experiencing those situations when things don't always go right, such as oversteering, a spin or a sudden off track excursion. Hopefully these moments will have happy endings, but that's when you can take advantage to examine the why's and wherefores of the things that just happened. Turned in too early? Braked too late? On the throttle too early? Took that apex a little wide, then pinched and forced the car to stay on the track? Went two wheels off and jerked the car back on the track, instead of letting the car run out? That's how you learn car control, is by experiencing these events first hand. Then these experiences are stored in our brain's computer upstairs for future use.

IN SUMMARY . . .

Learning all these things is all about a lot of seat

time at a speed that is realistic for the experience level of the student and capability of the car. As many instructors cautiously mention, car control needs to be chewed off in baby bites - - little-by-little.

- ▶ Getting lots of seat time is critical in the learning process and developing stages of your driving career,
- ▶ Driving in the rain at an intensity that forces you to recognize subtle changes in car behavior on the track,
- ▶ Continued instruction and coaching after being promoted to a solo run group.

This and so much more is what learning car control is all about. Oh and yes, I've had my O.S. moments, too. I'll never forget where or when I had them and hopefully will never make the same mistakes twice!

Happy driving!

Letters to the Editor

(continued from page 5)

WHAT, PRAY TELL IS GOING ON? Some, or perhaps many of you may not know me. Some background, I spent about 20 years on the exec and held a bunch of positions, including the editor that computerized Der Gasser, Track Chair, Vice President, and the honor of being President more times than anyone in the region's history. So why am I writing this missive? Some things I'm seeing and hearing bother me.

Starting with Der Gasser, we have one of the best editors ever and the publication is being suppressed. We are down to 6 issues a year and limited on the number of pages, which will limit the information available to the members. Der Gasser is the basic thing that all members share, no matter if you are a track person, autocross person, social person, or someone that chooses to remain totally in the background. If money is so tight, how is it we get to offer a free picnic? Yes I realize there is a push to put it online, but even with decades of consulting in the computer arena, I still prefer to read a hard copy of all my magazines, including Der Gasser. Look at the results of the recent survey and it seems I'm in the majority. I realize that printing and postage costs have risen but to some extent this is offset by the contribution by National toward this end.

Then there is the funding of travel expenses and the like for track folks. Was not all that long ago that being on the exec was a volunteer position and it included giving time to the events. Yes, you do extra work, but that was part of the deal. By and large most folks involved in the various positions paid their own way even to the events they participated in, or were supposed to anyhow. Track events, by the way, were originally viewed as a windfall to support other club activities that needed assistance. Now it seems those events are considered a drain on funding and should be throttled back or perhaps even eliminated.

And how about monthly meetings. There are some that think that spending \$700 a month is a good idea instead of looking into places that offer places at little or no cost. This make sense to you? Sure does not make sense to me. Where is this leading? I don't know, but does not seem to be a good path.

Perhaps the solution is to create a new region, one for the fossils and one for the newer thinking folks. The old curmudgeons could take the 'outdated' Riesentöter name and 'outdated' logo and run things like they used to be - for the members, the other folks could create a modern name and a spiffy new logo and would not have to put up with the old codgers sniping about how thing were in the good old days. It might also stem the flow of members to the surrounding regions. I suspect this will annoy some folks, but those that know me know I'm not very PC and pretty much speak my mind.

— Bill O'Connell

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.

Brumos Porsche Racing Team at the Verizon Wireless 250 race held recently at New Jersey Motorsports Park



Inside Turn One

Photos: Mike Andrews



Slippery when wet



Yeah . . . this is FUN

RTR Officers Election for 2010

Fall is fast approaching and this is a reminder that our election meeting is coming up on October 25th. Our Bylaws stipulate that a nominating committee (consisting of the President and the three most recent Past-Presidents who are still members) recommend nominees for each elected office. Tom Zaffarano, Brian Minkin and Craig Rosenfeld recommend:

President – Mike Andrews
Vice President – Jim Zelinskie
Treasurer – Joe Piernock
Secretary – Terry Minkin
Membership Chair – Marty Kocse
Technical Chair – Larry Herman
Der Gasser Editor – Brian Minkin

Social Chair – Robin Zelinskie
Autocross Chair – Hugh McNenly
Webmaster – Peter Majka
Goodie Store Proprietor – Francine Knochenhauer
Track Chair – Myles Diamond

If you are interested in running for any of these positions, you may do so at the September 25th meeting. Active and family-active members may make nominations from the floor at that meeting or by submitting them in writing to a member of the Executive Committee before that meeting. No second is required. An individual may be nominated for only one office. Nominations will close at the end of the September meeting. All members will be sent a written notice of the candidates for election in a club publication before the October 25th meeting together with a proxy to vote by mail. Ballots will be available at the meeting.



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PORSCHE

Porsches Take Top Slots at Deutsche Classic

Text and Photos by Maureen Sangiorgio

Ever been to Fleetwood, PA? Ever hear of it? I recently attended my first Deutsche Classic German car show there, and saw why it's touted as one of the largest German car shows in the Mid-Atlantic region. There were 335 show cars, 50 parts vendors, and over 1,400 participants. Featured marques included vintage, classic, and late model Porsches, Audis, BMWs, Mercedes Benz, Opels, and Volkswagens. The car show is an annual event held the second Saturday of July at Fleetwood Community Park in Fleetwood, PA. Mark your calendars for next year: the 2010 Deutsche Classic is scheduled for Saturday, July 10. For more info, go to www.deutscheclassic.com. Here are some of the winners from this year's show:

Best of Show: Eric Wahlberg, 1958 Porsche 356A Speedster

Best Chassis: RTRr Loren Hulber, 1963 Porsche 356B Coupe

Best Porsche: Francis & Linda Hardner, 1954 Speedster

Deutsche Classic photos →

Calendar of Upcoming Events

RTR MONTHLY MEETING SCHEDULE

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

September 23 – NOTE NEW DATE/LOCATION: AWE Tuning, 2385 Maryland Road, Willow Grove, PA. 215-658-1670. Social at 7:00 pm, meeting at 8:00 pm. There will be no September 30 meeting.

October 25 – Our October Voting Meeting will be held in conjunction with the Oktoberfest Celebration at the Bear Creek Mountain Resort and Conference Center, 101 Doe Mountain Lane, Macungie, PA, 866-754-2822, bcmountainresort.com. The resort has pools, hot tubs, hiking, biking, fishing, boating, and golfing. Bear Creek also has a full-service spa and three restaurants. Group discounts on rooms available to RTR members. Contact Amber Thomas @ 610-682-7100 x 452 for info. Here is the day's itinerary: 10am: Continental breakfast; 11am: Meeting starts; 1pm – 4pm: attend Oktoberfest activities. PLEASE RSVP TO JOE ASHER at 215-669-6323 or asher681@hotmail.com.

DE TECH INSPECTION SCHEDULE

Sept. 5 – Knopf Automotive (Pocono)

Oct. 3 – Holbert's (NJMP Thunderbolt)

Time of techs is 9:00 am to approx 1:00 pm. – Address of sites will be on the Forum and on the web site.

RIESENTOTER REGION 2009 DE SCHEDULE

EVENT NAME	EVENT DATE	OPENING DATE OF REGISTRATION FOR RTR MEMBERS	OPENING DATE OF REGISTRATION FOR NON RTR MEMBERS	CLOSING DATE OF REGISTRATION
Pocono North	Sept. 19-20, 2009	March 15, 2009	August 18, 2009	Sept. 5, 2009
NJMP Thunderbolt MAW	Oct 16-18, 2009	March 15, 2009	Sept. 15, 2009	October 1, 2009

Advanced Days are White, Black and Red groups

Driving event registration is conducted online through the Pukka Software Company at www.motorsportreg.com. We will also be using this system to communicate electronically with you going forward, so we ask that you log on to and verify/update your vital information. Once online, you may amend your username and password if you wish to do so and register for events. It is critical that we have a current valid email address for you. Please remember to update your information in the future should there be any changes.

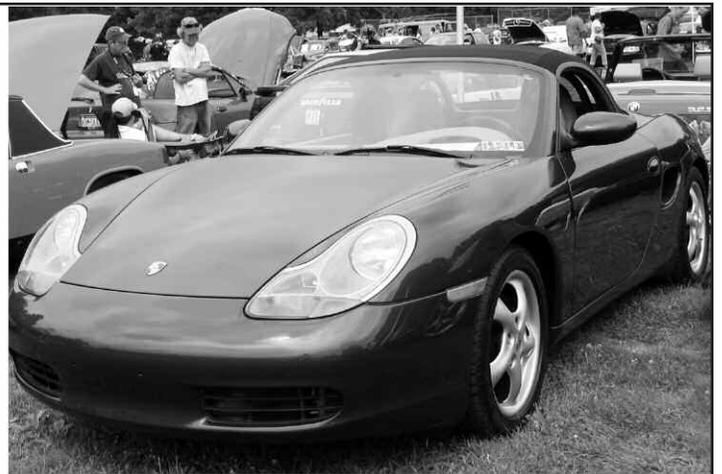
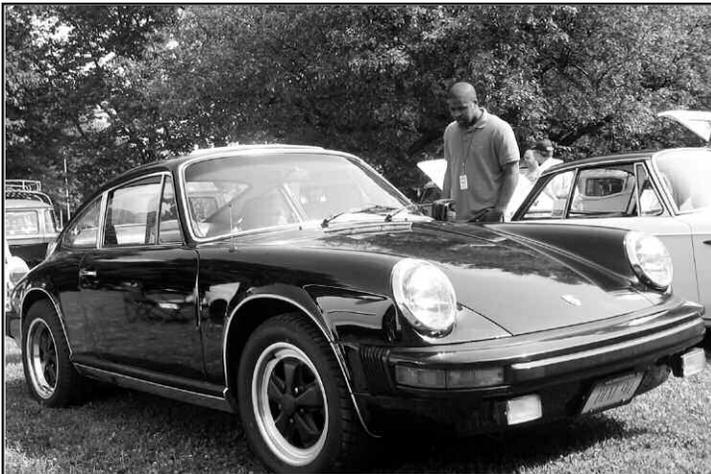
Event registration is not complete unless you pay. Payment may be accomplished on line via the Pukka Software system by VISA, MASTERCARD or ACH CHECK or you may mail your payment to the registrar after you complete the online registration.

WAIT LIST – Student applications are accepted on a first come, first serve basis, provided all eligibility requirements have been met. There are a limited number of Student spaces available for our events. This number may vary from one venue to another. Additionally - Students are divided by Run Groups based upon the experience level of the Student. If we receive event applications after a Run Group is full, a Wait List will be created. Wait listed applicants will be accepted on a first come first serve basis if a vacancy is created due to a cancellation. The event registrar will inform you of your status (confirmed or waitlist) before the event.

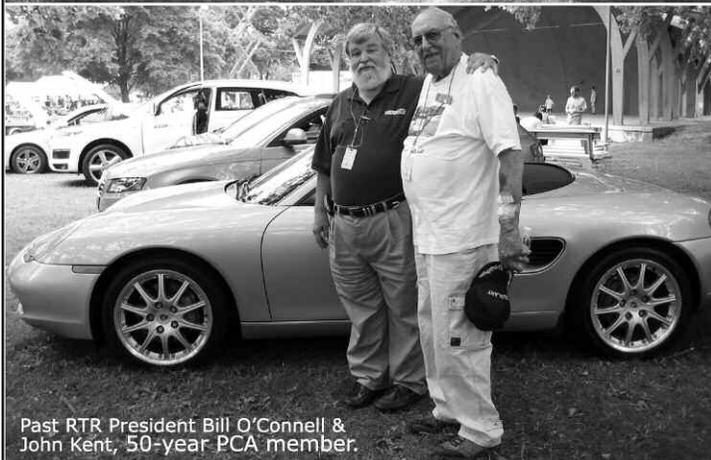
Please contact the registrar or Track Chair with any questions:

Kevin Douglas, Registrar
Email - rtrreg@rtr-pca.org

Myles Diamond, Track Chair
Email - track@rtr-pca.org



Potential RTR members Francis and Linda Hardner



Past RTR President Bill O'Connell & John Kent, 50-year PCA member.



RTR's Art and Nadine Mason

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Riesentöter Family Picnic



People's Choice Concours



Ryan Marra on horseback



Dessert contest winners:
First place: Francine Knochenhauer;
Second place: Robin Zelinskie



John and Lillian Heckman with friends



Third place winner



Dessert Contest entries



1959 356A coupe
People's Choice Winner
owned by Thomas and Tobey Ross

MODIFICATION ADDICTION PART II

Sway Bars and Brakes

BY Terry Lefco

Last installment, I told you how my addictions to modifications began innocently enough with a simple interior makeover. That excuse disappeared after the first few sniffs of the crack pipe we call DE, coupled with "red mist" to keep up with or go faster than my friends in similar cars.

My 1988 Carrera looked good with its lightweight RS interior carpets and door panels, and paintwork glowing with a custom Chris Mahalick detailing. (This was before he returned to the daily grind.) And then at Pocono North, my friends told me that I was getting air under my inside front wheel on tight corners. Now, I really thought this was pretty cool (just like the "fast guys in the older cars", like John Phillips and John Heckman) but I feigned concern and asked what I could do to remedy the problem. The simple answer – bigger sway bars.

Time to Upgrade the Sway Bars

Have you ever thought about sway bars? They are intended to prevent sway, so the car stays flatter in the corner, and also to improve initial turn-in. But they can also affect the car's attitude and handling throughout the corner. They do this by transferring some of the load from the outside, stressed tire to the inside, coasting tire. In other words, they're taking away some of the pressure on the tire you want to stick – so it sticks less? But that can't be right – or can it? In addition, if your car has front and rear bars, you can make the whole car act differently by changing the balance between front and rear bars. But where do you start and how do you adjust the bars to get where you want to be?

If you think I know the answers to these questions, you're reading the wrong article. That's Carroll Smith on chassis engineering and setup. Tell me when you figure it out.

Since I didn't know what I was getting into, however, I took the plunge and ordered a really nice-looking set of sway bars with purple anodized aluminum parts. Better yet, they were infinitely adjustable. These replaced my simple, non-adjustable bars, engineered by Porsche factory engineers to work with my car, leaving me with an infinite ability to make my car worse in an infinity of ways.

I could mount the rear bar and drop links myself because they attached to the same pickup points as the stock bar. The front bar, however, required removal of the fuel tank to pierce some chassis bits and run the bar right through the body, from which the drop links descended to the suspension arms. I wisely delegated that work to Ed Tatios at Mike Tillson.

Now I had high-powered sway bars and no idea how to set them. After every run group, my car was on jack stands, wheels off, with me changing the bars. This helped to fill most of the free times between sessions on the track and left me exhausted. (Jack up one side, insert jack stands, jack up the other side, insert jack stands, all wheels off, reset bars, wheels back on, jack down one side, jack down the other side, torque all four wheel nuts – don't forget to loosen nuts before jacking, forget, lower car, start over – you get the picture.) Eventually, by trial and error, the handling went from okay to totally undrivable, back to okay, to pretty balanced. At that point, I tightened those suckers as hard as I could, marked their positions, and never touched them again except to retighten them when they'd come loose. If I could have, I'd have welded them into position. But I had done sway bars.

You might want to know what I paid for those pretty bars and the labor to install them. You won't find out from me. I have repressed that information. There is a folder in my house with the receipts but I don't know where it is and won't look for it. Sure, I had to know in advance what the cost would be, more or less (actually, always more) but it is corrosive to your mental health and your marriage to keep such information available after the money was spent. So the answer to the question "how much did it cost" is "not too much" and then change the subject to the cost of, say, health care reform or the banking bailout.

Better Brakes and High-Temp Brake Fluid

After sway bars came brakes. Everybody who tracks his street car starts to run out of brakes fairly

quickly, because stock brakes just aren't designed for the stresses of repetitive braking from high speeds for 20 – 30 minutes. So the first thing is to change to a high temperature brake fluid. This stuff runs from the price of a moderate bottle of wine to the finest aged liquor, except you can't drink it. It also deteriorates (absorbs water) much more quickly than the stock fluid so you must replace it more frequently. You may also need to bleed the brakes between run groups (the jack-up, wheel-off routine again) so you buy a power bleeder which you pump up to push the old fluid and air through the bleed valves and replace it with fresh fluid. You also get rubber gloves, a catch bottle, plastic hoses and the right wrench (11 mm, flare type) to loosen the bleeders without rounding them off. Again, the cost of this stuff is "not too much."

Better brake fluid is one thing but brake pads are another. Street pads are designed to minimize noise, dust and price. Track pads have one purpose – to slow you down fast, over and over. They are noisy, dusty, expensive and they wear out quickly. They seem insane to rational people, but the feeling you get of the way they stop your car is – well – fantastic. And the faster you get, the more frequently you will be replacing brake pads. Fortunately, Dr. Porsche and his friends have designed these cars so that pad replacement is pretty easy, although not on the wallet. How much? "Not too much."

Those brake pads slow your car by squashing the rotors. Eventually, the rotors too will wear out, even though they're made of cast iron. You will learn to replace them as well. And finally, you may decide to upgrade the entire system.

Despite new fluid, pads, and rotors, my brakes were getting soft, with a long pedal, after every run group. It turned out that the seals in my then 15 year old brake master cylinder had begun to fail and I decided to replace it with the "Turbo" master cylinder which had a larger diameter. This gives you more braking force with shorter pedal travel, the tradeoff being more required leg pressure. I also learned that some clever soul had figured out how to adapt Boxster monobloc calipers for use on Carreras, giving you much bigger pads on the same rotors. So I bought the master cylinder and the Boxster calipers and went to work.

But first, let's digress and talk about tools. Face it, we love tools, especially power tools, and even more, air tools. But, for right now, let's just talk about hand tools. I had a rudimentary set of tools around the house for general repairs, but little for automotive work. The more work I did, the more tools I bought, so that Craftsman Tool Club became my most important membership. Socket sets in 1/4, 3/8, and 1/2 inch sizes, drivers, extensions, Allen sets, Torx bits (interior and exterior), screwdrivers (flat, Phillips and exotics), pliers, Channel-locks, cutters, wrenches, dead-blow hammers, drifts, punch pins, pry bars – and on and on. Pretty soon, I had a rolling tool case and another case on top of it, all filled with hand tools and other stuff for working on the car. And smaller tool boxes for taking tools to the track.

Yet every new job requires you to buy at least one new tool, or maybe a set, which you never knew existed, and which you may never use again. Is this fun? Absolutely.

Which brings us back to the brake upgrade. The calipers were easy – remove the old calipers, install new brackets, mount the new calipers. The new tool? A tubing bender, to install nice curves in the replacement hard brake lines. This is helpful to avoid inadvertently crimping the brake lines while bending them, which can have the unfortunate effect of eliminating all brake function in your nice new calipers. I destroyed a few replacement lines but eventually learned the trick and got the lines attached without crimps.

The master cylinder, on the other hand, was a bitch. Removing various parts under the trunk lid to get to the master cylinder wasn't bad. Working in the foot well to disconnect the master cylinder from below and disconnecting the brake pedal assembly was miserable. The human body is simply not designed to fit into this space. I'm sure that the professionals have tricks of the trade they use to minimize the pain, but those of us who do a job only once never learn those tricks. Anyway, it finally got done.

And it was all worth it. Braking was smooth, progressive, powerful, and consistent, and brake overheating was a thing of the past. The brake fluid didn't boil and the pads didn't fade. The satisfaction was almost palpable. The brakes were done . . . so what next?

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Bosom buddies: Ian C. and Nick Benz



Jim and Maureen Sangiorgio, PCA VP Manny Alban, Jackie Gilberg, and Nick Benz waving in the back



Eric Mayer (center) and friends



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Upcoming Social Events

SEPTEMBER

Sunday, September 13, 2009 - FOUR OPPORTUNITIES. **PARK** with other Porsche enthusiasts at Doylestown, PA's Mercer Museum (approx. \$6/pp charge which includes reduced admission into the Mercer Museum) **WATCH** the exhilarating 2009 Univest Grand Prix bike race through the charming Doylestown streets, **TALK** with the wonderful artisans presenting their work for sale at Doylestown's 2009 Art Festival, **TOUR** Henry Mercer's Museum of almost 30,000 items ranging from hand tools to horse-drawn vehicles, **ENJOY** lunch and/or dinner in one of the many fine Doylestown restaurants.

Limit: 25 cars - To reserve a spot, email Donna Broderick at mdbroderick@verizon.net.

<http://doylestownalliance.org/doylestownartsfestival.htm>

http://www.univestgrandprix.com/univestgp/news/2008_univest_grand_prix_returns.pdf

<http://www.mercermuseum.org/>

<http://buckscountyalive.com/dining/ShowDining.cfm?webname=bcalive>

Radnor Hunt Concours to be held Sunday, September 13, 2009. Go to page 29 for more information.

Chesapeake City, MD Crab Run to be held on Saturday September 19 (September 20th rain date). We will be meeting at the Crate & Barrel, King of Prussia, parking lot at 9:30 am and caravan down to Chesapeake City, MD for a day trip. We will have lunch at the Tap Room Crabhouse in Chesapeake City, which is very well-known for their crabs and seafood. After lunch, we can stroll around downtown Chesapeake City along Main Street and check out their charming Victorian houses, and shop in their boutiques. We can also walk down to the water and relax while talking Porsche and watching the boats sail by. Please join us for a lazy summer afternoon! For more information, contact Francine Knochenhauer at francinebodo@aol.com or 215-343-9464.

Philadelphia Glider Council is having an event on September 19 from noon to sunset. The event will feature German Sail Planes. Several of their members are Porsche owners and would like to invite RTR members to meet other Porsche owners. Event will be held on Route 152 in Hilltown, PA. There will be glider rides and BBQ at 5:30 pm. About 300 participants are expected to attend. For more info, contact Jack Goritski at Jack@nni.com or call him at 267-261-4286.

Lehigh Valley Wine Trail Trip - Saturday, September 26. We will meet at the Cracker Barrel, Breinigsville, PA, at 10:30 am. On this trip we will be visiting the following wineries: Vynecrest; Clover Hill; Pinnacle Ridge, and Blue Mountain. Blue Mountain Winery has offered a private tasting/class for \$10 per person (approx 2 hours) for our group if we have 10 or more people interested. Please let me know by September 14 if you wish to participate in the private tasting/class. For more information/questions/or to sign-up please contact Kim McCombs at kmccombs@aol.com or (904) 451-7255. Maps will be e-mailed and also available the morning of the event at the Cracker Barrel.

OCTOBER

Our annual charity fundraiser for Make-A-Wish will include a Drive & Dine to New Jersey Motorsports Park on Saturday 17 OCT 09. We will be meeting at 8:00 am for breakfast at the Cracker Barrel restaurant at Plymouth Meeting, leaving for the track by about 9am. Our arrival time should be at 11am, just in time for class from the infamous Steve Meenan on track policies & procedures. At 12pm there will be parade laps in your P-car &/or hopefully a new 2010 Panamera supplied by PCNA. For those daring members, from 1pm to 4pm there will be a 20 minute session in a PCA instructor's race-prepared Porsche. If you have a helmet please bring it; if not we will have several available for the 20-minute ride.

After the track festivities we will be walking to the NJMP's Officer's Club for drinks, dinner & our charity auction. This event is open to all interested members & friends of members; you need not have a Porsche to attend. The more the merrier, especially when it comes time to raise funds at the auction. Cost for all the above except breakfast at the Cracker Barrel will be \$50.00, remember this is our annual charity fundraiser! If you plan on attending please contact me directly at asher681@hotmail.com or 215-669-6323 - Joe Asher, Riesentöter Vice President.

P.S.: If you wish to spend the night, Cape May NJ is just a 30 minute drive & the off-season rates at the beach are a deal.

DECEMBER

Holiday Banquet to be held December 12, 2009 at the Crowne Plaza, King of Prussia from 7-11pm. www.cpvalleyforge.com or 610-265-7500. Contact Social Chair Robin Zelinskie: robingz@comcast.net or 215-256-9357.



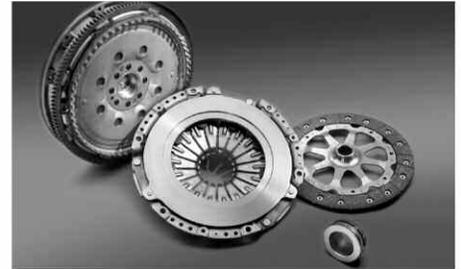
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997 widebody "Lobsterfork" wheels, 8x19 front, 11x19 rear with Pirelli P-Zero Corsas 235/35 ZR 19 front and 305/30 ZR 19 rear. Wheels in very good condition with Porsche colored crest center caps, tires with lots of tread – \$1400. 996 custom subwoofer enclosure with 2 JL Audio subs, stereo amps (JL Audio 500/1 v2, JL Audio 300/4 v2) power cables with inline fusible links, ground cables, line cables (3), head unit adapter. All less than 1 year old. – \$1000. Further info, pics: Ken Boyd Kandaboyd@aol.com.

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AutoX News

Drivers . . . Start Your Engines!



Auto•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.

RTR Autocross Season in full swing: Four events down, two to go!

By Mike Kling, official AX newbie

We're off and rolling, literally! Our first event of the 2009 RTR AX Roadshow series was at Hershey on the heels of the Central PA clubs' Swap Meet. Kudos to Central -- what a great club! They work straight through the weekend pulling off two great events in a row. We met as planned at the Turnpike service plaza and were on our way. Steve McMorn was navigating using his GPS. Last year this same GPS couldn't find Giant Stadium. This year it took him on roundabout way to Hershey. No matter, we arrived on time meeting last year's RTR reigning champion, Jim Wirth, already there. It was an unusually hot day for March. The event went flawlessly. Several newcomers joined our ranks and did amazingly well. We would like to welcome Dave Hall, Karl Werner and Chuck Kennedy. Tradition dictated that we return to Red Robin for burgers and beers. Last year the heat of the day was quelled with parasols on the course and chocolate milkshakes at Red Robin. Neither was evident with this group. Unmistakably, we were manly men doing manly things. You could almost smell the testosterone, or maybe it was my Five Alarm Chili burger.

Our second event was at Citizens Park, the Philly SCCA's new venue. Two more newbies joined us. Here's a warm welcome to Mike Markushewski and Chuck Smith. Steve better order some more freshman beanies! Our ranks are growing!

Next, the long road through the foreign land of New Jersey. There's always adventure when we venture into this strange territory. This year the NNJ-SCCA has a new venue. They are using the road track at Raceway Park. Think Pocono North, shrink it by half and scatter a bunch of orange cones on it. That would be an autocross road track. And I always heard that AX and DE are mutually exclusive. Leave it to New Jersey to marry the two motorsports.

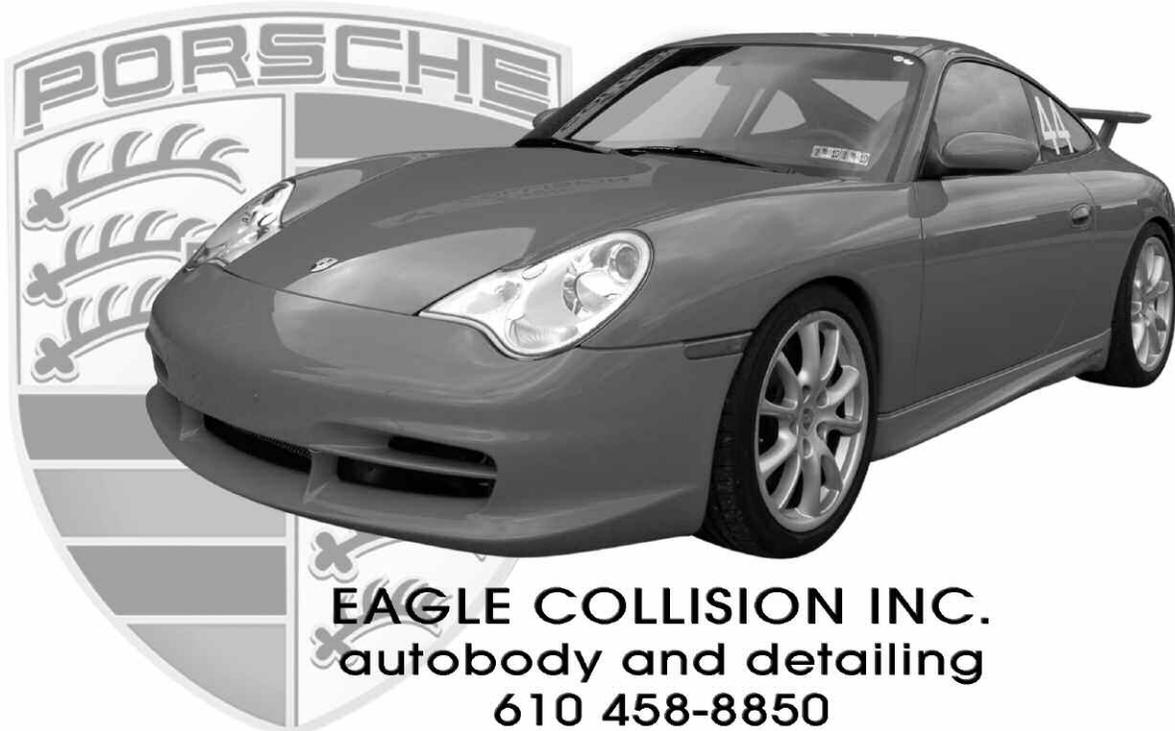
The big event of the year was even bigger than before. Our own RTR Planes and Porsches charity event for ALS (aka Lou Gehrigs disease) at Millennium Aviation was a huge success. Work started the night before by building the course. We had to chalk mark each cone as they could not be left on the tarmac overnight. Mother Nature played a trick on us and arranged for a rain storm overnight. We arrived bright and early Sunday morning to a very clean lot but without the chalk marks for the cones. The team quickly (re)built the course and the rest of the day went like clockwork. There's nothing like building and tearing down an autocross course twice in twelve hours to get the blood pumping!. We were a little short on qualified instructors so Jim Wirth and I were pressed into service as instructors. Jim's first driver had never done an autocross before. After showing his student the award for being last year's AX champion, his young ward was even more attentive but did ask if Jim carried the award everywhere? I overheard Jim giving some last minute instructions on technique. He explained, "Understeer is when you hit the cones with the front of the car and oversteer is when you hit the cones with the rear of the car. Horsepower is how fast you hit the cones; torque is how many cones you take with you. ìBut Mr. Wirth I thought we were supposed to avoid the cones?î he exclaimed. With that, the starter waved him to go and he was no longer an AX virgin!

It is rumored that size doesn't matter but on Sunday 12th July, size did matter as the Planes and Porsches Charity event proved to be the most popular RTR event of the year so far with 248 attendees: 216 adults, 32 kids and 75 drivers on the day. As a result, our unofficial accounts show that we managed to raise just



Photos: Ashely Zywusko

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All at Millennium Aviation who kindly permitted us to use their facilities especially Pete & Bob; Brian & Terry Minkin, Vee, John Montoro, Pete Gustis, Paul Walsack, Jim Wirt, Joe Asher, Marty Kosce, Francine & Bodo, Nick Betegh, El Presidente himself, Graham Knight, Steve's dear old mammy who flew over from England to help on the registration desk plus Kevin & Steve – RTR registrars who helped set up motorsportreg.com; all of the great guys at Philly SCCA who helped us with the timing and all of the young ladies who provided the commentary and run times over the PA system . . . plus anyone else I've forgotten!

A very talented photographer called Ashley Zywusko kindly attended our event to take some photos and make us all look good – please see the collage of the event which Ashley kindly prepared for us and visit her website to view all of the photos she took: <http://ashleyzphotos.com/>

For a list of the final times and results, please log onto the AX section of the RTR Forum:
<http://rtr.mywowbb.com/forum3/>

Finally, following the first 4 events of the 2009 RTR AX Roadshow, the Championship standing are shown below. Steve is currently leading with 30 points after winning each of the 3 events he has attended so far. Close behind is myself and Vee plus last year's winner, Jim Wirth. As the best 4 results out of the 6 events count towards the championship, Steve could be overtaken . . . but its gonna be tough!

Position	Driver	Total	#1- Hershey	#2- Philly	#3-NJ	#4-PnP
1	Steve McMorn	30	10	10		10
2	Michael Kling	25	6	7	7	5
3	Vytenis Bichnevicus	22		6	10	6
3	David Hall	21	5	5	8	3
4	James Wirth	16	8			8
5	Dale Kulp	14	7			7
6	Chuck Smith	8		4		4
7	Dwight Anderson	8		8		
8	John Montoro	5	3			2
9	Karl Werner	4	4			

Movin' On Up

How to get promoted to a faster run group

By Jack Kramer, Chief Instructor

Ever wonder what it takes to get promoted to the next level at a Driver's Education event? Read on....

First & foremost, the proper frame of mind is essential for Drivers Education. Remember, this is NOT a competition. If you want to compete – try Club Racing!

The mental attitude needed for DE and Racing is fundamentally different and should be understood by all DE participants. Racing is all about competition. Driving competency is assumed so your thoughts revolve around how to get by that car in front of you, or how to keep that car in your mirrors behind you. You concentrate on forcing mistakes, intimidation, making your car as wide as possible, etc.

While necessary for success in racing, those behaviors will get you removed from a DE event! Driver's Education rewards the opposite behaviors. Driver's Education events are all about learning, exhibiting patience & restraint, and showing courtesy.

The ideal student understands that s/he is at the track to learn, realizes they are a novice or beginner, understands they will make mistakes, expects that they will be passed by less competent cars with more competent drivers, and views their in-car instructor as a valuable asset.

Our instructors are quite the experts at assessing your mental attitude. In fact, they will judge your attitude before they judge your driving skills. They will quickly determine where you fall on "ideal student" vs. "know it all student from hell" spectrum. How quickly you progress will be directly linked to your mental approach to Drivers Education. In fact, it is equally as important as your driving skills.

OK, by now some of you are thinking, "Well that's OK for the average guy, but I'm not average." Sorry to burst your bubble, but I'll lay odds that you are NOT the next Michael Schumacher and that adopting the DE mental attitude is the fastest way for you to reach your full driving potential. Clearing your mind of all that extra baggage allows you to focus 100% of your energy on learning and enables you to progress at your maximum pace.

So, do a self-assessment before you head onto the track and conduct your own "attitude adjustment" discussion if necessary and save your instructor the chore.

Specifically, here are the skills and behaviors your instructor is looking for.

Promotion from Green to Blue - required skills

- Drives the line reasonably accurately and consistently
- Inputs increasingly smooth
- Makes few mistakes and self corrects
- Calm and patient in traffic
- Fully aware of corner stations
- Anticipates slower cars in front
- Does not give or accept late passing signals
- Passes with good safety margins
- Exhibits good manners and consideration
- Displays full knowledge of procedures, flags, terminology
- Drives at an appropriate pace for the Blue group
- Is safe to drive alone

Promotion from Blue to White - required skills

- Demonstrates patience in potentially frustrating situations
- Uses the full track consistently
- Very smooth inputs, especially braking
- Vision at least 3 seconds out
- Carries reasonable momentum into corners
- Practices smooth downshifting technique (e.g. heel & toe)
- Demonstrates competent car control and recovery skills
- Prompt and courteous passing signals
- Good driving record

- Calmly deals with fast traffic and close passing
- Drives at appropriate pace for White group
- Completely safe without an instructor

Promotion from White to Black - required skills

- Exceptional track awareness
- Exceptionally smooth inputs
- Demonstrates patience, can control ego
- Anticipates vs. reacts
- Calmly deals with wide variety closing speeds
- Readily adapts to new & changing conditions
- Drives at appropriate pace for Black group
- Comfortable in close to race conditions

We want to see these at the beginning of an event. We have great instructors that can coax these behaviors from their students after a couple of days of instruction. However, we need to make sure you have retained these skills from one event to the next.

The question I get asked the most is: "How long does it take to get promoted from X to Y?" There's no answer for that other than, "it depends on how fast you progress." We've had super stars go from Novice to Instructor in a year, and we've had people never make it beyond beginner status. We've also had folks linger in a group until they have that "ah ha" experience that catapults them to the next level.

In a nutshell, start with the right attitude, listen to your instructors, and practice – practice – practice. Sounds simple doesn't it???

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Registration Details:

- Each pre-registered vehicle will receive 1 admission ticket, 1 event dash plaque, 1 historic poster, and 1 program. Cost for vehicle and driver: \$40 or \$95 including the VIP Lunch.
- Each passenger (over age 12) will receive 1 admission ticket, 1 historic poster, and 1 program. Cost for each passenger: \$25 or \$80 including the VIP Lunch.
- Registrants may pre-order event polo shirt(s) @ \$35.
- **Discount Registration cutoff date: September 1.**
- **Entry fees after that date are \$50 (or \$105) for the car and \$35 (or \$80) for each passenger.**

To ensure a spot in the RTR Porsche Corral, contact Social Chair Robin Zelinskie at robingz@comcast.net. Organizer Bill O'Connell has been kind enough to reserve us about 50 slots, so contact her ASAP to reserve your spot. For further information and directions, visit www.radnorconcours.org or contact Bill at woc2@earthlink.net or 610-777-6500 during the day.



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