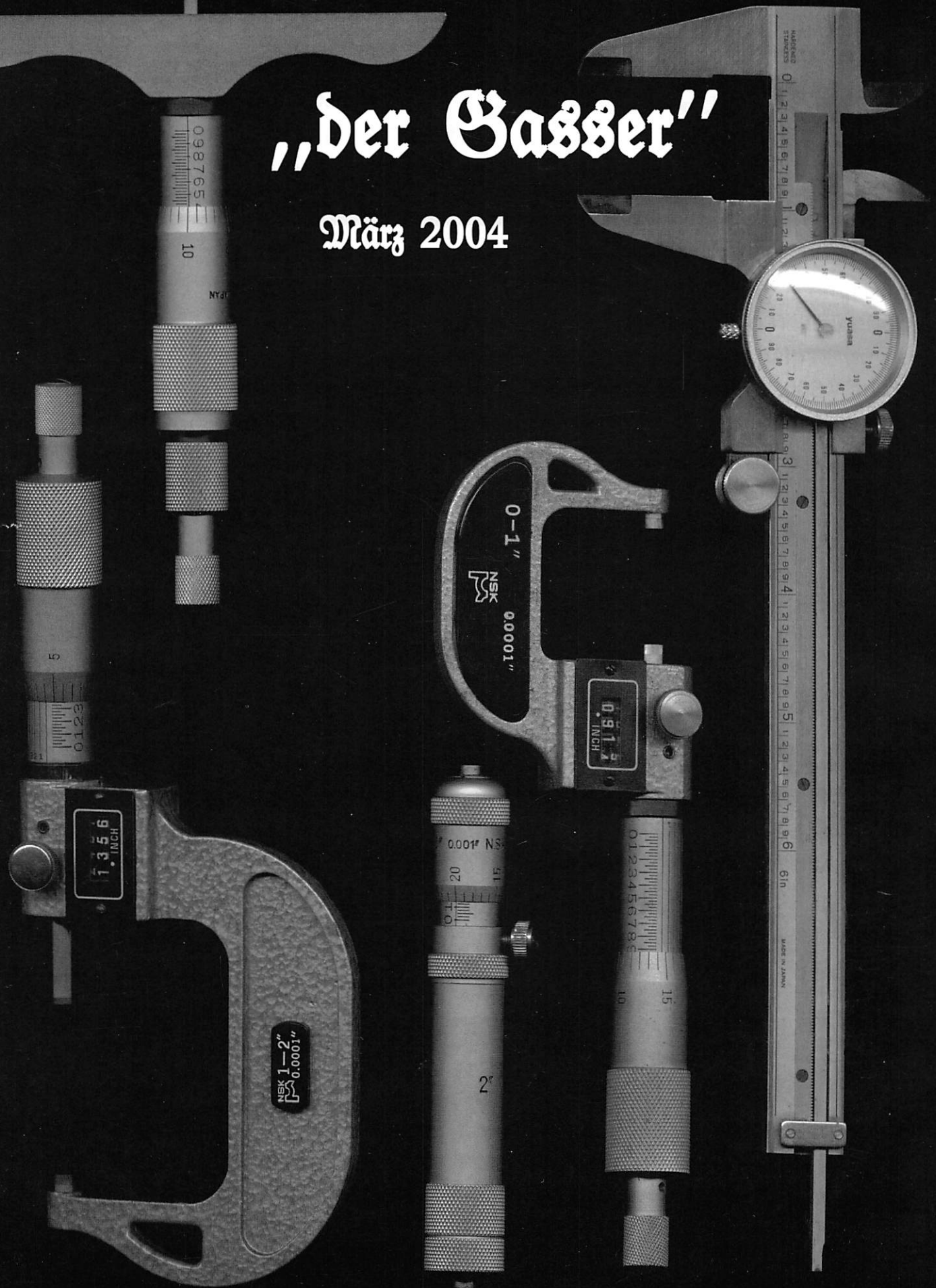


„der Gasser“

März 2004



The Calendar

Social Activities:

- May 16: Scenic Drive, ending with mule-drawn barge ride in New Hope, PA
June 13: "Grounds for Sculpture," Hamilton, NJ a group of CA sculptors exhibit their work, and in the Arts Building, Clara Aich, a famous photographer, has a show of black and white photographs from Hungary.
July 18: Riesentöter picnic, Camp HideAWay
September 11: Chesapeake City all-day trip in MD.
November 6: Winterthur Garden, Brandywine Valley, Delaware. Come enjoy Winterthur, An American Country Estate. Founder: Henry Francis du pond (1880-1969)
December 11: Holiday Gala. Talamore country club, Ambler, PA

Time and directions will be posted on the web site a month before each event.
Contact Social Chair Francine Knochenhauer for further information:
francinebodo@aol.com
Have a great summer!

Monthly General Membership Meetings

- 31 March – 2005 Porsche Parade Update - Sheraton Park Ridge, King of Prussia, PA
28 April – New Member's Night - Vision Porsche, Leesport, PA
21 May – Cruise Night – A Riesentöter First! - Performance Automotive, Malvern, PA
30 June – Robert Linton's 2,200 lb RS America – Brandywine Porsche, Newtown Square, PA
28 July – What's new at Porsche for 2005 – Holbert's Porsche, Warrington, PA
25 August – Race Cars at Rosen's – Don Rosen Porsche, Conshohocken, PA

Drivers' Education (Track) Events

- Shenandoah Tech - April 10 - Holbert's
Shenandoah April 23 - 25
Pocono Tech - May 15 - Don Rosen Porsche
Pocono East Course (Advanced Only) May 28
Pocono North Course May 29 - 30
Jefferson/Summit Point Tech - June 12 - Dougherty's
Jefferson Circuit June 26 - 27
Summit Point June 28
Watkins Glen Tech - July 17 - Mike Tillson Motor Car Service
Watkins Glen July 30 - August 1
Summit Point Tech - Brandywine Porsche
Summit Point August 27 - 29
Pocono South Course (Advanced only) September 24
Pocono North Course September 25 - 26 July 28 July 29

Membership Update

By Brian Minkin, RTR Membership Chair

The region now has 1373 members on its roster. During January and February this year, 29 new members joined the region. One of the monthly highlights of being membership chair is watching the variety of Porsche cars that our new members arrive with when they join PCA.

New members cars this year include a Cayenne S, GT3, Boxster S, Boxster, 944, 912, 930 and a variety of 911 models ranging from 1977 to 2003 vintage.

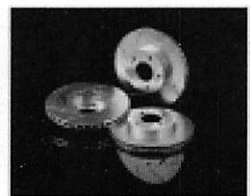
My goal this year is to help new members become better acquainted with the club and the great activities it has to offer. Being active in the club is the best way I know of to enjoy the pride of ownership and fellowship that owning and driving a

Porsche provides. To accomplish this, I am hosting a series of informal breakfast gatherings at various locations throughout the region.

The first one will be held on Sunday April 4th, 9:30AM at Cracker Barrel 1215 East Lancaster Avenue, Downingtown, PA 19335. The restaurant is on business Rt. 30 where it intersects with the US 30 expressway.

So whether you are a new member, a member who has never attended a club event or a fossil (how we refer to members who have been in the club for a very long time), get the Porsche out for a morning run and join me in Downingtown. I will have back issues of „*der Gasser*” with me and look forward to meeting members new and old.

If you can't make it but want to know more about the club, please call me at 610-626-6178 evenings.



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2003 Awards Banquet

By G. Frederick Bonsall, Awards Chair

On a chilly Saturday afternoon in December, Riesentöters gathered once again to share comradery and holiday spirit at the lovely Cock 'n Bull Restaurant at Peddler's Village in Lahaska. Top kudos go to Social Chair Francine Knochenhauer and hubby Bodo who hand-crafted center-piece wreaths covered with miniature Porsches for each table, setting the perfect mood for the evening.

Once again the annual Riesentöter Club awards were presented, but not until all had enjoyed their favorite libations and a delicious buffet dinner. And then there was the band... a rock group from the Norristown area called "RPM." The dance floor was never empty! As anticipated by all, "Riesentöter Fossil" T-shirts are always presented to those members who have belonged to the club

for 20 years. They are Frederic B. Thomson, E. Russel Hunsberger, Anthony E. LePore, Ronald J. Kellett, William O'Connell, Wyatt Vorters, Lawrence Herman, Howard S. Hinsdale, Paul A. Richardson, Steven Oxenberg, Richard C. Bogert, James D. McCarthy and Howard Greenberg.

The "Case-Beidler Award," named for Jack Case and Charlie Beidler is presented to the past-president as a token of the hard work and dedication throughout the term. The 2003 recipient was Craig Rosenfeld who continued and supported the activities for all our Porsche enthusiasts two years in a row!

John Heckman's "Annual Door Prize," awarded since 1994, was presented to the most active new member, Jack Kramer.

The "Mighty-Nitto Award" was originated by the Lyles who on a Saturday

purchased a 911 equipped with Mighty spark plugs and Nitto tires (neither one recognized as a go-fast goodie), and the next day, they both won their classes in an autocross. This award is now presented to the person who "Makes the Best of a Bad Situation." This year it was awarded to Bodo Knochenhauer for his valiant, last-minute leap onto the deck of the Spirit of Philadelphia after awaiting the arrival of late-comers.

The "Tattered Helmet Award," first won by Howard Reed, who in 1970, purchased the first 914 in our region, is awarded to the person who somehow distinguishes in a less-than-glorious manner. At the conclusion of an uneventful Driver-Ed weekend at Jefferson Circuit, Kurt Faller concluded by falling out of his truck.

The "Broken Crankshaft Award" was originated by William C. Schmidt, an avid autocrosser, in 1972. This year's most improved autocrosser was none other than Bodo Knochenhauer.

Through great efforts of Jolene Schwartz and Lee Volpe, a facility was located and three packed events were enjoyed by many. Those who attended all events were rewarded with stainless steel insulated tumblers. They were Dennis Angelisanti Sr., Dave Coughlin, Tony DeMarco, Wayne Flegler, Dave Van Haren, Bodo Knochenhauer, Francine Knochenhauer, Geza Korchmaros, Vern Lyle, Joe McCormick, Norman Seay, Patrick Wayman, Lee Volpe and Jolene Schwartz, as well as Frank and Larry Strahorn from Delaware. Jolene also presented the brand new Autocross Chairperson Plaque to the incoming Chair, Patrick Wayman.

A new award was created last year at the request of Steve Choi, our Rallymeister; a walnut clipboard adorned with an actual working 70's Heuer stopwatch generously donated by fellow Riesentöter, Jeff Meyers. Named for a famous rally run through all conditions, the "Press on Regardless" award is presented to the person who contributes the most to the sport of rallying. This year's recipient is Shelley M. Menkowitz.

The "High-Speed Driver Award" was originally presented to Al Anderson in 1984 and is currently presented to the track driver who shows the most improvement during the year. Mark Reynolds was this year's winner. The



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5. "Boxster S" Carbon Door Entry Guards (986 S) - Sale \$49995
6. Litronic Headlight Kit (986/996 ->01) - Sale \$1195.00 or \$154995 installed
7. European Sport Suspension Lowering Kit (996 C2) - Sale \$2899.00
8. 996 Sport Exhaust - Sale \$1395.00 - Call for installed prices
9. Boxster I Aerokit - Sale \$99999 or \$1998.00 installed
10. Boxster Clear Tail Lights and Side Marker Set - Sale \$19995

“High-Speed Instructor Award” presented for the first time in 2000, was given to one of the best, John Heckman.

The “The Riesentöter Award”, originally presented to Charlie Beidler in 1959, is the oldest and most coveted award in our region. It is presented to the person or persons who in the opinion of their peers has or have made the greatest contribution to the club over a number of years.

Literally translated, “Der Beste Riesentöter des Jahres” is “Best Riesentöter of the Year”. It is interesting to note that the word Riesentöter, which

loosely translated means “Giant Killer,” was part of the inscription long before it was adopted as the official name of the region in 1973. The unanimous choice was Ed Kovalevich, who was totally surprised. Ed has been quite active in the driver-ed program for several years as our Tech and Safety Chair.

Thanks also to all the vendors who so graciously donated the fabulous door prizes, specifically AWE, Bone Appetite, Brandywine Porsche, Brey-Krause, Dougherty Automotive, Michael Furman, Holbert’s, J. A. Myer Fine Jewelry, Vision Porsche and Chris and John

Crowley. Several lucky individuals went home very, very happy! Congratulations to all our winners who helped make this a truly remarkable club for and about the Porsche marque.

P.S. If you have not received your award, please contact me, Fred Bonsall at 610-866-0505 (o) or 610-868-8827 (h) or fbonsall@bsaia.com to make arrangements.

[Space limitations prevented the inclusion of Fred’s article in the combined January-February issue, but we’re happy to recognize Riesentöter members who distinguished themselves. --Ed.]

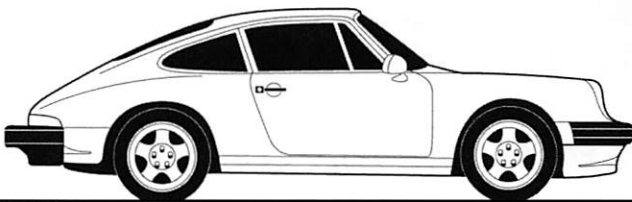
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Meetings, Past and Future...

By RTR Vice-President Debbie Cooper

On 25 February 2004, over 100 members joined our hosts Ted D'Orazio and Mike McCue at the new Coventry, PA location of CJ's Tire, for a preview of the

n e w
Michelin
Pilot Sport
(PS) 2 tire.

G r e g
Mynaugh,
Director of
Retail Op-
erations
presented
a technical
overview
of this
brand new
high-per-



formance street tire. Michelin developed the PS2, based on Formula-1 tire development, and unlike any other tires in this performance category, the PS2 combines two different types of compounding on the inner and outer surfaces of the tire.

Unfortunately Michelin has not released a carcass cross-section to allow us to fully appreciate the internal construction of this innovative tire. The Michelin PS2 would be a tire that you could drive to the track, run for the weekend and then drive home, whether it was dry or wet.

Many thanks to Ted, Mike, Greg and CJ's Tires for providing refreshments, door prizes (limited edition Michelin snow globes and bobble heads) and hosting a great meeting!

The 31 March 2004 meeting will preview the 2005 Porsche Parade and will be held at the Sheraton Park Ridge, King of Prussia. Hershey, PA will be the site of the 50th Annual Porsche in 2005 and there will be a sneak preview of the hotels and amenities, and planned venues of the events.

In addition to as making delicious candy and having a great amusement park, Hershey Entertainment and Resorts employees are Porsche enthusiasts, who are as excited to host us as we are to spend a week enjoying their hospitality.

Start planning your 2005 Porsche

vacation now and reserve 25 June - 02 July on your calendars.

Parade planning takes over 3 years and many of your fellow Riesenötter members are already involved as event chairs. Carl Thompson, President of Delaware Region and Sponsorship Chair for Parade 2005, will be asking for your help to secure additional support for this historic Porsche Club of America event. Join us and learn what it takes to entertain 1,500 Porsche enthusiasts for a week!

The Sheraton Park Ridge is located at 480 North Gulph Road, King of Prussia, PA Phone: 610-337-4506.

Directions: From the turnpike, take Exit 326, use right-hand tolls booths and make an immediate right at Exit 327. The Sheraton will be about 1 mile ahead on the right.

From the Schuylkill Expressway, take Exit 327, (Mall Boulevard). Turn right onto Mall Boulevard and at the next light,

turn right onto Gulph Road; the Sheraton will be about 1 mile ahead on the right.

Heading north on 202, take 422 West and exit at 23 West (second exit) and make a left at light at Gulph Road. Continue about 1-1/2 miles and the Sheraton will be on your left.

March Meeting
Sheraton Park Ridge,
King of Prussia, PA
March 31
Social 7:30
Meeting 8:00

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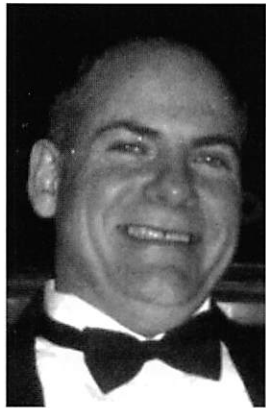
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The Right Seat ...

**THINGS DRIVERS ED STUDENTS MAY WANT TO KNOW
from an Instructor's point of view**

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

Two of the best pieces of advice anyone can give you about coming to a track event is to take plenty of time to organize yourself and your car a few weeks before hand and... try not to dwell on the excitement aspect of the upcoming event but more on the itinerary. You will be more relaxed when you finally get there. Easier said than done, I know.



Let's talk about that 'organize' thing for a minute. No matter how much or little you know about cars, the simple fact that you've chosen the very best car, Porsche, makes you more knowledgeable than the average car owner.

Sorry to those of you not bringing a Porsche to the event, but it's tough to argue that Porsche isn't the very best when you consider that the 911 is the winningest car racing platform in history. This, in my opinion, makes all Porsches the best!

Even though you take your car and get it serviced and then go through a Tech Inspection prior to each event, you should be constantly aware of a couple of things.

Like what kind of tires you have, what their speed rating is and what the recommended tire pressures are. You should also know what kind of brake pads you have and what percentage of pad material is remaining as well. Both the tire pressures and the pad wear are ever-changing items on your car and consequently require constant attention and organization.

This may sound like a lot of information, but it is really simple stuff and knowing these few things will make both you and your instructor more comfortable when your strapping it up to go out on the track. It's always the little things that will make it easier for you at the event and these simple organization tips will help.

All right, now the focus on the itinerary to quell the excitement bit. Our registrar and *volunteerus maximus*, Chris Mahalick, works so hard for people, you can't believe it! Anyway, when you've been accepted to the event, he will send you a packet outlining all the stuff you need to know and do for the weekend. Now here's the tough part...read it...comprehend it!

Most people read it but based on some of my observations on track day, I swear there is absolutely no comprehension. There are guys that will walk up to the guy working the Grid Tech and ask him where the Grid Tech is!

Trust me on this one, we set these events up so that

you will not miss any track time if you just relax and pay a little attention to what's going on around you, and then believe me, the excitement part will follow. It's easy and you will have a great time.

Ok, now the moment you've all been waiting for. It's Star Instructor time! This guy is really a special instructor because he is our graduation or "sign up" instructor. When you have driven a number of events and show your instructor how safe and smooth you are, you become eligible to move to a more advanced run group and this guy will give you the final evaluation.

So without further ado, The March 2004 Star Instructor is: my very very good friend, Jeff Yoroshko.

Thanks Jeff, great job!

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

b.smith21@comcast.net

Below:
March Riesentöter Region 'Star Instructor' Jeff Yoroshko.

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Drivers' Ed Track Clinic

getting the most out of learning to control your car..

by „der Gasser” editor Rich Herzog

When I saw the announcement of the High Speed Driver's Ed Track Clinic Event, I knew we had to attend.

The last time I was active in Club events at the Drivers' Ed/Time Trial level, it was in Southern California, I had a running 914.6, and it was at Riverside International Raceway -- that may give you an idea of how long ago it was.

I recently did a season of SCCA SOLO-II to make sure I still knew how to set up a car and to make sure I still liked the sport before making the investment to prepare a Porsche. I did, and while it was fun, a front-drive *ur*-GTI, even a well-prepared one, is no Porsche.

Joy had the opportunity to attend a SOLO-II school and participate in an autocross, but she has no recent rear-wheel-drive experience (if you discount the 17' UHaul...) and little time in the 911.

So I was ready for a refresher, to make sure the stuff I thought I knew was still accurate, and Joy needed the introduction. We attended along with about twenty other mostly first-time DE participants.

RTR Chief Instructor Brian Smith, Track Event Chair Mike Andrews, and Safety Chair Ed Kovalevich triple-team-taught a loosely structured free-association seminar on how to register for a track event in this Region, how to prepare the car for the event (or what to have prepared...), and what to expect once at the event.

First, of course, it is a Driver's Education event -- NOT a race. The goal of the event is safer drivers better qualified to control high-performance cars under all sorts of conditions. The race track happens to be a safe environment to learn and practice car control technique.

The Guys spent a good bit of time discussing the necessity of having the car in good condition and ready to be driven at elevated speeds -- and how that's different from simply having passed a state vehicle inspection (although that's an excellent start, for a street-driven car).

In particular, a qualified, designated, Track-Event "Technical" (Safety) inspec-

tion will cover items that are frequently not even addressed on a street-driven car until they cause a problem.

There are excellent resources on the Region website to learn what items will be checked by the Tech Inspectors for those who want to get a head start (recommended) on any issues that may need to be addressed. It is way too easy to run out of time before an event and get frantic trying to get everything done in time. Planning is your friend.

Fresh brake fluid is your friend too. Brake fluid is cheap, the consequences of brake fade might not be. The Guys suggested that you have your brake system flushed with fresh, really good quality brake fluid. (Something that should be done even for a street-driven car not less often than every two years -- once a year in the Spring is better...)

Another thing to very seriously consider before attending a track event, while there's time to plan, is a helmet. They're required. They must be of current specification, and they must fit your head. Since driving the car in a DE environment is work, (and you'll work up a sweat in a hot car...) it's *really* nice to have your very own helmet.

While it may seem obvious, different helmet manufacturers have different ideas of what different heads are shaped like. Try a few helmets, if possible, to find one with the fit and features best for you.

There are different price ranges depending on features, differentiated as much as anything on the materials. All the approved helmets will be safe enough. What makes some helmets more expensive is that they are made of more exotic materials that are lighter. Get the lightest helmet you can afford.

In addition to car preparation activities, your weekend will go a lot better if you're mentally and physically prepared. Constantly paying attention to what is *happening right now* is physically demanding. Get enough rest.

There's stuff you *must* take to the track, like *all your registration paperwork*. There's stuff you *should* take to the track, like a good hat, good sunscreen, plenty of fluids, a long-sleeved shirt and long pants of "fire resistant" materials. (Avoid synthetics that have names ending in "-on.") You don't need to spend big bucks on professional-grade fire-proof racing garments, but just remember the watchword from Frankenstein's Monster: "FIRE BAD."

When you get to the track, PAY ATTENTION to what is going on around you, and check your ego at the gate. It's the best way at actually learn something.

The Porsche is a tremendously capable automobile, and its performance capabilities reward those who have invested the effort to learn how to control them. The Region DE program provides an opportunity to learn those skills in a suitable controlled environment.

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The registration fee of \$90.00 per car will cover 3 "Pulls" or runs on the Dyno, with the proceeds donated to a charity such as the Delaware Valley Golden Retriever Rescue. *Previous Dyno Days have sold out early*, entry acceptance and run time requests will be based on *receipt of registration with payment*, so register now! We expect to be able to run 12 cars in the allotted time; we will accept 12 registrations and 2 alternates.

Place: CYNTEX Tuning
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Model _____

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Modifications _____

Run Time Preference _____

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The Chuff Zone...

Adopted Cars...

by Christopher Mahalick, RTR

We all want to drive fancy and exotic cars, right? But how many of us have the resources available to feed this habit? I suppose one could get a respectable job, working his or her way through a myriad of middle-management positions, only to be promoted to a higher position, thus requiring still more time, which ultimately cuts into that hallowed commodity we all know and love, "me time."

As in "time" to do the things that make life worth living. Like driving fancy and exotic cars. So, short of indentured servitude to Global Corporations or Grand Theft Auto, there must be a way to legally procure some tasty rides. And I think I figured it out 24 years ago. Think of it as "temporary custody." I like to consider extended periods behind the wheel of someone else's car as "adoption" rather than mere opportunism. Helps to maintain my high self-esteem

that way.

"So where do we get these cars?," you may ask. Mechanics, family members, and friends are your best sources. Mechanics, for example, always need cars shuffled to and fro, and family members and friends are all too eager to give up their cars for a free ride to the airport. It's easier than you think. And it sure beats the middle-management option.

The first of these "adoptions" occurred just after receiving my Pennsylvania State Driver's License. I was visiting some friends of the family whose current automotive lineup included a Mercedes Benz 450 SEL, 450 SL, a Porsche 924, and a Fiat 124 Spyder. Sounds kinda cheesy now, but back in 1980, this was considered to be a real "connoisseur's collection" (at least to my feeble mind). These folks did have street cred, though, as prior acquisitions included three E-Type Jags, a Maserati Bora and a Ghibli, and a 246 Dino

parked down in Delray. The mother of this clan drove an '83 Targa as a daily driver well into her sixties.

Back to the visit. This Porsche-driving mother and I walked into the garage one summer's day in 1980 in order to get me situated with a car for the week. The choices were that SEL, SL, and the 124 Spyder. One look at the Fiat and I knew we had a date with destiny, manifesting itself in the form of a violent, prolonged pummeling along the twisty mountain roads of Northeastern Pennsylvania.

"The Mercedes (SEL) is the only car we have free this week, will that be OK?" "OK yes, optimal no," were my thoughts on the matter. "That would be great" was my reply. And so it was. The Fiat and I would have to meet at a future date, and in the meantime, I'd be driving my grandfather's Benz. The Benz turned out to be a fun car. Not much down low, but it really came into its own at above a hundred. I drove it without

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incident for the duration of my visit, and in the end, had unknowingly set in motion a series of events that would culminate in a lifelong pattern of "car borrowing." As a side note, I am happy to report that the Fiat and I finally consummated our relationship a year later in Ocean City, New Jersey, in the guise of a month-long series of serious beatings. Both car and driver emerged from the sordid tryst unscathed.

It was during my college years that the motorcycle shop I used to work at began to morph itself into an automotive haven for the tired and weary owners of ailing exotic machinery. The owner of this shop was (and still is) a guy by the name of Jon Valentine. I met him at the age of 13 and we have remained friends to this day.

Jon sold Suzuki's and Nortons during the '70's, yet had always raced cars as well as motorcycles. At the time of our meeting, his collection included a 914-6, An MGB race car, and a 289 A.C. Cobra (not some poseur kit car either, but a real "CSX"). At one point, he had a Suzuki GS-750 drag bike, punched out to an 880, with an American Turbo-Pak turbocharger running 24 pounds of boost.

What happened on this particular bike would forever change my life. Jon finally gave in to my constant badgering for a ride on this machine, and we headed out to a safe stretch of highway. He then kicked it down a few gears and snapped open the throttle. And then it happened. It could best be described as a psychedelic explosion of sound and colors, all magnified a hundredfold by the biggest, nastiest adrenaline rush you could imagine.

The colors of the scenery began to blur and the air was instantly sucked from my lungs. I was so dizzy I thought for sure I'd pass out. As fast as it started, it was done. Silence. Breathe. Return to shop and get off bike. Shake constantly for the next week. Too late. The damage was done. I was a fourteen-year old speed freak.

1978 was a very good year. Like a heroin addict looking to recreate his first high, or a sex addict looking to reclaim his first conquest, my life from then on consisted (and still does) of trying to experience once again, that ultimate of

highs, the high speed rush. Just one more time.

As well as giving the gift of self-actualization, Jon's shop provided the opportunity to drive a lot of neat cars. While specializing in Shelby products, there were enough old British classics in the blend to keep it interesting. One such car was an Aston-Martin DB4, not unlike the one Bond drove during Sean Connery's tenure. I showed up for a visit one crisp fall day in 1982, and Jon asked me if I would take it out and warm it up a bit. It was a right hooker, and pretty tatty at that. But of course I jumped right in and sped off.

For about a mile or so before the engine stopped running. Typical Brit junk.

I pulled over and popped the bonnet for some roadside troubleshooting. As luck would have it, the only problem was that some wires had vibrated loose. It must have been a strange sight that day in Dallas, PA, as a 20 year old right hand drive "Bondmobile" sat at the side of the road disabled. Come to think of it, the owner did live in Dallas, so I am confident the sight soon became commonplace due to the fragility of that dated British engineering.

I did continue the drive afterwards and all I could say about the handling was "Wow!" While the engine and electrics sucked, the roadholding abilities of this antique were incredible. I slammed it through turn after turn with nary a misstep. I could now see how the seduction brought on by the handling could quite possibly override the deceits put forth by the inherently problematic Lucas electrical system.

Other than powering Mustangs, Shelby's, and Cobras, the Ford 289 HiPo engine eventually found itself shoe-horned into a limited production British car known as the TVR Griffith. Jon had built one for himself, and was just finishing up a second when I strolled into his shop one sunny summer afternoon in 1986. He needed some parts fetched from the local Porsche dealership. You guessed it.

He offered the Griffith as transportation. I was pretty pumped at finally getting the opportunity to drive an old school Brit powered by some legendary Detroit iron. In case you've never seen a Griffith, it is a short wheelbase tube

frame, enveloped in fiberglass and plexiglass. And a V8 engine thrown into the mix to make it interesting. With visions of a return to my turbo-bike epiphany, I took to the road for what I thought would be a routine thrashing.

Instead, I was beaten by a car for the first time in my life. For starters, it took both feet to engage the clutch, and once underway, the body shook so much that I was soon seeing double. The smoke filling the interior provided still more distraction. So I drove it slowly, returning the car to Jon in less than an hour. Talk about anticlimactic. But in the end, I had experienced another exotic.

The past twenty-some years have fatefully provided many similar experiences including the following: Shelby GT-500, Sunbeam Alpine, Jag XJS convertible (what overpriced, underperforming junk!), Porsche 911, MGC, Range Rover, E-Type Jag, Kawasaki H2 750, Suzuki GS-110, and probably many more that have slipped my mind.

There you have it. Some exotic stuff and I never had to cough up a dime. And the folks were truly thankful for my evaluation of their vehicles (if I repeat that enough to myself, it must be true). Just remember to leave no evidence and you too could embark on the automotive adventure of a lifetime.

March Membership Meeting 2005 Parade

**Sheraton Park Ridge,
King of Prussia, PA
610.337.4506**

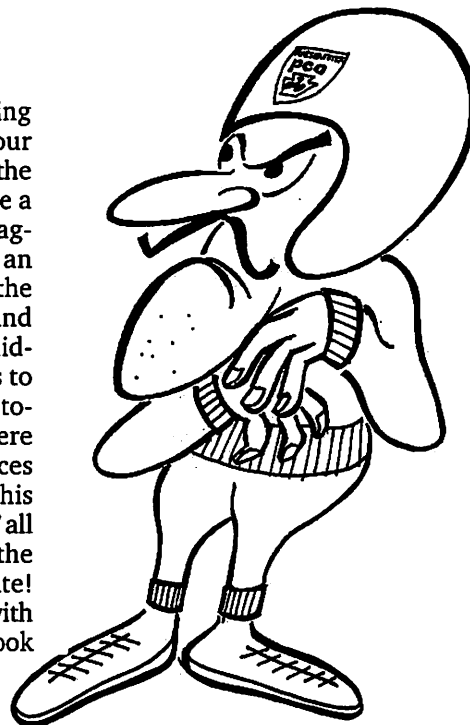
**March 31
Social 7:30
Meeting 8:00**

Snidely's back!

All of my devious details for a special day at Pocono Raceway on Saturday, May 24th are finally coming together. As stated last month, we will meet for breakfast at one of the two convenient area restaurants and caravan to the track by 9:30 or so. We will greet you at 7:30 am at the Charcoal Drive-in in Allentown, just off the Northeast Extension of the PA Turnpike on Route 222, and at 7:00 am at Otto's Restaurant in Horsham, 1 mile from the Willow Grove exit of the PA Turnpike. Here we can indulge in a great breakfast if you like, and then drive our favorite cars up to Pocono International Raceway and register for a day packed full of Porsche fun and education.

There you can see many members preparing their cars, ask tons of questions

and see many of your friends turning laps. A lunch coupon for you and your guest will allow you to dine amongst the merriment. In addition, there will be a classroom instructional session, a flagging opportunity out on the circuit, an actual tech session and finally, after the last run-group, a series of laps around the track that you drive under the guidance of an RTR instructor... All this to be followed by an end of the day get together with all the participants where you can discuss the day's experiences with fellow enthusiasts. Don't miss this neat opportunity to "see for yourself," all for only \$25. So don't delay... only the first 20 cars will be able to participate! Fill out the form below and return it with your check for \$25 today! Be sure to look for more details next month.



APPLICATION for the FIFTH Annual Snidely Whiplash Trek to the Track

Attention: G. Frederick Bonsall, 437 High Street, Bethlehem, PA 18018
(610) 866-0505 (W) (610)868-8827 (H) fbonsall@bsaia.com

Count me in. I want to be among the twenty car limit for this special event!

I will be coming alone _____

I will be accompanied by _____

I will meet for breakfast on Saturday, May 29, 2004 at:

Otto's Restaurant, Horsham _____ 7:00 am

Charcoal Drive-in, Allentown _____ 7:30 am

REQUIREMENTS: You must have a valid driver's license, and be at least 18 years of age, Riesentöter reserves the right to refuse any application

Name: _____

Street: _____

City: _____ State: _____ Zip Code: _____

Home Phone: () _____ Work Phone: () _____

E-mail: _____

PCA Region _____ PCA Member # _____

Porsche Model and Year _____ Color _____

I understand that this is a driver's education event and I will abide by the rules. I certify that I have no physical or mental disorders which might affect my ability to safely participate in this event.

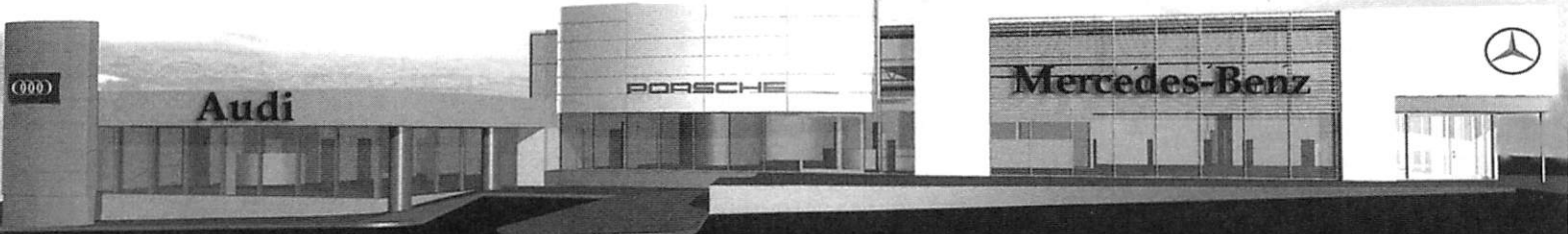
Enclosed, please find my check for \$25.00 made payable to RTR-PCA. Which includes a meal ticket for myself and a guest.

Signature: _____

Date: _____

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der Gasser's Member Classifieds

Porsche Vehicles

61 356B Roadster, 1600cc, #88503, engine #P74758, Ruby Red, blk interior, blk top. Complete restoration over last 3 years. Records available. Excellent cond. Restored to original color 2 years ago. New Yokohama tires. Owner since 1992. Nardi steering wheel, Weber carbs, new kingpins, generator, regulator. \$40,000 Joe Evancich 215-732-9176 12

83 911SC, Grand Prix white/brown leather. 95,000 miles. Recent major service with new tires, clutch, transmission rebuild. Excellent condition throughout. Meticulously maintained. Never driven in snow and garaged. All records. \$17,500. Contact Paul 302-239-7765 or jshunta@aol.net. 12

85 911 Carrera Coupe, showroom cond. (in/out), #WPOAB0917FS120563 12,500 original miles, black/black leather interior, front and rear spoiler (whale tail), pwr steering, windows and side mirrors, sunroof, ac, new am/fm radio with cassette player, fact. Fuchs, new tires, always garaged, never in rain or snow, owner non-smoker \$34,000 R. Weissberg, Richboro, PA 215-364-9525 rdweissberg@aol.com 12

'00 Boxster, Glacier white with Metropol blue top and interior. 8,000 miles, garage kept, cover included. Serviced by Holberts. Pictures on request. \$33,000 Rob Riesenberger, 215-230-4497, riesenberger1dds@aol.com 1

93 RS America, WPOAB296XPS418047 Red/Blk, 18K miles, 2nd ownw, all options, ltd slip, A/C, snrf, radio, new tires. Mobil One. \$41,000/obo Fred Brubaker, Allentown 610-434-8778 (d), 610-797-9298 (e) 12

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 \$50,000. James Pesci Doylestown, PA. home: 215-348-5845 cell: 267-474-6817 jmpesci@comcast.com. 9

'00 Boxster, Artic Silver/Black, 49k mi, mint, heated garaged, no smoking, pampered by Porsche of Princeton and Don Rosen Porsche, body color rollbars, aluminum face gauges, Sport Classic wheels, new Michelin MXX3s, Sport Design package, CD Hi-Fi sound, CD shelf center console, colored Porsche crest wheel caps, factory floor mats, \$34,000. Neil Hoffman, Philadelphia, 215-232-3996, neilchanan@mindspring.com. Call or email for pictures. 10

03 911 (996) Carrera Coupe. Midnight Blue Metallic w/ black leather, red stitching, and red seat belts. 18" wheels and tires with many options including sport exhaust. Always garaged. 8500 miles. Excellent / Mint condition. MSRP 78,000. Asking \$64,900. Contact Wayne Evans at 610 391 9115 after 6:00 PM or Email newgrass@aol.com. 12

77 Track Car, F Stock, vintage, DE. Runs as 3.2 Carrera, completely sorted and reliable car...

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1989 Porsche 944 S2, Guards Red/Black interior, 39k orig. miles, exceptional condition, PCA member owned, no rain or snow, never on track, garage kept w/cover, all maintenance records, belts changed at 31k miles, fresh Mobil 1, less than 4k miles on new Yokohama AVS-I tires, new cross-drilled rotors and pads, converted to R-134a, car is beautiful, fast, and fun!... must see! \$14,500 Chris (h) 302-378-8457 (w) 302-458-0784 chris.dryden@mbna.com dryden1@att.net

85 911 Carrera Coupe, showroom cond. (in/out), #WPOAB0917FS120563, 12,500 original miles, black/black leather interior, front and rear spoiler (whale tail), pwr steering, windows and side mirrors, sunroof, ac, new am/fm radio with cassette player, fact. Fuchs, new tires, always garaged, never in rain or snow, owner non-smoker \$34,000 obo. R. Weissberg, Richboro, PA 215-364-9525 rdweissberg@aol.com

72 911 GT-4 Race Car (built by Peter Dawe) Fresh 2.8 just rebuilt by Paul Schwartz, Fresh trans with updated gearing. Full cage, fuel cell, onboard fire-system, big reds, Sparco EVO seat and wheel. Includes extra set of wheels shod with newer rain tires. Lots more. Please call for more details. \$39,900 Doug @ (610)688-7734 or dfero31@comcast.net

Porsche Parts

Exhaust & Steering Wheel, Mille Miglia Sport Exhaust, stainless steel, large exhaust tip. Save weight - awesome sound. Used 6 months \$500. Momo steering wheel, blk leather, 3 blk spokes, aluminum, w/adaptor. Franco 610-387-0609 (h), 484-686-8868 (m), 610-397-1020 (o). 12

Parts Car, '74 911, 2.7L engine & trans, tub of rust. \$1800. Ben 610-565-3421 12

Hardtop for 2000 Boxster. Prefer Ocean Metallic Blue but would consider other color. Contact Joe at 215-321-9446 10

Parts from '86 Turbo, Perfect update for your Carrera or SC. Turbo brakes includes all four calipers, pads 80%, braided stainless lines and two rear rotors: \$1200. Turbo torsion bars 26mm rears: \$125.00. Brey-Krause harness truss, black anodized: \$400.00. Factory 6 way Sport Seats, black: \$1600.00. Brian Smith 215-778-5280

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245-45-ZR16 BFG G-Force. Four 225-50-ZR16 Hoosier slicks. G-Forces are in the best shape. Located in Audubon, PA. 610-666-6463 after 5PM. Ask for Frank. 12

15" Fuchs 2 6x15 'deepdish' Early 'S' (901.361.012.06), 2 later (911.361.020.10) 6x15 with perfect, lo-mile 205/60-15 Yokohama Avid T4 \$650 the package. Brey-Krause R-1015 Harness Guide Bar '74-'93 911 Targa Excellent Condition, all hardware - \$250. Rich Herzog 215.272.7456 rkh@ArtechnikA.com

Other Stuff

81 DeLorean, Rare find early edition. Stainless steel body, blk leather, automatic. All factory upgrades, garaged, 52.5K miles. Alpine stereo w/amp & 10 CD player. Meticulous maintenance, new tires, battery, and oil collar. Factory shop & parts manuals. All DeLorean World issues since inception. \$29,500 Pat 215-493-3036 patlaruffa@aol.com 12

BMW Parts, E36 Eibach sport springs (4) set and front & rear sway bars in box, used 3 months. Lowers car 1 inch front & back. E36 6-CD factory changer & mounting brackets, \$250. M3 Lightweight new factory front spoiler lip extension. Easy to install, both sides \$150. Franco 610-387-0609 (h), 484-686-8868 (m), 610-397-1020 (o). 12

01 VW GTi, 1.8T Htchbk, 41k mi, just insp'd/svc'd, new front rotors/pads, A+, Red w/ Blk Leather, 5-speed, 17" Alloys, CD Avail w/ GIAC v10 chip, & mounted Blizzak snow tires. Liz Zaffarano, 610-240-4231 12

01 Volkswagen Passat GLX, 4Motion Dark Blue/blk leather. Garaged. Automatic with Tiptronic shifting option. Driver & Passenger power seat and mirrors, heated seats. Monsoon stereo, cass. & CD player. 8 air bags. 16" alloy wheels. Wood grain dash and doors. Great in the rain & snow. This car is loaded! Excellent condition. Hate to get sell it but getting company car. \$20,999 J Nicastro 610-733-0242 nico5@comcast.net 12

97 GMC Suburban C2500, SLT, 7.4 Liter, White exterior, Light grey interior, Full leather, Barn doors, roof rack, CD, 10k towing capacity, Power everything. No kids, pets or cargo ever. Maintained by fanatical PCA member. Mobil-1 every 3000 miles. Interior and exterior near perfect. Car in Tampa FL. until June 2002. 104k miles \$12,500 Frank Donato 610-993-8792 12

02 Audi A6, AllRoad, 17K miles, 6-speed, Alpaca Beige, all options, showroom cond, bought a Cayenne. Must sell, \$38,500. Jon Kane, 610-640-7803; kanej@pepperlaw.com.

Trailer. Older Trailax, Aluminum 18'; Tire Rack, Tool/Storage Box, Surge Brakes, New Tires. Tie Downs included. Current PA inspection. \$2000 Brian Minkin 610-626-6178

Fahrvergnügen!

by „der Gasser” editor Rich Herzog

A few days ago, when the weather had finally cooperated by sending some rain to wash away the salt at the end (so far...) of the snow, I brought out the 911 for a drive.

It was making a bit of racket, proportional to road speed, and I attributed it to yet another kink in the speedometer cable. The sound kept getting louder, and worse, the character of the sound changed dramatically when the clutch was depressed.

Sounded like someone sticking a baseball card in the spokes of a bicycle to make that “cool” motorbike sound. Except the 911 has no wire wheels, and I didn't think it was cool.

Had a hard time attributing that to the speedometer cable, but I tinkered with it anyway, before heading over to the new CJ's Tire location for the General Membership meeting (had to drive the Porsche and save that quarter, ya know...). The sound just got worse.

I was starting to panic.

Removed the driver's seat, removed the pedal board, slightly re-routed the speedo cable to remove any sharp turns, put it all back together in time to leave for the SuperTech and Track Clinic at Daugherty's in West Chester. The noise was back, with a vengeance, which was a pity because the car was running great, with maybe just the slightest touch of lean surge (a good thing, since I've been dialing out too-rich). Nice and stable during a quick little blast to catch up with the silver 996 we were pacing when it got out in front a bit in traffic.

But the noise... Absolutely road speed and not engine related.

Started sounding a lot like a pinion shaft (expensive...) issue.

Talked to a few other knowledgeable people at the tech session; they agreed it sounded like a pinion shaft thing, and that my low-cost near-term fix was probably a good used replacement transmission.

So I put out the word on the Porsche-oriented email lists and let the world know I probably needed a part, put on my grubbies, grabbed my \$10 mechanic's stethoscope, and went down to pinpoint

the source of the noise, starting to panic real good with the thoughts of power train removal, clutch replacement, buying an unknown transmission, telling myself I wouldn't go (very far) down the 'As Long As' path.

Warmed the engine, lifted the car onto secure jackstands, selected 2nd gear and heard the sound instantly. Rolled under the car and instantly dismissed wheel bearings or CV joints as possible contenders (darn, they're cheap and easy to replace...). Moved my attention to the center of the driveline, where I should have been able to hear the racket coming from the ring & pinion junction in the differential area. Except that area was as quiet as ever. But I did see what the problem was.

The clutch cable had come adrift from the bracket that was supposed to hold it to the bottom of the transmission case, and it was up getting knocked silly by the left transmission output flange. Some prior owner had used Nylon tie-wraps to hold the cable into the mount, and the last of them had finally broken. I used a bit of stainless steel safety wire to secure it into place, and a quick test drive confirmed that the problem had been found and fixed.

One of the ironies of this situation, of course, is that if we'd just left early and showed up at Daugherty in time to put the car on a lift, we'd probably have seen the issue in time to fix it for the drive home, which would have been a lot less stressful without thinking the transmission was going to self-destruct at any moment ...

I sent a new email to all the lists - I didn't need a good used transmission after all; it was too soon to panic.

Your Executive Board made some decisions over the winter, and they affect each of you reading this, because the decisions involve the publication schedule of the newsletter.

Fact is, Porsche-oriented activity pretty much goes into hibernation along with Punxatawney Phil the groundhog down the road in the winter months. You probably had a chance to get used to the combination November/December issue, but it wasn't until the new Exec Board met for transition talks that the decision to combine the January and February issues was made. And then the timing of other Re-

gion activities made it reasonable to defer the appearance of that combined January-February issue to mid-February (and back-to-back Monday holidays, among other logistic factors).

So the last issue of „der Gasser” arrived to you later than we would have liked, but it wasn't *much* later than planned. Next year, with no editor transition issues expected, the combined January/February issue should be arriving early in February.

The decision to reduce the publication schedule from 11 issues to 10 was made primarily to reduce expenditures in the production and mailing of the newsletter, this Region's single-largest expense, even after accounting for advertiser contributions to defray cost.

Those of us on the Executive Committee who were contacted about the newsletter publication schedule appreciate the fact that you care enough to contact us personally to investigate the matter. But everything's pretty much under control - it is too soon to panic.

Following the SuperTech event in Daugherty's shop area and lots of savory pizza, we sat in on the Drivers' Education program Track Clinic.

The “DE Guys” walked through the process of how to register, how to prepare the car and driver for the track, and what to expect over the course of the event.

I have some background in track events, but it's been a while and I need to re-learn how to drive a rear-engine, rear-wheel-drive car at speed. It's all pretty new to Joy, although she does have some autocross experience.

I'm busy preparing the car for its track debut, which is mostly a matter of replacing worn parts that are acceptable for the street but inappropriate for a more demanding environment, adding “a few” suspension and braking upgrades to make the car more precise and predictable, and upgrading the safety equipment.

Ironically, the safety equipment is safer, but a primary reason for upgrading equipment like harnesses is the comfort factor - it is *so* much easier and less fatiguing to control the car when you're not sliding around inside trying to hang on.

And it's a lot more enjoyable weekend when the drivers are in good physical condition, and on that front, it *may* be time to panic ...

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

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.

„der Gasser“ is the official monthly publication of Riesentöter Region, Porsche Club of America. Ideas, opinions, suggestions, etc. are of the authors and do not necessarily reflect the official position of Riesentöter Region PCA. „der Gasser“ is published 10 times a year, monthly with combined January-February and November-December issues.

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

Invitation to Riesentöter Fellow Track Rats

Come join the Northeast Region for some fun DE events this season!
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May 28-30 Spring Fling & DE Enduro at le Circuit Mont-Tremblant
July 8-9 Summerfest, DE Enduro, & Blues Festival at le Circuit Mont-Tremblant
July 28-20 Summer Blast & DE Enduro at Watkins Glen International
August 27-29 Summer Boogie & DE Enduro at Calabogie Motorsport Park
September 13-14 2 days of DE at NHIS that backs up to NASCAR event
October 8-10 Octoberfest & DE Enduro at Mosport International Raceway

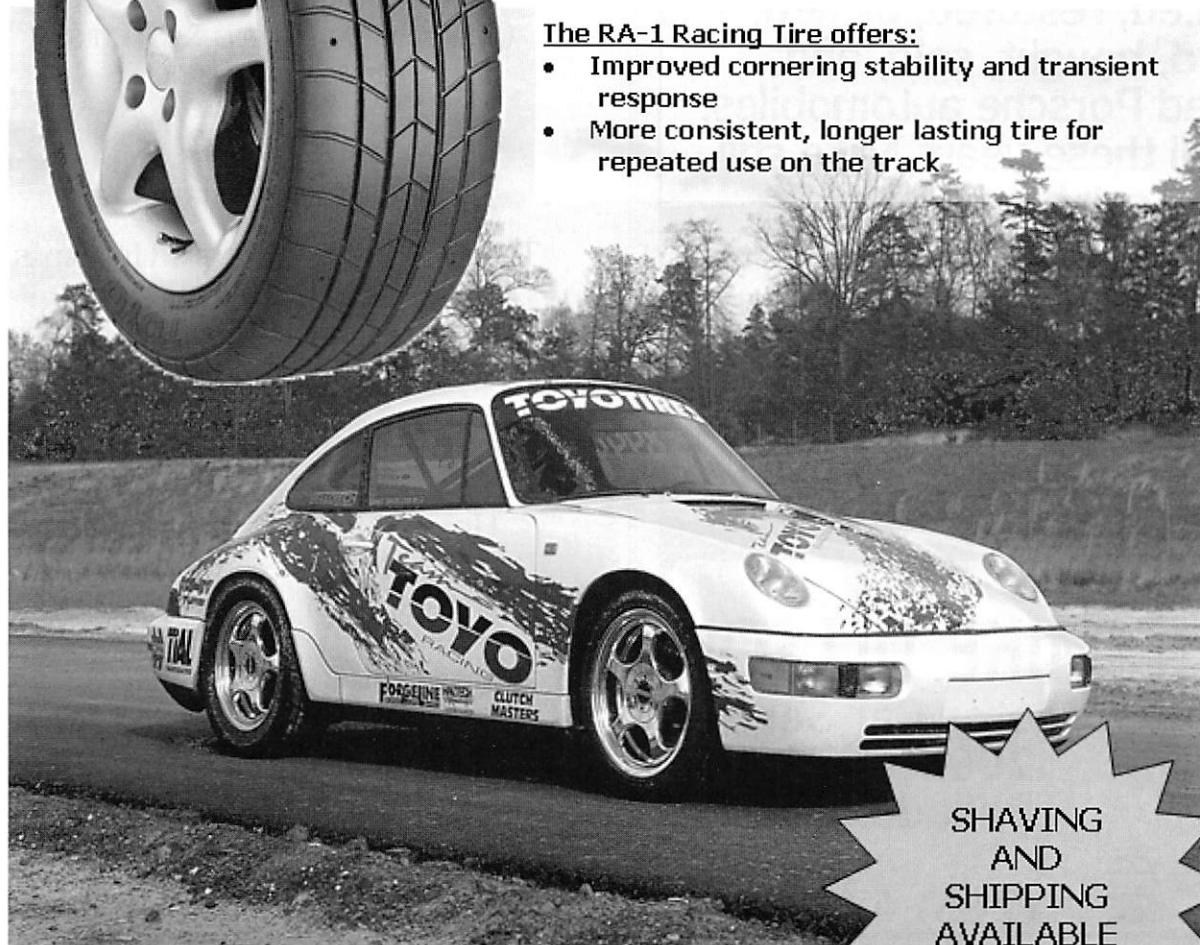


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