

der Gasser

APRIL 2003

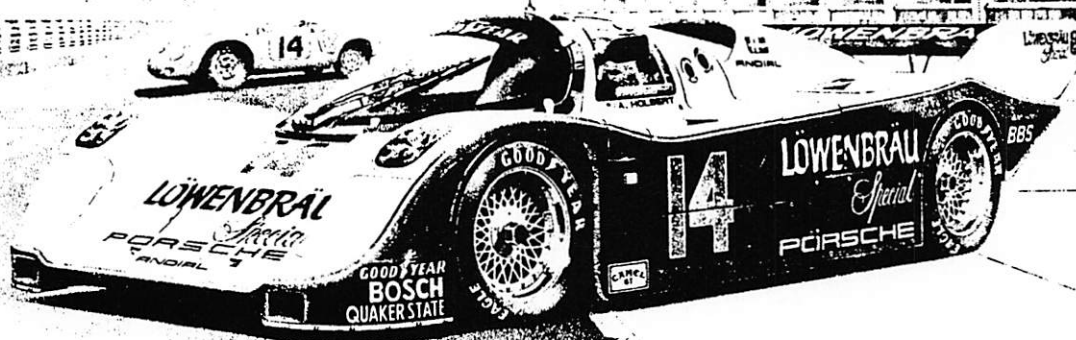
Dyno Day 2003

Charity Tech at Holbert's

More on The Largest RTR Gathering

Riesentöter Region  *Porsche Club of America*

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This could be the best year ever for Riesentöter. All of the Exec Council, and their helpers, have extended extra effort and planning to make our 2003 programs the most complete and well rounded ever presented to the membership.

Mike Andrews brings back an excellent history of quality drivers' education events with both a Charity Event at Watkins Glen (remember the \$27,000 we raised for Make a Wish last year) and a probable Club Race at the new track in Summit Point - Shenandoah.

Francine, as social Chairperson, has scheduled a dinner cruise on the Spirit of Philadelphia, a caravan to the Chesapeake, a golf outing, and an excellent Holiday Banquet in December. The picnic, co sponsored with the BMW Club, should be an interesting event as we will compete in a concours, a softball game, and who knows what else.

Ken Souser, as a sub chair, has an overnight thru the Poconos to Stonebridge scheduled again, as well as his famous day trips along the most beautiful roads in the East filling up quickly. Jolene will not let autocross die, despite the lack of a track site. She has received invitations for us to join the central Pa PCA Region in Hershey, as well as the SCCA, the Corvette Club, and the BMW Club.

Brian is organizing the largest photo opportunity ever for a single gathering of Porsches on the East Coast, as well as the second annual caravan to the Pittsburgh Vintage Grand Prix, a true highlight of last year.

To revisit Ken Souser's commitment, he is working with Geoff Whaling to organize a food and wine weekend featuring a Porsche exhibition and concours for the benefit of cancer awareness. Tom continues to keep the monthly meetings both informative and interesting. We had well over 200 members attend the March meeting at Holbert's, an absolutely terrific showing of support. Steve Choi, currently unemployed and looking for work as a house painter, has promised us four rallies this year. I have asked him to keep the adult bookstore clues limited to those available outside the establishment - entrance will not be expected or required. Steve has an interesting perspective when it comes to participation.

All of this great stuff will be continued to be reported in both der Gasser (Jim McHenry) and our website www.rtr-pca.org (Doug Mahoney). Rich DeGennaro, as our new publicist, has promised us mention of Riesentöter in every issue of Panorama this year - keep your eyes peeled for this national attention.

Tech even has two chairs, Bill Cooper to help you with your every day questions and frustrations, and Ed Kovalevitch concentrating on track issues.

This all adds up to one of the finest, most comprehensive programs offered by any Region of PCA in the country.

My goal is to give RTR the credentials and history that the president next year can compete for the coveted "Region of the Year" award presented by National at the Parade.

We need your attendance to help. Then WE ALL WIN. Thanks.

Craig



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Calendar of Events

APRIL

- 26 Hershey Swap Meet - see pg 11
- 27 Autocross - Hershey www.centralpaporsche.org
- 30 Membership Meeting

MAY

- 10 Tech Session 1 - Holbert's Porsche,
1607 Easton Rd., Warrington, 9a.m.- 2 p.m.
- 11 Auto Cross Challenge from the Central PA
Region - Hershey, PA (see pg 6)
- 16 - 18 Schattenbaum Region to host Zone 1 Concours
& Rally in Princeton, NJ - see page
- 23 RTR Driver Ed, Advanced Groups Pocono
- 24 - 25 RTR Driver Ed, Pocono
- 28 Membership Meeting
- 31-June 1 Stone Bridge III

JUNE

- 14 Tech Session 2- 9:00-3:00 Brandywine Porsche
4005 West Chester Pike, Newtown Square, PA
- 22 Picnic - Brandywine Park
- 25 Membership Meeting
- 28 - 29 RTR Driver Ed, Jefferson Circuit

JULY

- 19 Tech Session 3 - To Be Announced
- 19 Dinner Cruise - Spirit of Philadelphia
- 30 Membership Meeting

AUGUST

- 1 - 3 RTR Driver Ed, Watkins Glen
- 23 - 24 Club Race - Shenandoah
- 27 Membership Meeting

SEPTEMBER

- 6 Chesapeake Bay City, MD Ramble
- 13 Tech Session 4 - 9:00-3:00 Don Rosen Porsche
- 13 12 Ridge Pike, Conshohocken, PA
- 24 Membership Meeting
- 26 RTR Driver Ed, Advanced Groups - Pocono
- 27 - 28 RTR Driver Ed, Pocono North

OCTOBER

- 4 Tech 5 - To Be Announced
- 13-14 Drivers Ed - Watkins Glen Charity Event
- 19 Autocross - Hershey www.centralpaporsche.org
- 29 Membership Meeting - Elections

See RTR Driver
Ed Application on
page 13 and
www.rtr-pca.org
for the latest
updates.



April's Membership Meeting - CJ's Tire & Automotive Service Center

1405 S.
Township Line Rd,
Limerick Pa.
610-409-0400

April 30

7:30 Social
8:00 Meeting

Social Events

June 22 - Picnic - Brandywine Park, Pacopson, PA
July 19 - Dinner Cruise - 'Sprit of Philadelphia' -
Penn's Landing, Pier 3 - 8:00 p.m. \$64 ea.
September 6 - Ramble - Chesapeake Bay City, MD
November 22 - Longwood Garden Trip
December 13 - Holiday Party - Cock 'n Bull,
Peddlers' Village, Lahaska, PA \$50 plus cash bar

More Details to Follow

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Special thanks to Vince Evans and his team for their hospitality and to Jack Bair, the PCNA liaison with PCA — the man with one of the best jobs in the auto industry.

The April meeting will be held at CJ's Tire and Automotive Service's Limerick Location (www.cjtire.com). Kevin Hyatt, CJ's Director of Wholesale Sales has arraigned for a representative from PIRELLI to speak to us about their new street / track tire the P Zero Corsa. "...Pirelli's answer to the demands of special motorists ...who also

use their motoring masterpieces on the track...." Ted Dorazio, CJ's store manager is our host.

The meeting will be held Wednesday, April 30, with Social at 7:30, Membership Meeting at 8:00. Address 1405 S. Township Line Road, Limerick Pa. Phone 610-409-0400.

Registration for the Jefferson Circuit/ Summit Point Drivers Education Track

Event will open at this meeting. Applications will be accepted from

7:00 PM to 8:00 PM ONLY. Due to the popularity of these events,

it could sell out prior TO 8:00 - GET THERE EARLY.

The May meeting will be held at Mike Tillson's Motor Car Service, Philadelphia.

Goodie Store Update: The new DE shirts are in. Get yours now.

Caravan to Central PA Swap Meet in Hershey, PA

RTR member Jack Kramer is organizing a caravan to the Central PA Swap Meet.

www.centralpapororsche.org/swap/index.html

When: Saturday, April 26th, 6:30 am (swap meet begins at 7:30 am)

Meet at: Fairfield Inn parking lot, RT 100, . 1/2 mile south of the Downingtown exit of the PA Turnpike, just north of the intersection of RT 113 and RT 100.

Send Jack an e-mail (jackakramer@com-cast.net) so he has an idea of how many cars will be making the trip. Tom



Well, what do you do after you've invested thousands in a 914 and when you are all done, you're still left with a 914? Maybe I'm just getting spoiled or older.

Certainly the latter is true, but I also suspect the former as well.

It's the fault of my new Mini and my 20-year-old Carrera. That, and having my 914 off the track/street for more than a year. It's given me a different perspective. Nick Plenzick, a far more sage and knowledgeable person than myself, warned me two years ago, "It just isn't fast enough. You can have the engine rebuilt (which I did), put a Big Bore kit in it (which I did), have Webers and all (which it has) and it still won't be fast enough." (Which it isn't.) The reason I got this car was to learn how to drive on a track without using my daily driver, the 911 at the time. I wanted to learn technique. Speed wasn't important. And it seemed like a good idea, good theory. I've always thought that the primary limiting factor in any car's performance I've driven has been my capabilities. This is especially true in a Porsche.

But in Drivers' Ed it's become monotonous practice in using passing signals. My left arm gets sunburnt - it's out the window so much! The 914 makes up ground in the corners but of course, you can't pass in the turns. Not that it's about passing, is it? It's about learning. [Actually, I'd like to get some practice in passing sometime too.] And I still have a lot to learn but I think I'm getting impatient as well as spoiled.

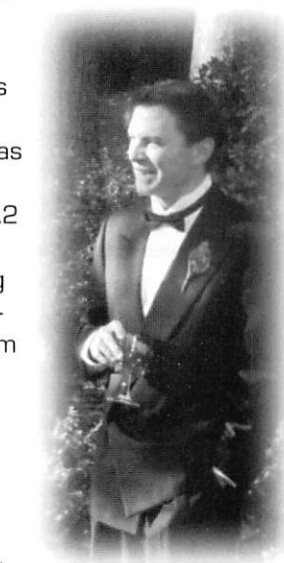
My Mini feels solid and quick. Compared to the Mini, the Carrera feels lithe and faster, amazing for a car its age. The 914 handles great and once under sail it moves quite nicely. It's good handling fun; a sense of speed without going fast but ultimately, as Nick predicted, it's limitations nag at me.

I could put a six in it. Oh, think what a 3.2 would feel like. But, jeez, that's probably another 8 or 9 grand, at least. I can't bring myself to spend the money. There is something in my head that just prevents me from going there even though the scope-creep I've experienced makes me wonder if I shouldn't have gotten a 914-6 in the first place. Ah, the clarity of hindsight.

So, maybe this is the last year on the track for the 914. Maybe I'll try autocrossing it. I hate getting a car just where I want it to be (minus the speed part) and then selling it but maybe that's in the cards too. Time, and/or my wife, will tell on this one.

BTW, I found a great mechanic with a lot of Porsche experience - Jim Montello (215-441-4900). He's just opening his own work-on-anything shop in the Warminster area. He's worth checking out.

Enjoy this jammed-packed issue. Jim



The Snidely Whiplash Fourth Annual Trek to the Track for the Faint of Heart

(continued from March)

Unless you are one of the prudent souls who already signed up with a guest to join us on our trek to Pocono on May 24th, **you're out of luck!!** That's right gang, we're all sold out! At least, for this year. Ok,ok...You can contact my friend, Fred Bonsall to put your name on a waiting list, but **DON'T SEND MONEY!!**

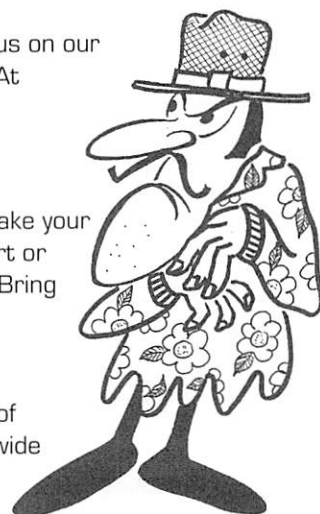
437 High Street, Bethlehem, PA 18018 or bsaia@fast.net

If you are one of twenty lucky ones, allow me to make a few recommendations to make your day really enjoyable. Wear comfortable clothes like jeans and a long-sleeve cotton T-shirt or buy the new RTR shirt at the track or from the Goody Store at our monthly meetings. Bring along a cap and jacket or sweatshirt, or both (preferably **NOT** "red" or "yellow" - this will protect you from the wind and sun and prevent anyone from mistaking you for a "red" or "yellow" caution flag).

A camera, sunscreen, and bottled water can come in handy, as well as some form of rain gear and comfortable shoes (a caution here since some sneakers tend to be too wide for proper pedal control). Oh, and don't forget the **PORSCHE!!**

So, circle the date of May 24th and get ready for a great experience!!

Snidely



DYNO DAY 2003

AWE Tuning has offered to welcome RTR to their new and improved facility in Willow Grove for the fourth annual RTR Dyno Day. Their facility now offers in-house fabrication of stainless steel exhaust systems, many types of performance modifications including GIAC Chip Tuning and Dynamometer Testing for 2 and 4 wheel drive vehicles. Additionally, during the day, AWE's master designer and fabricator Kenny McNeil will be on hand for questions and to demonstrate exhaust system manufacture.

Date: May 3, 2003, 10:00AM-3:00PM

Cost: \$85.00/Car, 2 or 4 wheel

Place:

AWE Tuning
2385-C Maryland Road
Willow Grove, PA 19090
About 1 mile from Exit 27, PA Turnpike

The registration fee of \$85.00 per car will cover 3 "Pulls" or runs on the Dyno, with a portion donated to charity.

Previous Dyno Days have sold out early, entry acceptance is based on receipt of registration with payment, so register now!

Mail registration with payment
(Check payable to RTR/PCA) to:

Bill Cooper
1148 Saint Finegan Drive
West Chester, PA 19382



Registration Information:

Name _____
Address _____
Phone # _____
Email _____
Car Make _____
Model _____
Year _____
2 or 4 Wheel Drive _____
Modifications _____

DYNO DAY 2003

Join Other RTR Members For A Historic Gathering Of Porsche Cars

On Sunday June 8th 2003 The Wegman's Great Tastes Culinary Festival which is held at Cedar Beach Park in Allentown has offered Riesentöter Region a way to show our stuff. They can provide parking for as many vehicles as we can gather in the form of a Porsche Car Show and People's Choice Concours. I am challenging the Riesentöter membership to join me in Allentown and show our club spirit by gathering as many RTR cars as possible in one place for one day. My goal is to gather at least 50% of the members' cars, that's 669 Porsche cars for this

event. Porsche owners and PCA members from other regions are welcome as well. Help RTR make history and enjoy a day of fine cars, food and wine.

Participation in this historic gathering will require a \$25 per person entry fee that will include food and wine tasting privileges at the festival. The fee they charge at the gate is \$36 per person, so we are receiving a great value as an incentive to be part of this historic gathering of Porsche cars. Part of the money collected in entry fees to the festival is donated to the Marguerite Hessinger Breast

Cancer Awareness Fund. Last year they raised \$12,500. Their web site is <http://www.wine-dine.org/highlights.html> if you would like to know more about the festival. Participation will require pre-registration. Pre-Registration enters you in a drawing for a complete Zymol Car Care Kit. It also helps us guess how many cars will be attending so we can have adequate space allocated at the event. Thanks for Pre-Registering

Watch the Web site for the count. 20 cars on 03/30/03 and growing!



Riesentöter Region
Porsche Club of America

Pre-Registration Form

THE LARGEST RTR GATHERING EVER

PORSCHE CAR SHOW
PEOPLES CHOICE CONCOURS

Sunday June 8th, 2003 - 10AM
Wegmans Great Taste Culinary Festival
Cedar Beach Park, Allentown, PA

Mail Your Completed Pre-Registration to:

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

Member Name : _____

Telephone Number : _____ Email : _____

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

Number Of People Attending With You: _____

Entry Fee is \$25/car and includes food & wine tasting privileges for the driver at the festival. Entry Fee will be collected at the event. Additional food & wine tasting privileges for others in your party can be purchased for \$25 per person if desired the day of the event. (Gate Entry Fee is normally \$36)

Number of additional food and wine tasting privileges desired: _____

Pre-Registration enters you in a drawing for a complete Zymol Car Care Kit. It also helps us guess how many cars will be attending so we can have adequate space allocated at the event. Thanks for Pre-Registering.

149 Old Lancaster Road
Devon, PA 19333
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356 B, 2000 GS Carrera 2

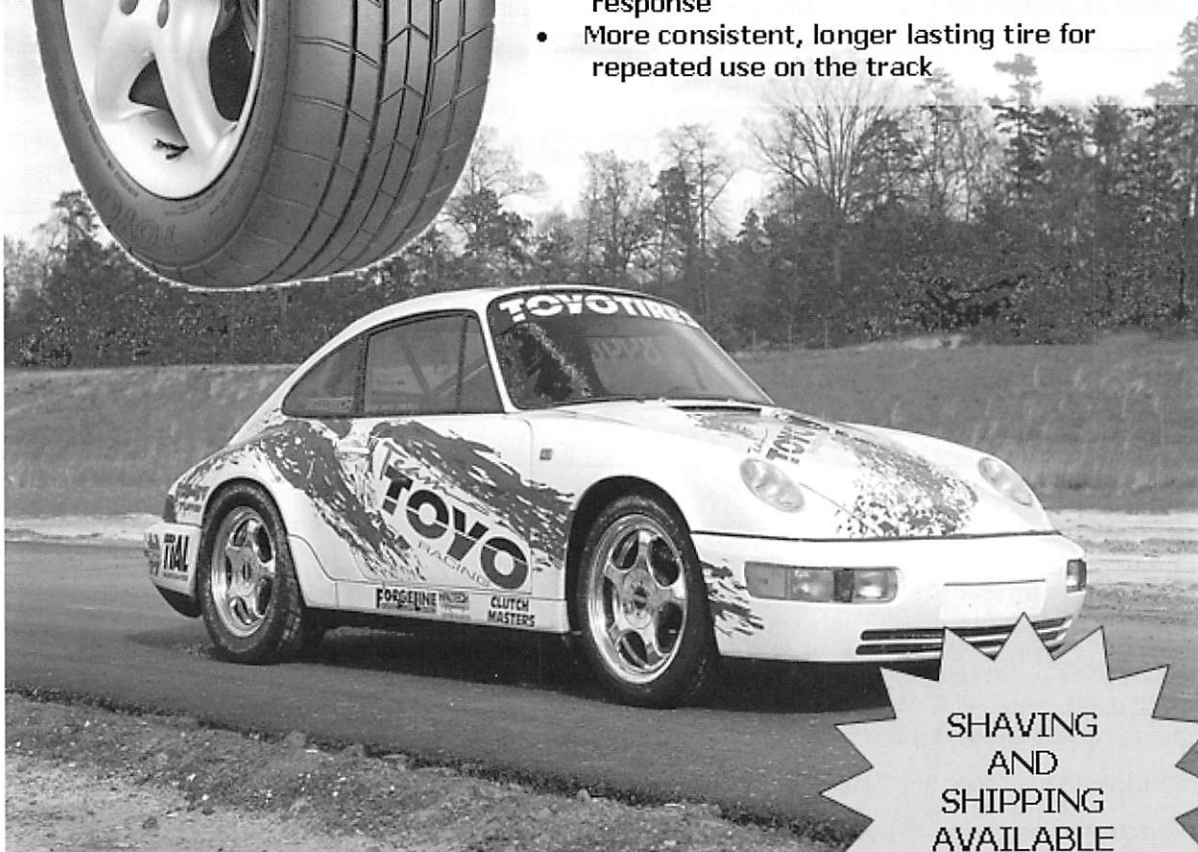
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Montgomery/Chester Counties: Kimberton 610-933-5984 • Limerick 610-409-0400

Lancaster County: New Holland 717-354-3193 • Lititz 717-625-3700

Or request information on line at www.cjtire.com.

27th Annual Porsche-Only Swap Meet

Saturday April 26, 2003

HersheyPark, Hershey, PA

This is the largest Porsche swap meet in the country.

7:30 - 4:00

Event is held rain or shine

No charge for admission. Parking is \$5.

Porsche car corral

"Peoples Choice" concourse.

Sponsored by Central PA Region

Contact Steven Baun

(717) 932-4473

Fax: (717) 932-1284

e-mail: sbturbo@aol.com or www.central-paporsche.org

ALSO

911T Technical Session/tech quiz with

Ed Mayo

(PCA early 911 advisor)

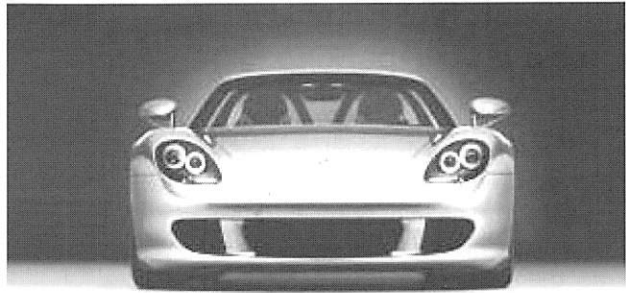
Wash-n-Shine (The Commoners)

Concours

Prizes awarded for both events

911T Registry

www.911t.org or thelancials@msn.com



2003

PCA ZONE 1 CONCOURS & RALLY AT PRINCETON

TRACK CARS ARE BEAUTIFUL TOO

On May 18, the Schattenbaum Region is hosting the 24th Annual Zone 1 Concoeurs d'Elegance in Princeton, NJ. The host region is encouraging Porsche owners to bring out their track cars and put them on display in the Porsche Park area. There will be no judging and no registration fee associated with the track car display. The first three rows of the grassed Porsche Park area will be reserved for track cars.

Track cars and concours automobiles are seldom found at the same venue. Many times the only thing separating a show car from a track car is a few paint chips and other slight imperfections. The Schattenbaum Region is expecting a large turnout of spectators for the concours. Many of these folks have never been to a track event. So why not treat them to the beauty of a "Cup Car", a PCA Club Racer or even a street legal drivers education car? Bringing your car out to the event will afford you with the opportunity to relax, enjoy the show and chat with friends and acquaintances from the PCA. Think about it - a rare chance to experience the camaraderie of a club event with none of the hassles of a track day.

The concours will be held from 9:00 AM to 3:00 PM on the grounds of the Sarnoff Research Center on Route 1 (northbound) in Princeton, New Jersey. There will be plenty of paved parking for trailers and support vehicles. For further information, please call Larry Schmidt at 609-883-1242 or e-mail at larryschmidt@att.net



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Wanted

Editor for this mag. Some knowledge of software an advantage and the desire to take der Gasser to the next level a must. Contact anyone on The Exec (page 16).



In Search of Camelot ... (or a 5 acre parking lot)

Last November I was just your average RTR club member; had a Porsche, wanted to get involved, talked to people, drove some autocross events and I was voted in as the Autocross Chairperson !!! Well, planning a few autocross events did not seem like too daunting a task for a super planner like myself. I heard myself shriek, "Whaddya mean we don't have a parking lot sanctioned for autocross???"

With my "never a challenge too great" attitude, off I went in search of an autocross site. Let it be known that my extensive network has always come through in the past

With my "never a challenge too great" attitude, off I went in search of an autocross site. Let it be known that my extensive network has always come through ...

and I certainly expected that someone would contact me with the perfect site this time as well. When in search of anything, I go directly to my 400+ clients, explain the problem, and wait for the solution from their recommendations and suggestions, easy huh?

Air Force Command Chief, Jim, supplied the contact name and info for the Willow Grove Air Force Base. WGAFB has had car shows and Indian festivals at the base in the past, BUT (and there's always a butt), the Official response was "Runways are the only space large enough for such events and they are in active use daily", so that was a NFW and we DNF'd on the WGAFB (the heightened state of security and the Iraqi situation didn't help our cause either).

My friend Air Force Master Sergeant Tom suggested Johnsville NADC BUT inquiries revealed the whole area had been sold off to several developers for a retirement community, mausoleum and shuffleboard courts (and we hadn't even raced there yet!!!).

"Ray" (name has been changed to protect him from idle AXr's) runs the security patrol at Penn State Abington Campus and said there was a really, really nice size lot by the gym that was soooo smooth with no obstacles or curbs or light posts and he was "POSITIVE it would be available to us" BUT after checking with his butt, er boss, it was relayed that Penn State will not rent its lots because the surrounding NAY'bors always complain (by the way, I'd appreciate anyone who is willing to donate A-Positive blood for "Ray").

My search has also included closed regional airports in Eastern PA and ski resorts that were supposed to be closed in the summer BUT many have added mountain biking and water sports to generate off season income.

PS - Anyone interested in a non-sanctioned "Live Autocross Event where the "Cones" move around a lot (like running for their lives?).

Lately my conversations sound somewhat repetitive, like "No sir, our club does not have any 500HP open-exhaust Dragsters that will rip your lot to shreds", and "No, we would not want your noise crazed neighbors to bomb your realty office (Do too!)" and ".... but no one in our club wears black leather jackets and hobnail boots with chains, sir", "We donate club proceedings to charity and", "We'll clean your lot..... We eat bugs! (or I'll be forced to if I don't find a lot soon).

Hey! We wanna PLAY BUT we gotta work at it (thought I was gonna say Pay, huh?) C'mon, I need your help..... Living, working and playing in NJ has added to my challenge because I am not as familiar with Eastern PA as you guys are. How far are my fellow club members willing to travel for an autocross experience? How far are YOU willing to

Auto Cross Challenge

Riesentöter Porsche Club
Vs
Central PA Porsche Club

Date: May 11, 2003

Place:

Hershey Park Lot,
Hershey Pennsylvania
We will meet and caravan together to Hershey.
Meeting time - 5:30 - 6:00am

Location - PA Turnpike
(Interstate 76) Between
Exits 25 & 24 King of
Prussia Service Plaza
(Milepost 328.4)

Times:

Registration	8:30
Tech Inspection	9:00
Racing Starts	9:30

Cost: \$20 per driver

Drivers must wear a
Snell rated helmet &
sneakers/ rubber soled
shoes.

E-mail Jolene at marketvisions@msn.com before May 1st if participating in this event or w/any questions.

travel? Please let me know (I'm taking a non-sanctioned PCA Survey for us RTR'rs)?

I would have thought with all of my determination and all the various club members' efforts that we would have found an autocross site by now BUT that is not the case. Soooo, once again I ask, If anyone knows of a 4-5 five acre paved surface without obstacles such as lamp posts and dividers, that might be available in the Mid- RTR.PCA region, please forward the information to Jolene at 856-866-0913 or marketvisions@msn.com.

BUT In the mean time, please take advantage of the many opportunities that are available to autocross listed on our web site and join us for the Autocross Challenge at Hershey on May 11th.

Jolene



Charity Tech at Holbert's

Date: May 10, 2003

Place Holbert's Porsche
1607 Easton Rd
Warrington, PA 18976
(215) 343-1600

Time: 9am - 2pm

Directions: Holbert's Porsche is located on Rt 611, about 2.5 miles south of downtown Doylestown, just south of the intersection of Almshouse and Rt 611

Holbert's will be sponsoring our Track Tech Session on May 10th. A fee of (\$20) will be collected for use of the lift. Part of the lift fees from this years tech sessions will benefit charity. Coffee and doughnuts/bagels/muffins will be available in the morning and we will order pizza for lunch. Be sure to bring the tools and parts you need to complete any minor maintenance. Holbert's mechanics will be on hand in if you need some advise.

These are tech sessions are scheduled to coincide with a track event but by no means are they limited to track participants. Anyone in the Club can bring their Porsche for maintenance or minor repairs. Just limit yourself to repairs that you can complete within one hour. The shop will have their mechanics on hand to answer any questions and there are usually plenty of club people around with lots of experience. It is a great time to meet other people in the club. You can even drop by just to see what is going on and learn from watching other people. You can call or email me if you have any questions. See you there!

Ed Kovalevich & Dave Ehm, Riesentöter Track Safety



Driver Ed Update

For those of you that didn't make it to the new members meeting at Holbert's, you missed a great turnout. For those of you that did, and participate in our track program, you were probably surprised at the turnout for the registration of our first event of 2003. Well let's just say that we sold out the green, blue and white run groups with over 25 people on the wait list for the green group alone. Something tells me this trend will follow for the rest of our events this year.

Speaking of the rest of the

events, registration for our Summit Point - Jefferson Circuit event will open at next month's club meeting so be sure to get there early to get a spot. In case you didn't notice we did add Friday at Summit Point to the weekend so you can turn this into a three day event.

Speaking of Summit Point, construction of their third track is underway and we have a club race/drivers education scheduled for August 23-24. We'll keep you updated via der Gasser and the web of any changes.

On a related note, I had the

pleasure of attending a Make-A-Wish function where we got to meet some of the other volunteers and some of the recipients of past Wishes, needless to say there we some touching moments. We will continue our charity program with a MAW DE at Watkins Glen and will pretty much follow the same program as last year. We will be raising money for MAW by auctioning off the garage spots so start your fund raising now. BTW, you do not have to be a participant to make a donation.

Mike Andrews, Track Chair



1211 LANCASTER AVE.
P.O. BOX 306
READING, PA 19607
(610) 777-6501
(610) 775-2794 FAX

R. CRAIG ROSENFELD
Dealer Principal

2003 Track Schedule

Pocono (Advanced only)	5/23
Pocono	5/24 - 25
Jefferson Circuit	6/28 - 29
Watkins Glen	8/1 - 3
Shenendoa (Club Race)	8/23 - 24
Pocono (Advanced only)	9/26
Pocono	9/27 - 28
Watkins Glen (MAW)	10/13-14



Got A New Toy

Text & Photos by Christopher Mahalick, RTR

"IF YOU BUY A
MOTORCYCLE YOUR
FAMILY AND FRIENDS
WILL MOST LIKELY
EQUATE THE
RESTORATION PROCESS
TO THAT OF A
FUTURE SUICIDE
VICTIM ASSEMBLING
HIS GUN . . ."

"You paid what?!! For a twenty-seven year old motorcycle?!!". Yep, I did it. I went and bought another motorcycle. A 1977 Yamaha RD-400D. Contrary to everything I represent, I paid at the high end of the scale. Plus, it took almost two years to locate, and seven months of haggling to finally get it home. Only to be greeted with comments like the preceding.

The RD-400 is a lot like a Porsche Carrera in that they both offer decent performance for a small price. Back in the seventies these bikes were raced on the track and even today you can build up a vintage racer from an incredibly wide variety of parts sources. But it seems no one gets it. Sure, it doesn't have fancy plastic bodywork and fat tires but it has something called "character". Character in the form of an exhaust note that is the closest sounding thing to a Formula One car than anything in existence, save for the occasional 1960s Ferrari twelve cylinder.

The previous owner of this motorcycle was an anal-retentive malcontent that looked like a thinner, non-alcoholic, sanitized Kenny Rodgers. I originally made him an offer last summer and he backed out at the last minute. All in all, he was really difficult to deal with, but at least he finally agreed to sell me the bike, but only after a great deal of hemming and hawing. So difficult and strange was this guy to deal

with that when he declined to help load the bike due to heart problems, I had to fight the urge to suddenly "startle" him. And I don't think he had a proper appreciation for my salty language. Subsequent to our deal he most likely retired to his New Age, cult house to light some candles for my redemption. But I digress . . .

At last I had obtained an ultra-clean bike that fit my restoration requirements: a can of Yuengling in one hand and a can of metal polish in the other. When I finally got it home it looked a little dirtier than it had when I last saw it but a light cleaning had it looking like new in no time. Since it was only 30 degrees outside there was nothing further to do at this point except drink some more Yuenglings and stare at this two-cylinder, two-stroke work of art. Whereas the cars from Japan have a cheap, inferior feel about them, quite the opposite can be said of their motorcycles. Giving credit where credit is due, the Japanese all but re-invented the motorcycle. While the Imperialist British fatcats were dismissing the small Hondas of the sixties as a "passing fad", a revolution of speed was happening in the streets (and on the tracks). By the end of the sixties, Honda had introduced a four-cylinder 750cc superbike that didn't leak oil. And had a fit and finish far superior to that of the British offerings of the day. Yet still, the arrogant British manufacturers ignored the threat that would eventually lead to their demise. And a quick demise it was. It's great when arrogance gets punished in the marketplace!

"What's a two-stroke", you may ask. Bear with me here, the next few sentences are kinda dry, but I promise we'll be soon back to the fun. I guess the simplest answer would be that a two stroke is, in its elemental form, an engine design that eschews the use of valves. Instead, intake and exhaust are routed through a series of ports (think tunnels) cast into the cylinder. These ports are designed to allow the up and down movement

of the piston to draw in fuel and expel the exhaust. "So what does that do for me?" Well, without the excess weight of a valve train the engine can rev at obscene levels. While your 911 most probably redlines at about 6200 RPM, a decent two-stroke will rev to about 10,000 RPM (or more) without too much drama. This is where the fun starts!

Picture yourself bungee jumping. Only in this instance you are holding a chainsaw (minus the cutting bar) next to each ear. Go to the edge of the bridge. Rev up the chainsaws as high as possible. And jump. That's about the best I can do as far as describing the two-stroke riding experience. There is very little power in the lower RPM ranges but once you hit the sweet spot it's like getting hit from behind by an eighteen-wheeler. The "buzz band" on these engines can be as narrow as 1500 RPM, so you have to keep shifting to stay in the power zone. It's a lot harder to ride these



machines but then again, it's also a lot harder to drive older cars yet each is fun in a unique way.

An old friend stopped by the other day and I had to give her a demonstration of this bike's capabilities as she had originally accompanied me seven months earlier to look at this exact bike. I began by heading up the steep hill in front of my house. Uphill, the front wheel came up in the first three gears. That was pretty cool but what happened next forever changed my concept of speed. Going down the hill I was able to get the front wheel up in the first two gears!! Now that, my friends, is what speed is all about. My female friend seemed unimpressed. I was still shaking at eleven o'clock that evening. For the next test, I may have to duct tape some hockey pucks to the knees of

continued on page 16

Cumberland Airport Sports Car Revival

Dear Sports Car Friends,

The subject line says it all, so I'll be brief:

From 1953 to 1971, the Cumberland Airport hosted a remarkable series of sports car races. The history of the races and our efforts to revive their spirit can be explored at <http://www.nationalroadrally.com>. Please enjoy our historic photo archive, where you will find Penske, Mims, Hansgen, Shelby, McCluggage and Thompson, just to name a few drivers who competed and won in Cumberland. Ferrari, Maserati, Porsche and all the classic British marques were represented. You will find them pictured in our web site "as raced in the day."

But to the point of my message - we have revived the spirit of these races and are hosting an annual return to this hallowed ground in the Maryland Mountains. On the weekend of May 30, 31 and June 1, we will feature autocross, SCCA regional road rally and a relaxed vintage sports car show with some stunning entries. Many Cumberland racecars are making this an annual pilgrimage. Downtown Cumberland is a wonderful turn of the century venue for a weekend of fun.

If your club or any of your members would like to attend on May 30, 31 and June 1, please contact info@nationalroadrally.com. We will be happy to make special club corral arrangements for groups and will do everything we can to make our weekend fun for sports car owners and enthusiasts.

See pictures at right.

Dave Williams
National Road Coordinator
dave@mcclarranwilliams.com
301-724-2450



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SuperTech Session at Dougherty Automotive

by John D. Floyd, RTR

As usual (and sometimes I think we take our Riesentöter resources for granted) the SuperTech Session at Dougherty's on March 1 offered the "P" enthusiast some very educational opportunities, as well as diversions to get away from the typical Saturday "honeydo" list of chores. For RTR members looking to do some minor maintenance access to the lifts was open from 9 to noon for the nominal fee of \$20. Others showed up just to wander the shop floor, watch and/or ask what work was being performed, or simply check out the spectrum of Porsche's technological advancements usually found at Dougherty's. From a 356 (dating from the early 60's) to a Ruf RGT - 1 of only 13 made) mixed in with a few club racers, including Scott Studor's car that appeared in PANO and Don Cox's always-being-improved Carrera. The crowd was then served up culinary delights in the form of what seemed like about a dozen different types of pizza from Riggtown Oven Pizza - from plain ole tomato pies to something ladled with barbecue sauce. You knew it was feeding time because there was very little conversation - only the sound of pizza boxes being opened, closed, and empties being stacked. The afternoon was then divided into 2 concurrent sessions: an introduction to Driver's Ed and Don Cox discussing safety devices.

Mike Andrews, RTR's Track Chairman, and Jim Zelinskie, Chief Instructor, spoke to approximately 30 attendees giving an overview of what Driver's Ed involves. First and foremost they stressed that DE is NOT a race and not a timed event. It is designed to help drivers improve their driving skills, accompanied by an instructor in the car, as well as attending classroom instruction at the track during the event where nomenclature and techniques such as apex and early turn-in are covered. They explained the required safety inspections

before a car is allowed on the track, as well as the safety inspection each day at the track. The safety ratings for helmets (known as Snell ratings) were discussed since helmets are required to drive on the track. They explained the different run groups (red, black, green, etc) and the length of run times. The interest level of the attendees seemed high as evidenced by the number remaining behind after the session requesting more info.

Don Cox, nationally known in elite racing circles and in-house engineer at Dougherty's, presented his thoughts on the available hel-

MIKE ANDREWS, RTR'S TRACK CHAIRMAN, AND JIM ZELINSKIE, CHIEF INSTRUCTOR, GAVE AN OVERVIEW OF WHAT DRIVER'S ED INVOLVES.

met restraint safety devices that have been developed as a result of Dale Earnhardt Sr's death - the result of severe whiplash upon impact. As Don so aptly put it, "We never go out expecting to have a crash and weird things happen in an accident" (more about that later). In an accident upon impact, restraints hold your body but your *head* keeps traveling, and at the same speed as your car - and a head weighs between 12-15 pounds, *plus* the weight of your helmet. And since the head is tied to the upper body, 2 questions need to be addressed: 1.where does your head wind up, and 2.what type of force is it subjected to? The human body can withstand up to a 50G-force for a short period of time; a 40G-force for a little longer; and a 30G-force even longer. In a high G accident (80 G's) a 15-pound head and helmet combination weighs 1200 pounds for a split second (crash recorders in Indy cars have seen over 100 G's). The average threshold for serious injury

is 740 pounds, which can be experienced in a head-on (no pun intended) collision under 60 MPH. In order to be effective a device must keep you below that threshold. Hence the development of the helmet restraint systems.

The first was the HANS device which, in Don's opinion, may be the most cumbersome and certainly the most expensive for the "week-end warrior" at around \$800-\$1000. First offered for sale in 1991, it consists of a collar and yoke system constructed of carbon fiber and KEVLAR. It is worn underneath the harness shoulder straps and is connected to the helmet by 2 flexible tethers, which allow normal movement of the head (left, right, up and down), but limits extreme head motions and neck loads. Another system is the Hutchens Device, which consists of a harness, including leg straps, anchored to the lap belt buckle and worn underneath the car's safety harnesses. Hooks are installed on the sides of the helmet, then helmet tethers, which are then connected to the Hutchens harness. The helmet tethers limit side-to-side movements of 20 degrees (extra mirrors are recommended to help eliminate blind spots). The third device Don covered was the G-Force helmet restraint, consisting of a cable attached around the back of the helmet to which a strap containing a carbon fiber rod is attached. The rod then goes under the shoulder harnesses, so that upon impact forward travel of the helmet (with head inside) is limited. Of the 3 devices, the G-Force is the least complicated, which Don likes - "A simple less superior device that you *will* use is better than a complicated superior one that you *won't* use". "Am I going to go through all the aggravation of hooking up a cumbersome device for a 20 minute run?" (Dougherty Automotive has no vested interest in the G-Force line).

He passed around information on the G-Force system, which included test results of a dummy on a test sled conducted at Wayne

continued on page 16

Riesentöter PCA Driver Education 2003 Application

<u>EVENT</u>	<u>DATE</u>	<u>FEES - Student</u>	<u>Inst</u>	<u>Open Date</u>
* Pocono East Course	May 23	\$90	\$90	March 26
Pocono North Course	May 24, 25	\$180	\$90	March 26
Summit Point	June 27	\$90	\$45	April 30
Jefferson Circuit	June 28, 29	\$180	\$90	April 30
** Watkins Glen	August 1, 2, 3	\$280	\$140	May 28
*** Shenandoah	August 23, 24	\$180	\$180	June 25
* Pocono South Course	Sept 26	\$90	\$90	July 30
Pocono North Course	Sept 27, 28	\$180	\$90	July 30
Watkins Glen - MAW	Oct 13, 14	\$220	\$110	August 27

Please circle the event you wish to enter.

A separate form is required for each event. - A separate check is required for each event and application.

- * The Pocono East and South course events are for white run group and above.
- ** Registration to the Glen event includes dinner on Saturday night; however seating is limited to 160. Extra dinner tickets are available at \$40 each. The first 160 requests will get seating.
- *** The Shenandoah event is a club race with only one DE group open to red or black run groups.

REQUIREMENTS:

You must have a valid driver's license,
Be at least 18 years of age,
Have a Snell 95 or Snell 2000 helmet.

ENTRY DATE:

If you register within 14 days of an event, please add \$20 for late processing.

SEND TO:

Chris Mahalick, 510 Fletcher Road, Wayne, PA. 19087. 610-909-7968

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

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 _____

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 _____

Address _____

Day Phone # _____ Evening Phone # _____

Family physician _____

Day Phone # _____ Evening Phone # _____

der Gasser's

CLASSIFIEDS

PORSCHEs FOR SALE

63 356B Coupe, Project for vintage racing or occasional street use (not a good candidate for restoring). Rollbar, bare interior. Pictures at <http://www.grube.com/356> \$4200 obo. Tom Grube, cell ph 610-909-1059 or



tom@grube.com Wayne, PA

'64 356 C Coupe, #217424 with SC engine #820119. Original, good condition light brown interior with Brown leatherette, and #6411 exterior paint (Togo Brown), both per Cert. of Authenticity. Dash-mounted VDO oil pressure gauge (just to right of clock), camber compensator, 8,000 RPM tach, chrome wheels, perfect bumpers. Straight and rust-free. \$22,750. Doug FitzSimons, Elverson, PA. 610-469-1029 after 7pm.

72 911 Zermont silver, 5 speed 2.7 engine and original 2.4 is available. lots of new parts have been installed including batteries, rotors, calipers, carpets, ect. ect. same owner since



1976. classic tags. 97,000 miles on car, 41,000 on engine. \$11,000. barbara weaver 610-469-6331 or barbmgr@aol.com

76 911S, 53K All original car, CIS, upgraded tensioners, coil and alternator, new injectors. Trans and shifter perfect. Engine seized after rebuild but ran very strong with some leaks and



smoke before that. All it needs is a good long block to be nice again. Body and paint very good no rust, garaged. Dash and gauges perfect, no headliner or rugs, seats from another car in poor shape. \$7900 mpcm@erols.com 6102789447

83 928S, 1/2 price sale! 5spd, about 85K miles, silver blue interior, front sport springs,

new clutch hydraulics, Devak Aluminum radiator, custom 3 inch exhaust, with the factory manuals and timing belt tensioner tool. \$3250 Looks nice runs great! Ted Heinritz 610 265 1684 Heinritz@nswccd.navy.mil

85 911 Carrera. White w/black leather. Excellent Condition! 6 way power seats, power windows + locks, sunroof, alarm, headlight washers, cruise control, good a/c, Momo



Course steering wheel, Autothority chip and Borla exhaust, Aiwa w/ MBQuartz, strong engine: dyno at 210 hp at wheels, Centerforce clutch, most records, factory spoiler + tail, H4 headlights, lowered to Euro specs. Extras available like bra, cover, wheels, etc. 113K miles \$16,500 obo. Just bought a C2. Mike (718) 721-6182 or kingsvil@erols.com

86 928S coupe, WPOJB0928GS862707 Red/blanc leather, auto, ABS, A/C, sun roof, Blaupunkt AM/FM Cassette, 43K orig miles. New tires, battery, timing belt, water pump, A/C, cover. No snow or smoke, Garage kept. All service records since new. Very exceptional car. Must see to appreciate. Pictures available. Runs & looks like new. \$20,000. Mr. Vassil, 93 Dispatch Dr., Washington Crossing, Pa 215-321-1324

87 911 Carrera Coupe, 50,500 miles, black /black leather, front spoiler, whale tail, new Alpine in dash CD & 6 disc changer w/amp,



pwr: seats, side mirrors, locks & windows, sunroof, AC, original window sticker \$44,000+ when new - now \$26,500. Garaged and fully serviced with records. Contact: John Panizza, 468 Wharton Road, Exton, PA 19341; 610 363-6003 x125, 610 563-0209 or jpanizza@gentera.net.

1987 Carrera Turbo Coupe. 43,232 miles. Always garaged. Excellent interior and exterior condition. Sun roof. Guards Red. Black leather trim interior. Integrated radar. Stereo upgrades. Tinted windows. PCA race-ready but never raced. Lowered and corner balanced. Full suspension upgrades--torsion bars, Weltmeister adjustable front and rear sway bars, Bilsteins, front and rear anti-roll bars. Dyno-tested 246hp at rear wheels. Prepared and maintained by

Euro Motorworks in Indianapolis, and Performance Automotive in Malvern. \$40,000. 610-212-2164/610-415-9278.

91 911 Turbo: Blk ext, int removed painted blk, 2820lbs, Cup Suspension, Big Red brakes, Kinesis K28, Spacro EVO seats, TeamTech



Belts, fully welded cage, GHL headers, RSR Splitter, GT2 with EVO Carbon Fiber Wing, Powerflow/K&N air filter, ltd slip, lightweight fly, too much to list. \$53,000. Will e-mail pictures. Chip Grimes: Malvern, PA 610-389-3352 or chip@fsgflooring.com and atgrimes@comcast.net (please use both addresses)

93 RS America, WPOAB296XPS418047, Red/Blk. 16K miles, 2nd owner, all options, ltd spli, A/C, sunrf, radio. New tires, fresh Mobil One. \$43,500 Fred Brubaker, 334 N 14th St, Allentown, 610-434-8778(d), 610-797-9298 (e)

94 968 Coupe, Black/Black, orig. owner, mint cond., never seen snow, garage kept, M030 susp. updgrade with 17" wheels, lim. slip. diff., 19,000 mi., Asking \$28,000, Ben Deratzou, 5270 Bowood St., Center Valley, PA 18034. 610-282-4169.

'99 Carrera 4, Zenith Blue w/Graphite Grey, Power Leather Seats, 18" Turbo Wheels, Hi-Fi, Am/Fm w/CD, LoJack, 7 yr/75,000 Extended



Warranty, Original Owner, 9,000 miles, Excellent Condition. MSRP \$79,000 Asking \$59,000. James Pesci Doylestown, PA. home: 215-348-5845 cell: 267-474-6817 jmpesci@comCAT.com

00 BOXTER S, Excellent Condition. Ocean Blue/Savanna interior w/blue top. "S" has been kept out of the snow, seen limited rain, been babied and garage kept. This car, being a "S", has the bigger engine, 6 speed, "Big Red" brakes and improved suspension. Digital AM/FM/CD, windscreen, Litronics, cruise, 18" Turbo Look Wheels w/crests & Pirelli Tires. 16K miles and under Warranty until Jan. 2004. \$39,500 deboerner@nursingcarservices.com for more info and/or pictures. Dave Boerner Doylestown, PA 18901 cell #267.664.0922

Have a picture of your item published.

Just send along a picture. E-mailed ones are best but we'll try to run whatever you give us.

02 986 Boxster S, Arctic Silver/Black Leather, 6 speed, PSM, Sport Package, Heated Seats, 17" 996 Wheels, CD changer, 8,100 miles, Factory warranty until May 2006, \$44,950. Bill Cooper, 1148 Saint Finegan Drive, West Chester, PA 19382. 610-793-9345. barrett356@comcast.net 2

PORSCHE THINGS

Porsche Parts, Pair of early style OE supplier carbon steel dual inlet heat exchangers off a 3.0L (told they also work with 2.7 & 2.4 engines). Good for track, good condition (small hole in one - 1"x 1/4"). \$185. Single wire oxygen sensor with less than 2000 miles (new \$90) - \$65. John D. Floyd 610-399-3265 johndfloyd@mindspring.com 4

FOR SALE: Four 16x6 Fuchs wheels with 205/55 ZR16 BFGoodrich Comp TA R1 tires @ \$450; differentials for 914-6 or 928 S4 @ \$75; front/rear 911SC Ferodo brake pads @ \$25; handheld CB radio @ \$30; early Passport radar detector @ \$40; 2.5lb fire extinguisher @ \$25; helmet intercom set @ \$25; steel 2.5 gal. gas can @ \$5; Mityvac brake bleeder @ \$10; VDO ammeter @ \$10; four 914/6 or early 911 chrome hubcaps @ \$20; pair original 914/6 speakers @ \$15; black 914 headlight surround @ \$10; chrome 914/6 bumper grille (w/out light) @ \$25; yellow racer's tape @ \$5; Alpine #7235 AM/FM/Cassette @ \$35; original 914/6 or early 911 steel spare/tire @ \$15; black vinyl 914/6 driver's seat bottom @ \$5; left 914/6 taillight lens @ \$10. Call Bruce Bristow (609) 921-2466 or dcobruce@aol.com. 4

Wheel & Tires, (2) Fuchs 16x6 w/Blizzak 205/55R16 snow tires & (2) Fuchs16x7 w/Blizzak 225/50R16 snow tires. Wheels are in good cond and tires have less than 500 miles. Willing to sell separately. \$400. Joe Schreiber. (215) 968-3549. jschreiber@adelphia.net 3

911: 7:31 ring and pinion set. For 915 gearbox, electric or mechanical speedo. Perfect condition, magnafluxed and polished. \$600/BO. Mitch Reading, 610 715-3532.

MReading@muhlenberg.edu 2

Drivers Education Equipment: Brey-Krause stainless steel harness bar with belt loops--fits 911 coupes '74 to present--\$200. TRW-Sabeit 6 point camlock harness and belt sets (2) red--\$100 each. Bar and 2 harnesses \$375. Call Tom Zaffarano 610-644-7588 or tzaffarano@aol.com 4

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02 Volkswagen Passat Estate Wagon, Dark Green Pearl/beige velour interior, 5 speed, Sunroof, Alloy Wheels w/ Michelin Pilots, bun warmers, Monsoon Sound System w/CD changer. Always serviced with Mobil 1, like new, bumper-to-bumper factory warranty 'till July 2005. \$20,900. Bill Cooper, 1148 Saint Finegan Drive, West Chester, PA 19382, 610-793-9345, barrett356@msn.com. 2

00 Ford Expedition 4x4 XLT. V8 automatic, fully loaded. Towing package. Excellent tow vehicle! \$17,500 484-576-3805 4



May's Membership Meeting - Mike Tilson's Motor Car Service

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7:30 Social
8:00 Meeting

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Der Gasser is published with the intention of being in members' hands on the 15th of the monthly. Editorial policy is to print as much locally produced material as possible. If we don't get it into this month's issue, we will try next month or the month after. Please include a SASE if return is required. All material for print should be received by the Editor by the 25th of the month previous to the month it is to appear. Copy material in electronic format is **required** although photos may be sent for scanning.

Address changes should be sent to both the Membership Chair & National. If you are having problems receiving der Gasser contact the membership Chairperson. **Classified ads** are free to PCA members and are printed on a space available basis. Ads may be mailed, e-mailed, or faxed to the Editor, are limited to auto-related items, and are subject to editing. Pictures of items may also be printed. Please send with e-mail or via U.S. Postal Service. Contact Editor for Commercial Advertising Rates. Editorial contributions and pictures are welcomed.

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State University and Delphi Labs. Illustrations showed the forces from frontal and angular collisions on a dummy without a helmet restraint with the G-Force restraint, the Hutchens Device, and the HANS device. The G-Force scored very high in both the frontal and angular collisions - interestingly so I thought, because of the simplicity of the system compared to the other two. Readers interested in these systems should contact each manufacturer to examine the test data and draw their own conclusions. Considering the litigious society in which we live, I don't want to be the target of some lawyer who has his eye on a new GT3.

And regarding "weird things happen in an accident", Bill Dougherty cautioned to be certain that your helmet strap is snugged up tightly - your helmet shouldn't be able to be lifted. He told of a driver at a summer DE, who, perhaps because of the heat, hadn't tightened his helmet strap and would up in an "incident" with his helmet lifting, cutting off the blood flow to his brain. Initially this driver showed symptoms of a stroke and potentially could have been treated for one had there not been an orthopedic surgeon in the same run group who was in close proximity to the accident and recognized what had happened. Keep 'em tight, folks.



Got A New Toy continued from pg 10

my jeans and attack the "Mahalick Gran Prix" (my highly developed, super-secret test track for the past 15 years).

As for modifications to this bike, there will be very few. The look I am after could best be described as "Retro Seventies Café Racer/Canyon Carver". To that end I have installed a set of "clubman" handle bars and rearsets (these move the footpegs further back on the bike, therefore increasing cornering clearance). These two mods cost less than two hundred dollars and were as close as a phone call away.

Luckily for me, "Kenny Rodgers" had installed a set of DG expansion chambers (exhaust pipes), saving me an additional two hundred dollars. These pipes also raise the ground clearance, and as an added benefit, take one back to the days when only motocrossers knew what DG and Fox Shox were. And that's it; the bike is done...or is it?

Back in the late seventies, I worked part-time at a Suzuki dealership in Northeastern PA and had the privilege of meeting an ex-motorcycle racer by



the name of Harry Cooper, who coincidentally happens to be the brother of RTR's own, Bill Cooper. To my fourteen-year old mind there was nothing cooler than a motorcycle road racer and strangely enough, that still holds true. I called him for some coaching while I was looking for an RD, as he had raced the factory versions, and he informed me that he may have some old race parts for sale. Hmmm.....a real race bike for the street? It may happen.

So for now I will just be content to blast around the back roads embarrassing Harley riders in the process. It should prove to be fun.

Seems like someone told the Yuppies that they were allowed to buy motorcycles and their bike of choice seems to be Harley Davidson. Until someone could prove different (from a handling standpoint), I fully intend to avoid ever riding a motorcycle that places my feet forward. Just seems unnatural.

But then again, maybe I'll grow some long hair, get a tattoo, and dress in some tasteful, fringe adorned leather garments in order to express my individuality.

Yeah, that'll happen!



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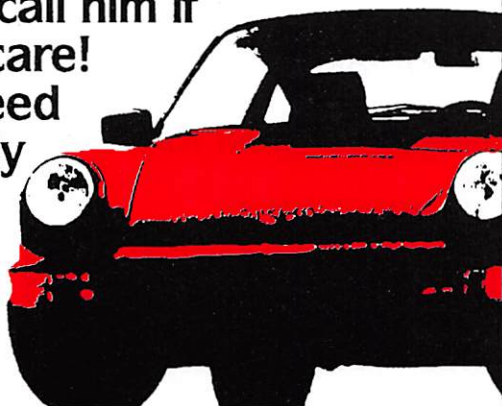
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