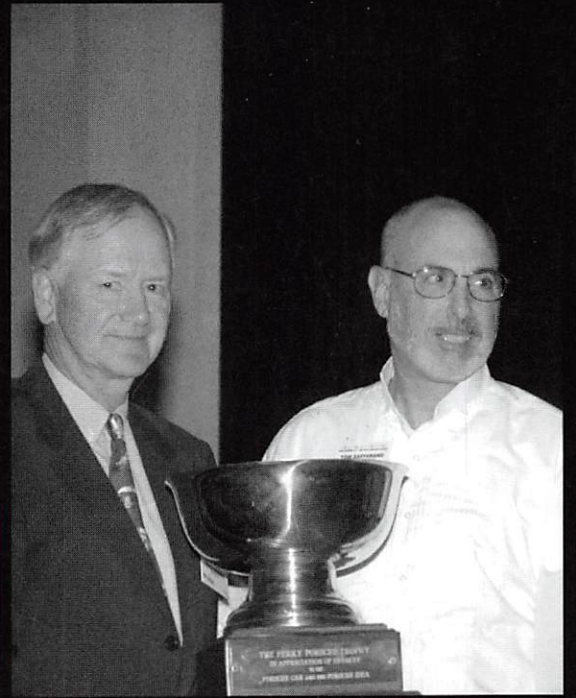


„Der Gasser“

Juli, 2004

**Peter Porsche presents
Riesentöter President, Tom
Zaffarano, the Region Of
The Year Trophy.**



PCA Region of the Year !



Riesentöter Region  **Porsche Club of America**

Holberts' Extreme *Makeover.*

A new reality show on TV? Naaa, it's just that Holberts is growing bigger to serve you better.

We're building three new showrooms for our Porsche, Audi and Volkswagen motorcars.

We're also expanding our service areas.

Our new facilities will be completed this summer.

But don't let our new makeover scare you away. Stop by this week and take a new look at our new look. Not to mention our fashionable and stylish automobiles.

Holberts.

We want to build a relationship with you.



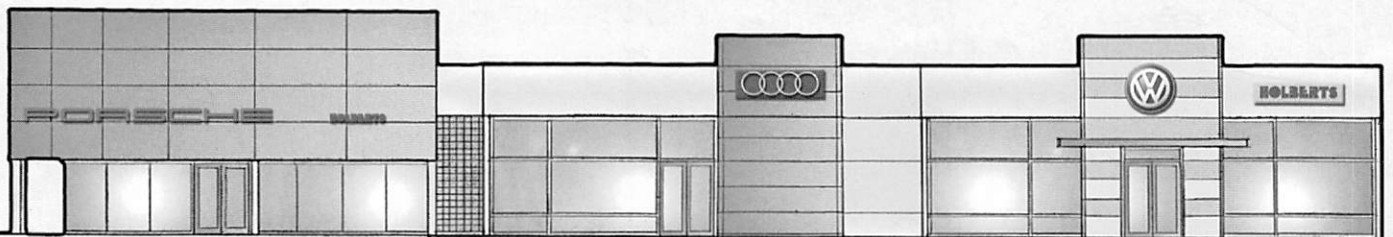
Drivers wanted.



HOLBERTS

VOLKSWAGEN • AUDI • PORSCHE

Route 611 • Warrington, PA
1.866.HOLBERTS
www.holberts.com



3 N E W S H O W R O O M S C O M I N G S U M M E R 2 0 0 4

From the President...

by Riesentöter Region President Tom Zaffarano



My wife Betsy and I enjoyed a pleasant Porsche day in the far northern part of our Region early last month. It was our second attendance at the annual Porsche Gathering at the Wegmans Wine & Food Festival in Allentown. The ride, weather, food and friends made for an excellent Sunday afternoon. Many thanks to Brian and Terry Minkin for their hard work and to the many volunteers who made this year's program exceed last year's great time.

On the drive home, I began reflecting on the day's events, and it became apparent to me there is more a difference between our Porsches and the Corvettes also on display than the obvious steel and fiberglass construction — the owners are different too. For instance, all during the day you could see the Porsche owners and families socializing in and around their cars and although the cars were parked in rows they seemed to be in motion with all the activity around them. On the other hand the 'Vettes also parked in rows looked like a used car lot — no activity, just the cars....

PCA: It's not just the cars it's the people !

Enjoy your summer...

Upcoming Events:

- ***Summit Point DE Tech at Brandywine Porsche August 14***
- ***'Race Cars at Rosen's' Membership Meeting August 25***
- ***Chesapeake MD Daytrip - September 11***
- ***Autumn Rallye - September 11***

The Calendar

Social Activities:

- September 11:** **Chesapeake City** all-day trip in MD.
RTR Fall Rallye at Radnor Concours d'Elegance
- November 6:** **Winterthur Garden**, Brandywine Valley, DE
- December 11:** **Holiday Gala**. Talamore country club, Ambler, PA

Time and directions will be posted on the web site a month before each event.

Contact Social Chair Francine Knochenhauer for further information:

francinebodo@aol.com

Have a great summer!

Monthly Membership Meetings

- 25 July** New Member Breakfast - Montgomeryville, 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

Track And Tech Events

Just In: With the completion of the Shenandoah track still not a certainty, the Executive Board accepted and passed a motion to change the Make-A-Wish Charity event from October 11-12 at Shenandoah to September 24-26 at the Pocono track. We wanted to insure our annual charity event would take place as it has been such a success in the past. If Shenandoah becomes available it will be used as a Drivers Education event. More information will follow as it becomes available. Thanks for your continued support.

- | | |
|---------------------------|----------------------|
| July 30 - August 1 | Watkins Glen |
| August 27 - 29 | Summit Point |
| September 24 - 26 | Pocono - Make-A-Wish |
| October 11-12 | Shenendoah |

On The Cover:

(top) Peter Porsche presents PCA 'Region of the Year' trophy to Riesentöter Region President Tom Zaffarano. More Parade coverage in your August issue... photograph by Bill O'Connell.

(bottom) Beautiful cars and beautiful weather were the order of the day at the Wegman's Food & Wine festival. Full coverage on Page 16. photograph by Rich Herzog.

Membership Update

By Brian Minkin, RTR Membership Chair

This is a great time of year for the Porsche enthusiast. RTR has a full schedule of events going on with so many ways to enjoy your car and the company of fellow enthusiasts. Membership statistics are hard to come by right now as National PCA has some computer problems but here is what we do know. In April our membership had grown to 1402 members. We had 33 new members join since April but I do not have a count for our total membership at the time I must prepare this article for publication. July is a busy month for me as every weekend after the 4th revolves around RTR events. One of those events is our second New Member's Breakfast that will take place on Sunday, July 25th in Montgomeryville Pa. Meet at 9:00 AM at Michaels Family Restaurant, 709 Bethlehem Pike, Montgomeryville. We had a great turnout for the last one and all who attended made some great friends and learned all about the club. Join me on July 25th and start getting acquainted with RTR.



Copyright © 2003 Microsoft Corp. and/or its suppliers. All rights reserved.

Membership Meeting - 28 July 2004

By Debbie Cooper, Vice-President,
Riesentöter Region PCA



Location:
Holbert's -
Warrington,
PA.

Social
begins: 7:30 PM

Meeting
begins: 8:00 PM

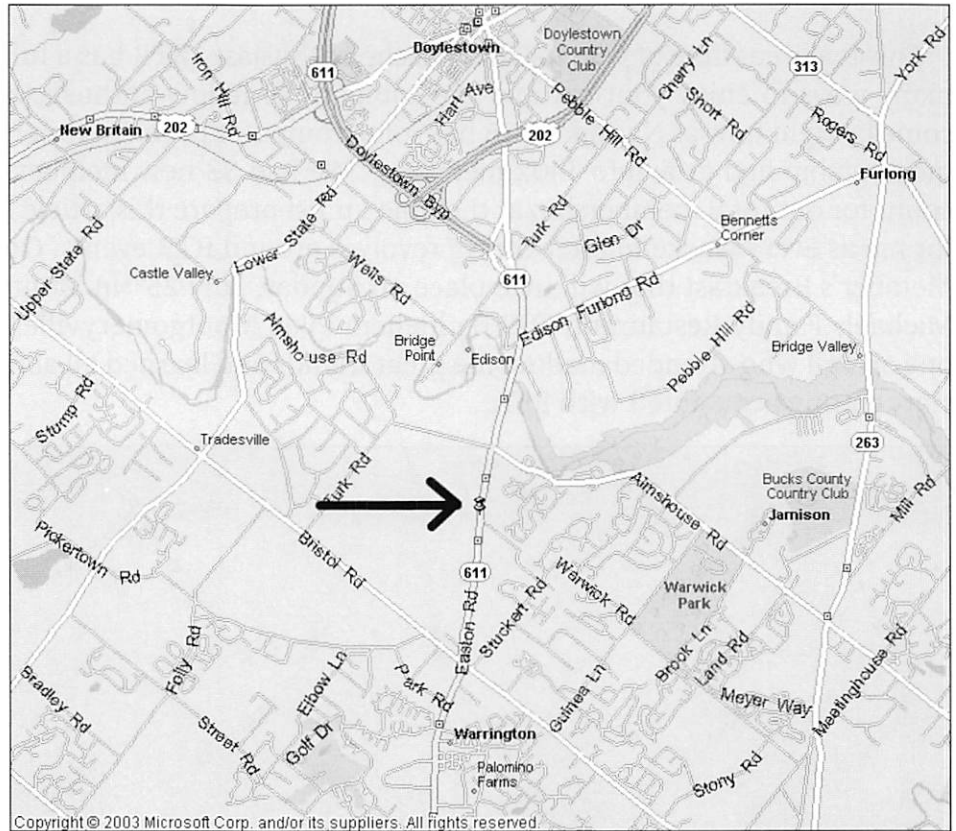
Join us to celebrate Holbert's 50th anniversary as a Porsche dealer and experience first-hand their "Extreme Makeover."

Holbert's began selling Porsches before I was born - and that was a long time ago!

We are very fortunate that our host, Vince Evans, a passionate Porsche historian, works at a dealership where preparing winning Porsches for Bob & Al Holbert was a way of life and spanned four decades. Vince will review the history of Holbert's as it relates to Porsche - from the 356 through to the new 997.

In addition to the memorabilia and great stories that Vince will share, he is also trying to have special cars on display for us. He mentioned a few - the Löwenbräu 962, an RSK, the Can Am car... - but knowing Vince, there will be some unannounced surprises for us all to drool over.

Directions to Holberts (<http://www.holberts.com>): Take the Willow Grove exit, number 343, off the PA turnpike, and head north on Easton Road (PA Route 611) towards Doylestown. Go about 7 miles north on PA 611 and Holbert's will be on your right. Phone: 1.866.HOLBERTS



*Legacy Financial
Associates, LLC*

Sherwood T. Goldman, LPL Registered Representative
(610) 265-6560 (215) 913-2644 cell
E-Mail: Woody10@comcast.net

**LIFE INSURANCE
INVESTMENTS
LONG TERM CARE INSURANCE**

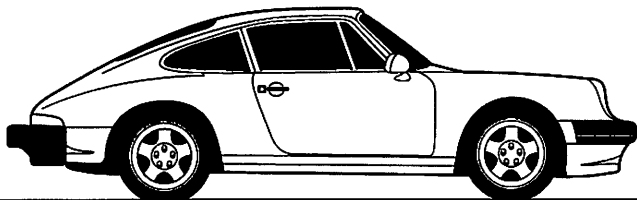
Securities offered through Linsco/Private Ledger (LPL)
Member NASD, SIPC



Thank You!!!

**Brandywine Porsche
Frank Donatoni & Staff**

**for Hosting
RTR June 2004 Membership
Meeting**



**CHRISTOPHER RADBILL
AUTOMOTIVE REPAIR
AND RESTORATION**

*Specializing in Sales, Service, Parts and Restoration of
Porsche Automobiles, including Mechanical and Body Restoration*

- Major/minor mechanical repairs and rebuilding, including engines, transmissions and suspensions
- Body restoration including welding or replacing rusted or damaged floorpans and under structure
- Interior reupholstering, headliners and carpeting
- Window glass and glass seals removal and replacement
- Electrical system repair
- A/C systems
- PA state safety inspections and state emissions tests
- Hard to find parts available



909 Old Fernhill Rd., Unit 6
West Chester, PA 19380
Phone: (610) 701-9401
Fax: (484) 356-0177
Email: RadbillAuto@axs2000.net
www.radbillauto.com

Chesapeake Daytrip Slated September 11

Reprising last year's popular event, we have again scheduled a Daytrip to Chesapeake City, MD September 11.

Meet at King of Prussia mall outside Crate & Barrel at 8 am. We are taking 15 P-cars for the ramble and lunch at 12 o'clock at the "Taproom" (home of the delicious steamed crabs).

Chesapeake City was build on the banks of the canal which links the Chesapeake bay with the Delaware River. The canal was started in 1764, and the "Village of Bohemia" was named. In 1856 the "Village" became "Chesapeake City." The historic area is on the National Historic Registry, as well as Maryland's Registry.

Shops feature antiques, collectibles, clothing & crafts. There is also the canal museum, and an art gallery. Come and join us for a lovely day of leisurely driving (and those delicious steamed crabs!).

Call now to reserve a spot at 215.343.9464
email francinebodo@aol.com

Francine, social chair



Just some of the parts that set us apart.

Knowledge. Experience. Service. Delivery. Get it all from CDOC.



900 PRESTON AVENUE : CHARLOTTESVILLE, VA 22903 : TOLL-FREE 866.946.2362 : WWW.CDOC.COM

RTR Joins Radnor for September 11 Fall Rallye

by Bill O'Connell

As has become tradition, the Riesentöter Fall Rallye will be held in conjunction with the 100 Cars Of Radnor annual Concours d'Elegance. The date is September 11.

The rally takes place in Chester County with an emphasis on distance rather than speed. The cars that run the rally range from the latest and greatest Porsche has to offer to cars from the '20's and '30's, so even though the thought of a four-wheel drift on a dirt road may sound grand, it won't be happening at this event – or better not anyhow.

Those predisposed to the Fast And Furious will be better served at an

SCCA event.

The main purpose here is to ensure a nice ride in the country with plenty of time to view the countryside. The only time constraint is: to be judged, you will have to be back by a time (yet to be determined) to give me enough time to score and do the trophy presentations.

Registration will start about 8 a.m. or so, and given that there is no time element, cars may leave as they please. This is a self-tending event, no checkpoints are planned (though that could change).

Again this year, the Concours will create a separate class for each club that enters 5 or more cars. This has never been a problem with

Riesentöter; in fact, last year we had 14 cars entered and the overall rallye winner was our own Jim Hartman – giving him 3 trophies to take home. Not bad for a day of fun.

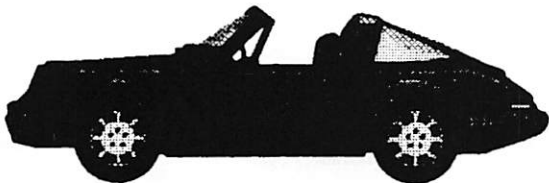
So if this sounds like your cup of tea, get on the Radnor web site, click on the rally page and print out a form to sign up.

www.radnorconcours.org

If you have any questions, contact me at woc@visionautogroup.com or give me a call at 610.777.6500.

PORSCHE AUTHORIZED SERVICE
MID-ATLANTIC REGION - PA, NJ, DE

DONT LET YOUR "RAG TOP" LOOK IT!



Rebuilt Targa's Rear Windows
Convertible Tops Restortations

Willow Grove Auto Top
Custom Auto Upholstery
43 N. York Rd.
Willow Grove, PA 19090
(215) 659-3276
www.wgautotop.com

VISION **PORSCHE**
Audi
VOLKSWAGEN

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

R. CRAIG ROSENFELD
Dealer Principal

149 Old Lancaster Road
Devon, PA 19333
(610) 964-0477

Sales
Service
Repairs
Parts

Don Galbraith
MOTORING, INC.
BOSCH PORSCHE
and other high-performance imports

**"If your track car breaks at an event,
don't go home. Use your tow car.
Cayenne, Cayenne S, and Cayenne Turbo.
7716 lbs towing capacity with power,
handling, and brakes that will astound you."**

John D. Heckman, Sales Representative
Holbert's
Porsche, Audi & Volkswagen

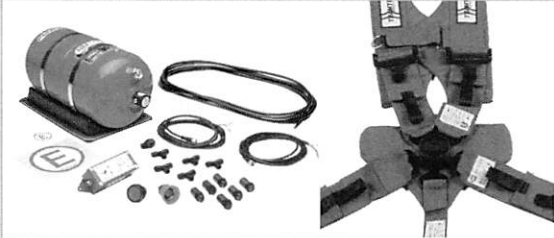
215-343-1600 x145 JohnH@Holberts.com

ALL THE BEST PARTS. ALL IN ONE PLACE.



RACING GEAR

WHETHER IT'S GLOVES, BOOTS, SUITS OR HELMETS, WE STOCK THE BEST FROM TOP TO BOTTOM. WE CARRY A FULL LINE OF **BELL** HELMETS, RACING SUITS AND **ALPINESTARS** SHOES TO PROVIDE A CUSTOM FIT FOR ALL YOUR DRIVING NEEDS.



SAFETY

PERFORMANCE IS IMPORTANT, BUT IT'S NOT MUCH WITHOUT SAFETY. WE CARRY A COMPLETE LINE OF SAFETY PARTS AND EQUIPMENT, FROM **TEAMTECH** WINDOW NETS AND HARNESSSES TO **SPA** FIRE SUPPRESSION SYSTEMS AND **DAS SPORT** ROLL BARS AND CAGES.



BRAKES

WHEN YOU NEED TO STOP ON A DIME, CHOOSE FROM OUR COMPREHENSIVE LINE OF BRAKE COMPONENTS FROM **HAWK PERFORMANCE**, **PAGID**, **POWERSLOT**, **BREMBO**, AND **ALCON**. WE ALSO OFFER BRAKE FLUIDS AND STAINLESS STEEL BRAKE HOSE KITS.



SUSPENSION & SEATS

BILSTEIN PSS9 SUSPENSION KITS ARE JUST THE BEGINNING OF WHAT WE HAVE TO GET YOUR CAR IN AND OUT OF TIGHT CORNERS LIKE A PRO. AND WHETHER YOU'RE SITTING IN ONE OF OUR RACING SEATS OR RELAXING IN YOUR ARMCHAIR WE'VE GOT THE BEST DRIVING BOOKS IN THE FIELD.



ENGINE & PERFORMANCE

WE HAVE EVERYTHING YOU NEED TO IMPROVE YOUR CAR'S PERFORMANCE: **B&M** SHIFTERS, **BILLY BOAT** STAINLESS HEADERS AND MUFFLERS, AND **SPA** OIL COOLERS.



WEIGHING, MEASURING & SUPPLIES

WE CARRY THE **GTECH** PERFORMANCE METER AND **INTERCOMP** SCALE SYSTEMS TO ENSURE THAT YOU'LL BE ABLE TO MEASURE THE EFFECTS OF EVERYTHING YOU DO IN THE GARAGE OR IN THE PITS. AND IF YOUR SUPPLIES ARE RUNNING LOW, WE'VE GOT **WURTH** FLUIDS, **ZYMOL** CAR CARE PRODUCTS, RACING TAPE, AND MUCH MORE.



DOUGHERTY

AUTOMOTIVE SERVICES

DOUGHERTYAUTOMOTIVE.COM • 610.692.6039
720 E. NIELDS ST., WEST CHESTER, PA 19382

CDOC WE KNOW HOW YOU FEEL ABOUT RACING

PORSCHE PERFORMANCE FOR ROAD AND TRACK

My First Day of School

(PCA Driver's Ed at Pocono)

By Jim Zelinskie, RTR

[In keeping with this issue's focus on track events, we're happy to publish an "encore event" article. Most people who've been involved to any degree in track events have a similar tale of introduction, and a similar tale in which they have been called upon to use those skills they learned and practiced in the controlled Drivers' Ed environment later, in an on-road situation. But here's Jim's story. ---Ed.]



Like most red-blooded, American males, I fantasized about being a race-car driver. Yes, I watched Speed Racer. (that Mammoth-Car sure would make a fine tow vehicle). And through the years, I slowly climbed the ladder of automobiles from Fords to Hondas to Audi and Nissan 300ZX.

Boy I loved that Z. But in 1995, the Z finally reached retirement age and I began to look for the next rung on the ladder.

Strangely, a service appointment for my Audi led me to my next car. There they were, in the showroom of Holbert's... shiny new Porsches. Ok, so I bought a 1988 Carrera cabriolet. It wasn't new, but it sure was shiny. Only 14,000 miles and it was flawless.

As I was handed an application to PCA, I was told that the local chapter does track events. Huh?! What?! I can take my car where? Really? Pocono,

wow!...Watkins Glen, no way!...Summit Point, get out!... Jefferson Circuit, cool!... what's Jefferson Circuit?

So six months, one helmet, one roll bar and one tech inspection later, I'm arriving at Pocono Raceway to drive my "new" baby on the track.

As instructed, I arrive early and actually get garage space. Somehow I expected the garages to be a little fancier, like that show on TV with the polished, checkerboard floor. I unpack my tool box, remove the carpets, clean the windshield and I'm ready to go. *Now what do I do?*

What are all these other people doing? They sure look busy, and why are some of them wearing red wrestling shoes? Some of the cars here don't look like they were driven to work yesterday, in fact some weren't even driven to the track! That's a whole other world.

Registration, Grid Tech (a quick safety inspection at the track), and the drivers meeting go smoothly. All beginners are then directed to classroom instruction. There I learn the necessary vocabulary and basic techniques used to get around the racetrack.

OK, I understand the flags, braking, turn-in and apex, but are you guys serious? If I find myself going too fast in a turn, don't lift off the accelerator!?

That's a good one.

There is no way to describe the feeling you get the first time you drive out onto a real race track. To see the size of the track... to think of the people who have driven here... to see the huge black mark on the wall where Ernie Ervin hit after lifting off the accelerator in the turn.

OK, now I believe you guys.

After a 20 minute session that feels like 20 seconds, I begin to get more comfortable with the track. Heck, I may even shift to third next session. By the next session I begin to get comfortable with the constant sound of my tires squealing in turns.

Either I'm going really fast or I can't hit an apex to save my life (or my instructor's life)... I think its the apex thing. I also begin to get comfortable

with the idea that these tires may not live up to their 40,000 mile guarantee.

Just when I think I'm getting good, and driving my car at its limit, my instructor invites me to ride as his passenger in the instructor's session. We climb into his dead-stock '73 911T and he proceeds to do things with that car that can't be possible.

And darned if he doesn't hit every apex too. After one lap with him, I realized that my Carrera is yawning from boredom as I take it through the turns... especially when I actually hit an apex.

I must have gone around that track another thousand times in my sleep that night and I couldn't wait to start again the next morning. For the last session of the weekend, after plenty more classroom and track time, my instructor signs me off to solo.

Of course, thinking I'm Speed Racer, I brake too late into turn two, really miss the apex, and spin into the grass. Yeah, I'm a little embarrassed. But I certainly was not the first to spin and no harm was done to me or my car.

Off track on the north course of Pocono is all grass. This is the safest track on our schedule and the best place to learn. Driver's Ed is such a great time, and to prove I really could learn, I had to sign up for the next event, and the next, and the next...

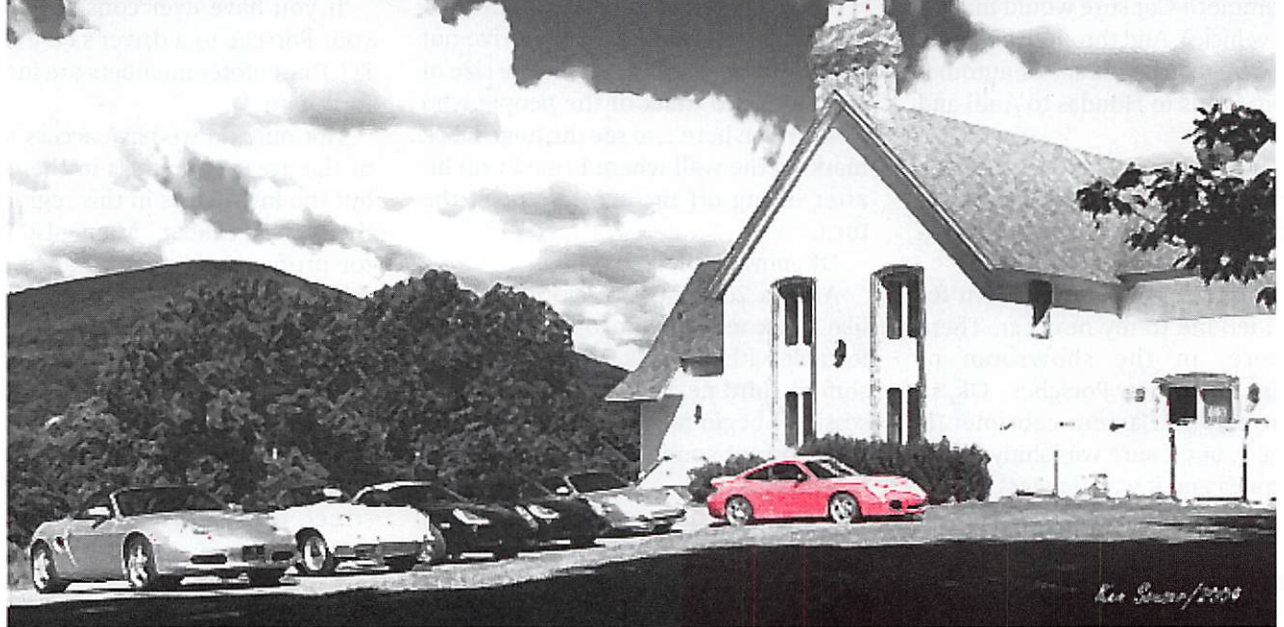
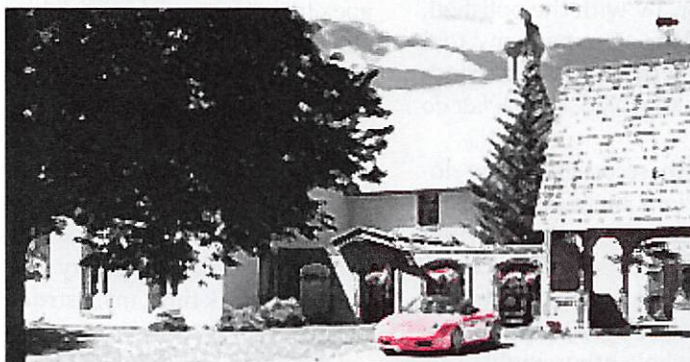
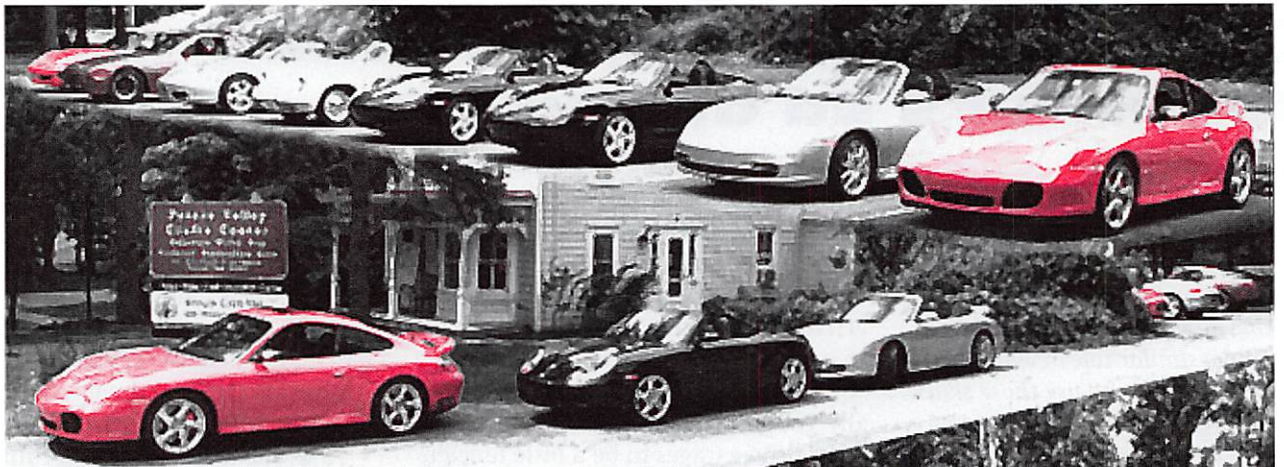
If you have ever considered taking your Porsche to a driver's ed event, DO IT! Riesentöter members are incredibly fortunate.

Not only do we have access to some of the greatest courses in the country, but the instructors in this region are of the highest caliber. Many also instruct for professional performance driving schools that charge four times the cost of a Porsche club event.

No matter how many years you have been driving, or how much you think you know, there is still so much you can learn about driving your Porsche.

As incredible as this car is on the street, every Porsche is built for the track.

Experiencing this makes you a better, safer driver every day.



Ken Sauer/2004

Stone Bridge V Weekend Caravan

By Maureen P. Sangiorgio

Glorious weather greeted us first thing in the morning as Riesentöter Region's fifth annual Stone Bridge weekend caravan began early on Saturday, June 19th.

Following a breakfast graciously provided by Knopf Automotive in Allentown, Tripmeister Ken Souser lined up all eight cars outside the dealership.

Tops down and revs up, we turned up our faces to the sun and began our journey. Traveling north, we traveled through scenic mountains and state forest land, including a brief stop (photo session) at Delaware Water Gap National Recreation Area.

Recent rains made the forest land exceptionally green and lush. The array of cars in our caravan so impressed onlookers, a Park employee walked over to us to take pictures!

Our next stop was at Peters Valley Craft Education Center in Layton, New Jersey. The Store and Gallery there specializes in hand-crafted jewelry, pottery, glass, stoneware, and fine art. After some shopping, we drove on to Hawley, Pennsylvania, where we had a gourmet lunch at Torte Knox (<http://www.torteknox.com>). Proprietor and award-winning chef Sheelah Kay Stepkin did an incredible job restoring and renovating a nearly one hundred year-old bank into an elegant restaurant, cooking school, and culinary resource library.

photographs by Ken Souser

Following lunch, we continued on our scenic drive to Stone Bridge Inn & Restaurant in Union Dale, Pennsylvania. A European-style Inn located at the foot of towering Elk Mountain Ski Resort, we relaxed and mingled during a cocktail hour (or two).

Some couples paired off and walked the grounds, while others swam or signed up for horseback riding. That evening, we enjoyed a sumptuous dinner and warm conversation in the Stone Bridge restaurant. After dinner, some remained to be entertained by a blues band playing in the lounge.

On Sunday, after a leisurely continental breakfast, the group set out for another joyous excursion on the very Porsche-friendly curvy country roads. The trip led to a stop at Ken's friend's farm near Honesdale, Pennsylvania which includes a 4,000 foot long paved runway where members took the opportunity to do some "high speed testing."

More road running again led to Torte Knox where a fabulous Father's Day brunch was enjoyed by all before heading home.

Between the scenic views, high-speed driving, and gourmet meals, our Porsche caps go off to Tripmeister Ken Souser. Thank you for taking the time and effort to map out a trip that clearly included something for everyone during a terrific weekend!



Riesentöter Region, PCA
Stone Bridge V Weekend
Ken Souser 6/19/2004

A 996-M3 Track Comparison

By John Giannone, RTR

I was asked to compare the driving experience of the M3 that I used in DE for the last two years with the 2000 996 C2 I purchased this past February. While the cars couldn't be more different in concept and execution, the driving experience is surprisingly similar.

The M3 was a 1995 E-36 with the 3 liter 240 hp engine, stock in power output except for whatever a K&N filter and B&B exhaust could extract. The suspension was stock, with the exception of adjustable anti-roll bars, and despite its age and 92,000 miles, was still in decent condition; soft and spongy, but functional.

Brakes were stock all around with the exception of Pagid pads (brakes are the Achilles heel of these cars).

The Porsche is a 2000 C2. It came from the factory with very few options, the only significant relative to performance being the 18" wheels. The suspension is stock (no M030 sport upgrade), the car does not have a limited slip differential (unlike the M3), and no PSM or other electronic gadgetry other than ABS. The engine is 3.4 liter, putting out exactly 300 hp.

Once you've driven an M3, you'll see why they are so popular at track events, both BMW and PCA. They go, stop, and handle better than cars with market values of 12-15 thousand dollars would suggest. It would run circles around 911's, run easily with 964's, and stay close with 993's if you were working hard.

The M3 had adjustable roll bars so you could play with the balance as you like and the track dictated, but in general the car was neutral.

If I got the balance just right, it was extremely rewarding and confidence-inspiring on corner entry and exit, with just a hint of push to keep you out of trouble. The original equipment stuff was pretty good, but the stock springs

were too soft and allowed too much weight transfer forward under hard braking, planting the front end but unweighting the rear end, limiting traction to the point of being uncomfortable. It would feel like the rear end was tiptoeing across the pavement.

The M3 had plenty of power to avoid becoming a "roving chicane" in Green, Blue, or White run groups. On the back straight at The Glen, if I did the 2-3-4 corner sequence up through the esses just right, in the August heat. I would see about 122 MPH as I entered the braking zone. In the cool air of Make-A-Wish October, I could see 130 MPH on the dot.

I was chronically bothered by smears on the rotors due to overheated pads, rapidly wearing pads, boiling fluid, baked and cracked rubber seals, etc. etc. If I had to do it over again, I would install a cool air kit for more venting, but the hoses bind when you approach steering lock; not great for the street.

But that is the only practical solution, short of replacing the stock stuff with a big-brake kit. When they worked, they were pretty good considering their modest size and cost. Smooth, and very precise in approach to threshold lockup, I rarely got into the ABS. The car ran 235's on the front that helped to put contact patch down, despite 7½" rims.

The C2 is still quite new to me, with the recent Jefferson/Summit event being the first true test. I went to Pocono expecting to go three days on the street tires and stock brake pads; I made it to Friday afternoon before everything started to disintegrate.

From a handling standpoint, in stock form, it's surprisingly similar in feel to the M3, when you had the M3 balanced. Despite the lack of weight up front, the C2 has the strong tendency to push more than most would like.

Stock camber can only be adjusted to about ½ degree negative, and with 7½" rims running 225's, there's just not

enough grip to make it precise, even with the Michelin Pilot Sport Cups. I guess the factory got what they wanted.

The pleasant surprise was that despite years of tales and lore of over-steering nightmares, the back end is surprisingly manageable. That was my greatest fear going from a front to a rear engine car.

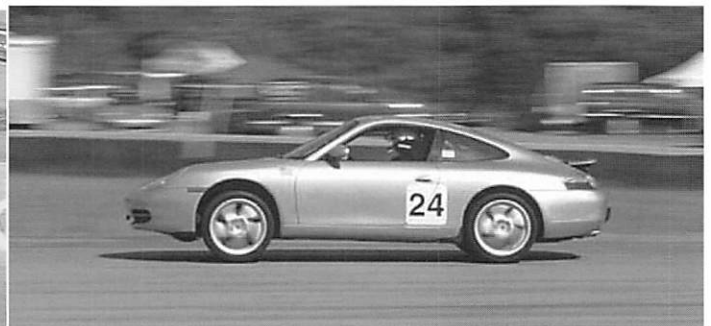
The rear end can be flogged with predictable and controlled correction with a little counter steer, more so than throttle. In both low speed and high speed corners, getting into the power will compress and let the back end take a set, but at the expense of front end precision and placement.

In higher speed corners, when you get into the power at corner entry, it makes it hard to hit the apex. In low speed corners, if you need more rotation simply come out of the power, the rear end will wag and the front end will tuck as weight transfer moves forward. The wag is brought under control with a little counter steer.

In power, there is a 25% difference in a car that weighs around 3000 lbs versus the M3's 3150. It's noticeable, but not night and day. The 3.4 Porsche feels a lot stronger than the M3 down low. Both engines have the same bulging mid-range and then tend to go soft over 6000 rpm.

Brakes are certainly the biggest difference! Having four large Porsche (Brembo) calipers with dual opposed pistons versus the M3's single one-sided pistons makes a huge difference. The braking of the C2 is more stable, and the fluid doesn't overheat regularly; the parts don't disintegrate before your eyes like they did with the M3.

The limiting factor is the tendency to get into the ABS too soon, a function of the narrow footprint of the stock 225 tire, despite the sticky Pilot Sport Cups. Porsche's paranoia is so intense it ruins the experience for those who are its



Comradeship... ...what happened to it ?

committed customers in deference to the knucklehead contingent. With the M3's 235's you could get more bite before risking the ABS. It's about a push in absolute braking performance, but in general, the C2 feels more stable and confidence-inspiring.

I can't quantify the difference in lap times at different tracks, as I was not very good at getting them and recording them with the M3, and I haven't done but the one event on the C2.

It's only a matter of time before you find the weak links, and in the case of the C2, it's the soft stock springs and shocks, and the lack of front end grip due to the lack of camber and narrow tires. And how can you have a \$75,000 car and not have adjustable anti-roll bars; what does it cost to punch two extra holes in the darn thing!

As I began this transformation from M3 to C2, I wanted to accomplish a few things. First, I wanted to feel, and be, safer. I put a full roll bar in the C2, as opposed to just a harness bar along with the existing TeamTech harnesses from the M3.

I installed a legitimate race seat from Recaro, equipped with projecting "ears" to provide neck support in a side impact, and seat back braces made by Brey-Krause. Between these safety items and the front and side airbags in the car, I hope this is a very safe combination.

Second, I wanted a car I could use at other region's events, regions that require the use of a Porsche automobile. Third, I did want a faster car, which this is. And last, I wanted something that would be the nucleus of a great track car as time and budget allows over the next couple of years.

I'm trying to visualize the balance of the 996 chassis, in a car that has been lightened by 200-300 hundred pounds, with 30-40 more horsepower, high quality adjustable suspension, and with wider wheels/tires and their accompanying grip. I think it'll make a heck of a track car. Certainly a big step up from a street M3.

The Porsche is a much better car, as it should be considering its age and cost. But right now, on a price/performance basis, I think the old M3 wins.

9 a.m., Dyno Day, May 8, 2004. I'm zipping down Rt. 202 South in my 911 on my way to Dyno Day at Cyntex Tuning. Not that I want to stress a 100K mile 3,0L but to see how the horsepower was measured. In my day, the Pony Brake or a motor-generator was used as the load for the engine. Horsepower produces a lot of heat. I was also interested in how they dissipated it. I considered Dyno Day a field trip for me.

My mind was wandering about the days of the late 1970's when the Riesentöter Region had only 220 members. I remembered my first meeting at the Springfield Hotel in Flowertown, PA. Maybe 20 or 30 members showed up but it seemed a close-knit group all-willing to help me with the 1967 911S I had found in upper state New York.

In fact, in the days when Porsches were not so numerous on the highways or byways, flashing one's headlights at passing comrades was standard, something that was considered an indication of a close-knit relationship with PCA, its members, and the car.

So at 3000 rpm and around 70-ish mph, I felt a sudden decrease in power and soon maneuvered over to the right lane. Came to a stop and wondered if it was the fuel or the ignition. I quickly checked the fan belt, fuel gauge, fuses, and other even less revealing items but could not find anything wrong. I did hear the fuel pump running with the key on but still no luck -- and no-run.

There went Dyno Day and my field trip.

Thank God for the cell phone. It helped me direct the tow truck to my location just south of the Malvern exit almost two hours later. At least it was a nice morning as I hung around the aluminum crash fencing of 202 South waiting for the truck.

Within the next 45 minutes a Red, Yellow, Brown, and Black 911 sped by my disabled Porsche. I did not even see a fading brake light as they headed south. I felt the 1970's and what they used to represent to the Club was just passing me by. Not a one, not a hint of

comradeship.

But who did stop ? An SUV and a Volkswagen GTI. Joe Genome, a Riesentöter Club member, was also headed to Dyno Day and Jim Johnson, Paul Johnson's son, who recently got a 924S were kind enough to ask if I needed help. Thanks guys, you reminded me of the old gang.

I'm sure this situation does not represent the lack of compassion of the majority of the 1400 members of our Region but it might be a gut check on the meaning of membership in Riesentöter PCA.

Comradeship should be at the core value of our membership, else why have a club, any club, for any pastime? Without it, we might as well keep independent and go our own ways... especially South on Rt. 202.

We eventually determined it was the PermaTune CD box that failed. It had maybe 100 hours on it. Back home I found my old 6-pin Bosch box, put it in and it worked fine. Reset the spark plugs from 0.040" to 0.028".

I found that Perma-Tune Electronics is no longer in Wylie, TX. The sales are controlled out of New York; from there, they sell to various dealers in the US (even Porsche dealers). I presume the unit is now made offshore.

After a fruitless attempt to see if it could be fixed, I decided to take it apart.

It is not practical to even try to repair it; the unit is internally 'potted.' That means you can't see the components nor get to them without destroying the unit.

One tech I spoke to said they sell the unit with no warranty. If it fails, it becomes a paperweight.

I would be interested to hear if others were more successful with the PermaTune; it did seem to have some performance advantage when it worked...

Tony Checkowski
tchecko@msn.com

Thanks for the thoughts, Tony. I'm sorry you had trouble with your ignition, but not for nothing are they called 'PermaDoom' in many circles. I drive an older 911 myself, and won't leave the driveway without a AAA Plus card. ---Ed

By Brian & Terry Minkin

"Practice makes perfect" was proven at the 2nd annual RTR Porsche Gathering at the Wegmans Wine & Food Festival in Allentown. Last year taught us a lot about organizing an event of this type and magnitude. Problems such as how to get low-to-the-ground Porsche cars in and out of a meadow or how to efficiently register and communicate with 100 cars and drivers was no longer guesswork.

Weather was beautiful as we arrived at the Cedar Crest Beach Park to find my brother-in-law, Vern Guisard, already installing the wood ramps he built to enable the cars easy access into the meadow. (Thanks Vern for a great job). Registration went smoothly with each participant receiving a packet contain-

ing their car sign, Peoples Choice ballot, info sheet, wine goblet and food tickets as well as a tire gauge donated by Bridgestone-Firestone.

By 11:30 the "celebrity" judges, Andrew Firestone- Firestone Winery; Charlie Sodl, Firestone store manager Allentown; and Gene Johnson, Firestone store manager Whitehall had arrived. 80 Porsches lined the meadow in various age groupings, hoping to catch the eye of the judges. As the judges made their way through the various cars, 200 club members had plenty to enjoy at the festival.

Tents offering wine tasting, gourmet offerings, entertainment from various bands and radio stations, an information tent from Alpine Motor Sports Club and the Porsche and Corvette concours kept the participants busy.

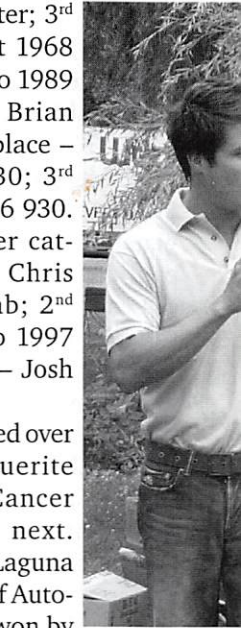
At 3:00 RTR members and friends gathered in the meadow for the awards presentation, raffle winners announcement and door prizes. Andrew Firestone was gracious enough to take time out from his picture taking with fans to present the awards.

Our sponsor, Bridgestone-Firestone donated gift certificates for all the winners, \$500 to the Peoples Choice award, \$300 for each 1st place winner, \$200 for each 2nd place, and \$100 for each 3rd place. Winners of the concours were: Peoples Choice – Tony Sciales – 1961 356; 74 & older – 1st place – Francis Hardner 1954 Speedster; 2nd place – Tim

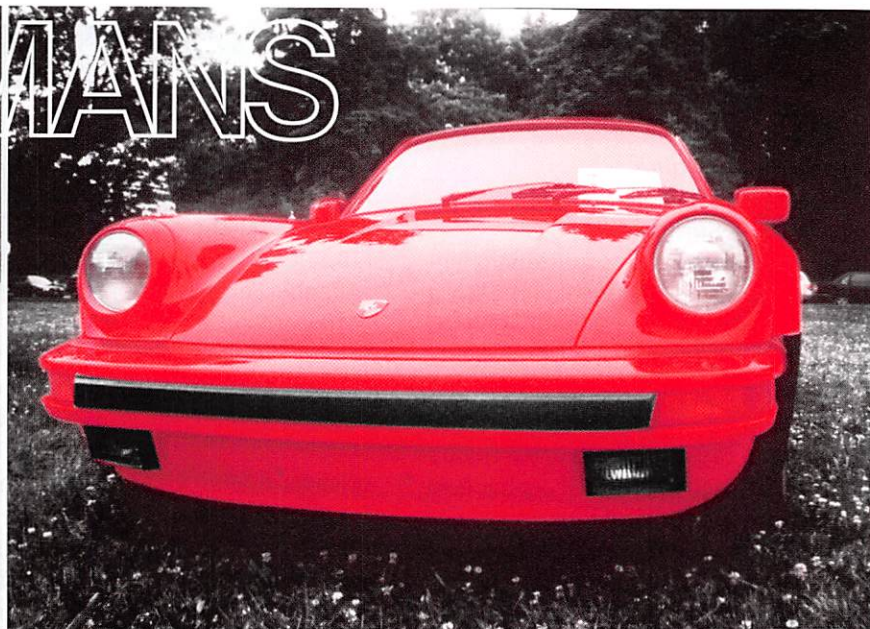
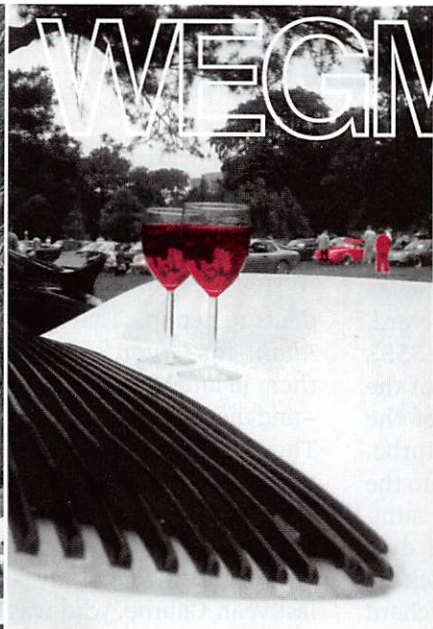
Bolish 1960 356 Roadster; 3rd place – Richard Bogert 1968 912 Targa. In the 1974 to 1989 category – 1st place - Brian Minkin 1977 911; 2nd place – Tony Duncan 1988 930; 3rd place – Dean Bortz 1986 930. In the 1990 and newer category – 1st place – Chris Michael 2004 996 Cab; 2nd place – Jim Sangiorgio 1997 Boxster; and 3rd place – Josh Dodd 1999 Boxster.

Our raffle, which raised over \$400 for the Marguerite Hessinger Breast Cancer Awareness Fund, was next. Winners were: Porsche Laguna Jacket donated by Knopf Automotive Allentown was won by Josh Dodd, Porsche gift basket donated by Knopf Automotive was won by Tony Sciales, and a \$250 gift certificate to Vision Porsche donated by Alpine Motor Sports Club was won by Jack & Carol Kramer. Our two newest members to attend the event, James Brennan & Sam LaManna, received a special door prize.

The ceremony ended with lots of great door prizes donated by Brandywine Porsche, Knopf Automotive, and Fabrian Pendel. Our thanks go out to Andrew Firestone, Charlie Sodl, Gene Johnson, Bridgestone- Firestone, Knopf Automotive, Alpine Motor Sports Club, Brandywine Porsche,

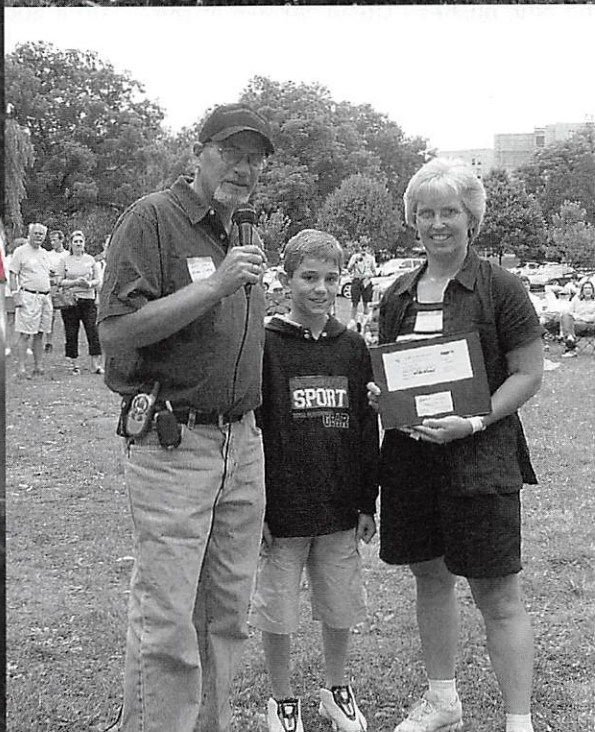


WEGMANS



Fabrian Pendel, Geoff Whaling and the Wegmans event staff, Fred & Randa Bonsall, Tom & Karyn Heirl, Vern & Eugene Guisnard, Ken Souser, and Jim & Maureen Sangiorgio who all helped to make this a great event. We are looking to create a team to organize and run this event next year. If you would be interested in participating on the team please contact Brian Minkin by email at bminkin1@comcast.net.

[Terry Minkin, Jack Kramer, and Rich Herzog contributed photographs for this article.]



¡A Toda Velocidad!

by Luis A. Martínez

Finger Lakes Region, PCA

Déjà vu! -- Spring 2004

My track season has traditionally begun on Memorial Day weekend with a journey to Pocono Raceway in eastern Pennsylvania — home of fru-fru motels with champagne-glass and heart-shaped bathtubs. Typically, the guys from Riesentöter Region PCA have a Friday session for Instructors only, plus two driver's ed days for students.

Problem is, there ain't nothing goin' on in the Poconos but the rent. After a hard day at the track, all you can do is drive over to the Wawa and browse their assortment of chewing tobacco. This year, however, the Ferrari Owner's Club reserved Watkins Glen for Friday, Saturday and Sunday, so my decision to forsake my Riesentöter buddies at Pocono to drive OPF at the Glen was the easiest one I'll make all year.

Earlier this year I had sold my '87 911. My new drive is a box-stock '91 Carrera 2 (964) which I couldn't wait to drive at speed. All I did for track prep was change the brake fluid to Super Blue and throw in some fresh pads.

The street Dunlops would do their screaming best to keep me away from the blue bushes - (Read: Armco at the Glen) - as I tried to keep my tush from sliding around on leather seating. Well, okay, it ain't much of a package to take to a horsepower track, but, like my bumper sticker says, "Don't laugh - the car, the old Jeep and the trailer are all paid for."

This is my fourth season with Ferrari Owners Club. Now, the Ferrari folks are smart people. They don't stay at Watkins Glen village. Hotel-wise, the village is about on par with beautiful downtown Blakeslee, PA.

Nope, Tifosi stay at the Radisson in Corning, 20 miles south of the track. Advantages: nice hotel, walking distance to The Gaffer, the London Underground, two or three biker clubs (dude, whatever) and The Three Birds. (More on this later.) As you walk around Corning village, store windows display signs welcoming wallets... er... Ferrari owners to

their establishments. (Okay, so I should have some inferiority complex since they don't display the outline of a 911?)

Back at the Radisson, several streetable Ferraris are proudly displayed by their owners in the hotel courtyard. Among these low flying aircraft (355's and 360's) there protrudes one of the most controversial ve-HI-cles of the modern era - a Porsche Cayenne Turbo. As Richard, Kiko and I walk out into the courtyard, I joke, "Look, I have summoned my chauffeur, and he has duly appeared in a Cayenne Turbo to pick me up and take me to the track." Richard retorts: "Then I must be your chauffeur, because that's my car!" I break out in a big grin - fun times ahead, I can see it now!

Friday morning at the track it's chilly, and it has been raining. There are about 50 Ferraris assembled, with a few "radicals" thrown in. (One day I gotta try one!) The people who have turned up are not dilettantes; they are track junkies, so welcome aboard!

Barry calls us in and we have an instructors' meeting. The emphasis is clearly on safety, and I love the relaxed atmosphere. Barry takes charge: "Now we're counting on you to go out theah, do a good job - don't let anybody get hurt in their cah."

After a cup of coffee and some carbs, they open the track for instructors only. We go out and survey the situation - some standing water at T6 and the exit of T9. But in time, the track dries. As the morning progresses, it's gratifying to see some friendly faces from Riesentöter turning up: Geoff Ehrman, Don Cox, Maureen McVail and Scott Studer.

My first student, John, has a beautiful blue 355. Amigo, this baby has 40 valves clicking out 380hp, so once you get it pointed and going, you can say: "Hasta luego!" As it's John's first time at the track, I drive his car first. Six speeds with gated shifter. The whine of that V8 behind me at 8,000 rpm is just muuuuuusic to the ears. Great brakes, great feel.

On street tires, the mid engine is con-

ducive to oversteer and gas pedal rotation, if that's your style. These Ferraris are more quick to respond to steering input than the 911's we're used to.

The instructors keep the green students reined in. That's because the big *Ahah!* for Green students comes for them in later sessions as they get faster - and they begin to discover their brakes! They like that engine, but boy it's hard to get them to REALLY use their brakes!

In between sessions with my Green student, there are assorted rides that I give or take. One of my students from last year, Charlie, who was doing great in his old 308, has moved up to a 355 Challenge car. So I go out with him and WOW - I want one! Boy, I do like driving OPF (Other People's Ferraris). What a thrill these rigs are!

A number of people had asked me if they could come out to the track and watch. Just before lunch one of my guests appears - Diane. I introduce her to several people, we have some lunch and then we set her up for a passenger ride with me in Blue group.

Helmets on, click / click with the factory belts, off we go. Now that we have a dry track, I begin to *feel around*, and *explore* the edges of the C2 envelope. I said of my C2! Not of my passenger! Coño!

A while later Richard rolls up to me on his little motorized scooter, and I ask him: "When are you going to take that Cayenne out?" He says, "Let's go!" So we go out for a few laps. Gentleman that he is, he offers me the wheel of the Turbo for a spin. Well, boys and girls, we're about to drive a Cayenne Turbo in anger at the Glen. See? I knew we would have fun today! The car/truck (what IS this damned thing?) feels just like a 911.

Anyway, that's what I'm supposed to say when I drive it, according to the marketing collaterals. Frankly, it's so heavy that even with 450hp it didn't feel quick. It goes FAST, but it didn't feel quick. I know, I know, it's quick, but maybe from up there in the crow's nest the sensation is different. Anyway, the brakes were fantastic, considering we're converting about 6,000 pounds of kinetic energy

into heat on 552 sq. centimeters of brake swept area. Wow, them's hot puppies. After a few laps, I pull into the pits and the brakes are sssmoking! *It's Déjà vu – the brakes are smoking just like they did when I took Richard's 550 Maranello for a spin 4 years ago!* Richard jumps out the door, arms waving in the air, he's ready to call 9-1-1!

"Richard, they're going to be all right. It's just the gases that are part of the adhesives used to form the pads and bond them to the backing plates that are burning off. Come on, let's do a slow lap to cool the brakes." We're still friends... I think.

Saturday morning is beautiful, with a dry track ready for action. We have our morning instructor meeting with Barry to emphasize a clean, safe session and then the track opens at 8:30 for instructors. Now, at the risk of upsetting my good friends at the FOC, I can't help but grin!

When the instructors go out for the first session every morning, we're all driving a string of ancient 911's. A track worker that I took for a ride on Sunday asks, "How come all the instructors drive Porsches?" Okay, okay, now it's out there! Tifosi, be nice! I still wanna come back!

Maureen is sitting at the pit wall watching the instructors go by, and she tells me later, "You must be cooking out there, Luis, keeping up with Don and Scott." Thank you, Maureen, you're so sweet. They were just lolligaggin' warming up their tires, and I was driving like the devil was chasing me!

Unfortunately, things go awry in the morning session with two 360 Modenas. So Barry and Richard call a drivers' meeting to make it very clear to all assembled that we can't go on this way. They emphasize that safety is first and that the students must be under control.

As I climb into another student's car (I officially had three students and rode with eleven overall), I vow and mutter under my breath that I will not let any student get away from me. My student in the blue 355 is itching to go fast. I remind him of his early and wide apexes and emphasize to him the fact that until

he can place the car exactly where I ask him, lap after lap, there is no solo ride. For the speed racers at the track I should wear a T-shirt that says: "YES, but not with me."

Later in the afternoon, Richard rolls up to me on his little scooter: "Luis, can you check that guy out in the BB-LM?" "Hmmm, Richard, you have many able drivers here, why do you want me to jump in the Ferrari 512 Berlinetta Boxer Long Tail LeMans?" "Just check him out, see how he's doing out there." Okay, okay, let's go see. As I approach this red beast, it appears to be 20 feet long by 10 feet wide.

With 12 cylinders horizontally opposed, it's built to go at 210 in the Mulsanne straight, and it roars like the drums of Hell. A small group gathers as I drop my carcass into a well inside the roll cage.

Looking to my left there is a human being inside a balaclava. All I could see was his beady eyes, like in some horror flick. I look back out to the people belting me in, and suddenly I feel as if they are nailing my coffin.

I turn left again and introduce myself to the balaclava, shouting over the beastly roar: "Hi, I'm Luis." "WHAT?" "My name is LUIGI." "Oh, Luigi, EDUARDO." Okay, Eduardo, you will be the last person to speak to me before last rites. As if to further erode my confidence Tom says to all gathered, after he finishes belting me in, "I don't like this flimsy door" as he slams it shut. But he doesn't help me out of the car.

"Eduardo," I shout, "three laps and we come in to talk. *Capice?*" "Yeah, 3 laps." Working the balky gearbox, he eases the monster out to pit row. He may go fast, but I can see he's going to have to work for it. Going around the turns Eduardo must have been taught by a racer - he hugs the curb all the way down the Outer Loop, all the way around T6, the toe of the Boot, T9 - everything! Meanwhile, his speed is not excessive. This thing feels like a tank.

So I relax, even though the roll cage forces my head to tilt forward so that I have to look up to see out. *Coño*. Coming to the conclusion that I will actually

live through this, I skip the 3rd lap in-termission to finish the session. Turns out Eduardo is a very nice man from Argentina, not Italy, and we prattle on in Spanish after that. Getting out of the car I report back to Barry, Richard and Tom ("I want to hear this!" said Tom). My diagnosis is that Eduardo uses a very early apex, and the car is so wide and with tires so huge that he can't even build up the speed to get into trouble. But he needs a different line. I proclaim, "He's not unsafe, just needs to learn the DE line." They seem relieved.

On Saturday night, after some libations at the hotel, Richard P. (different person) and I ambled up and down the village in Corning, looking for Don, his wife, Janette, and Chuck. We entered several white tablecloth restaurants looking for them.

Richard P. made various attempts to savor the local fauna - "These women are so beautiful and sophisticated." Later, *amigo!* We have an agenda, so press on. Finally, at Three Birds we decided to wade in through a crowd of women from the Ladies Professional Golf Association. As we squeeze through the mob, these ladies weren't looking at Richard or me.

We found our friends at a table way in the back, so we joined them. We were virtually crashing the LPGA party! They had a live band and all, so it was quite the scene. Watching these ladies at their party... let's just say that I have been very sheltered in my upbringing.

The weather on Sunday is even more beautiful than Saturday. I traded students with Geoff so we could get our respective students to penetrate the performance glass ceiling they had set for themselves. Kevin, my new student, is driving a 993 track car. It's a lot of car, but in a coupe with a roll bar I feel quite confident.

After I emerge from the session unscathed, Richard rolls up to me on his little scooter: "Luis, Jay would like you to take his daughter out in your car." Okay, this is interesting. "Richard, you sure he asked for me?" "Yeah, she's coming over with her helmet." Jay has been a Ferrari club racer for about 15 years, [Continued overleaf...]

¡A Toda Velocidad!

[Continued from Page 19]

and he is asking me to take Jackie, his 19-year-old, out for a session in my car! Helmets on, click/click, off we go! I mutter to myself: If there was ever a session that I was going to keep neat and tidy, it was this one! NOTHING can go wrong, with Jackie in the right seat! Failure is not an option! At the end of the session Jackie is very sweet and complimentary. I walk over to Mr. Jay and thank him for his confidence in me – the greatest compliment anyone has paid me at the track.

Don asks me to ride with him in his 355 coupe. We go out and we have a fun run, capped off with the usual tips and advice. "Take my advice, I'm not using it," I always say. As Don pulls his car into his parking spot on the paddock along side all other Ferraris, two attendants amble up.

One opens Don's door; the other opens mine, unbuckles me, holds my helmet, returns my cap, holds the door open as I clumsily stumble out onto the tarmac on my hands and knees from the car only two inches off the ground; the attendant tries to make my exit as comfortable as possible.

Then Don, to show appreciation, takes me to the Ferrari support vehicle - a fully fitted-out 18-wheeler, where he graciously brews a shot of espresso for me. What a life! I savor the black nectar. *Salud!*

Then after lunch Richard rolls up to me on his little scooter. "Jay is looking for you, he wants you to go out with Jackie in her car." Okay, switcheroo! I find Jay, wondering what car she'll be driving. Sit down, reader - it's a 360 Modena!

The girl comes to the track in a 400 hp Modena with F-1 paddle-shifter! I hope they didn't notice my jaw drop. Helmets on, click/click, off we go! After the warm up lap, she approaches T2 at 80 and goes up the esses, exiting at well over 100. Poetry in motion. She has my respect!

It was many tries before I had the cojones to turn in at T2 without tapping the brake. By the end of the session I was

showing her how to turn in at T10 sans brakes. *Muy bien, señorita!* Once again, I thank Mr. Jay for his confidence in me. Oh, yeah, I did a bit of driving myself, managing a total of 250 track miles on top of all the OPF rides. "It's like open track out here," observed Maureen. In the process I was delighted to reel in and pass a brace of 355's and a Testarossa, whose identities I'll take to the grave. But for the most part, those Ferraris were flying past me like I was backin' up!

Sunday afternoon ends the usual way. Richard rolls up to me on his little scooter. "Luis, can you give a ride to some track workers?" Some flaggers after working 20 years have never been in a car on the track. Now they're having a ball sitting in my right seat, waving and frolicking and making faces as we drive past other flaggers, who often take our picture. Big Uncle Bill has been there all weekend, with his trademark red suspenders, shepherding his Flock o' Flaggers.

As the paddock thins out, I put my car on the trailer and say *hasta la vista* to those remaining. Pulling away, I'm dreading the 7-degree, 2-mile downhill from Rts. 17 and 414 down to the village.

I know from experience that my old Jeep will have a hard time holding weight behind it, so I turn on my 4-way flashers, put the transmission in low, and try to keep the 5,000 pound payload from shoving me right into Seneca Lake.

It's ugly, folks, as my brake pedal sinks to the floor, and at the very bottom of the hill, the damn traffic light goes red! All I can see is I'm headed right for the Pizza Hut! I use the engine to keep the Jeep, trailer and car from sliding through the red light and stop just in time!

Everyone at the intersection is staring at me as the Jeep's brakes are billowing smoke. *Coño!* This time I AM ready to call 9-1-1!

*** At Maximum Speed!** Is an occasional column by Luis A. Martínez for The Front Runner newsletter of the Finger Lakes Region, Porsche Club of America.

GT3 Front Spoiler Alternative Options

By Fred Pack

Since I broke 2 front spoilers within the first month of GT3 ownership, I have been running the car spoiler-less. The problem is that there is so little ground clearance that the small 'jump' connecting each driveway to the street is likely to catch the spoiler lip and rip it off the car. Serious potholes can do the same thing. The bottom of the spoiler is less than five inches from the ground.

Someone told me that there is a GT3 spoiler available from Porsche Motorsports (PMNA) which costs much less than the one available from PCNA and the retail Dealerships.

I spent time on the internet researching the issue but I came up with nothing conclusive. A posting said that the PMNA spoiler was 'deeper', meaning that it would be even lower to the ground, which would make it even more likely to get ripped off in street use. One person told me he was happily using the PMNA spoiler, but later he said he was mistaken; it was a PCNA one.

I decided on a guaranteed method to get the full story: I bought one of each.

The PCNA (street GT3) part is 996.505.986.92.01C. It costs \$284.88 (I picked it up at the dealer). You also need the associated rivets 999.507.427.40. They cost \$1.90. Total cost was \$303.99, including tax.

The PMNA (cupcar GT3) part is 996.505.986.91. It costs \$93.96. You also need the associated rivets (which they call 'clips') 999.507.497.40. They cost \$4.05. PMNA phone number is 714-546-6939. PMNA shipped it to me COD for \$122.51, tax-free.

The parts are compatible -- the mounting holes are in the same locations. The shapes are *slightly* and immaterially different, but the PMNA part is *not* deeper. The PCNA part has a sticky tape ribbon to aid in proper mounting but this is an unimportant detail. It takes less than an hour to do the installation and requires only a screwdriver.

The bottom line is: if you need a new GT3 spoiler, save \$180 and get it from PMNA.

A final note: the GT2 parts are different.



*Jefferson Circuit /
Summit Point
DE Weekend*



*photographs
by
Doug Mahoney*

The Chuff Zone...

Lord Thrashington the Second

By Christopher Mahalick, RTR

Some of you with better-than-average literary taste may remember an article from well over a year ago about a certain Volkswagen Jetta that went by the name of "Thrashy."

"Thrashy" was my mostly reliable beater car for the past two years. But then my sister needed a cheap car. Worn down by weeks of badgering by this sister and my parents, I finally relented and sold them the car.

"Well if you can drive the car all over, then why can't your sister?" was asked far too many times. And the answer is simple. For the past 25 years, I have spent thousands of hours spraying caustic chemicals into my eyes, puncturing my skin with rusted shards of metal, and using my head to gauge the various densities of underbody components.

From Fiat X1/9s to Renault LeCars, if it was junk, I drove it. And fixed it as well. At this point if you can supply me with a roll of duct tape, five metal coat hangers (but leave out Joan Crawford), and a spool of safety wire, I can get any \$500 beater to Los Angeles in less than a week.

All well and good, but on one fine

...if you supply me with a roll of duct tape, five metal coat hangers, and a spool of safety wire, I can get any \$500 beater to Los Angeles in less than a week...

day this past May, I found myself without a beater upon Thrashy's departure. And no desire to rack up excess mileage on my Targa. What to do?

Here is where Jeff Spicoli once again comes to the rescue. Jeff (not his real name) originally sold me Thrashy, and now had a new hand-me-down to pass

along. Jeff owns a local Porsche repair establishment, and races an old 911 as well, so his cars are always in decent shape.

Only this time there was a catch. It was a vintage era SAAB 900. Although I have no qualms regarding the car's basic engineering premise, there remains the problem of "The Stigma." "The Stigma" being my own, narrow-minded perception of the stereotypical SAAB driver. There seems to be a theme amongst them. As in smarmy, metrosexual, wannabe hipsters wearing thick black framed glasses. A beret and goatee are optional. SAABs always seemed to me to be a cry for help.

As if they should all have bumper stickers on the back that read: "Sniveling, whiney, tortured artist who needs to be treated with kid gloves because the world is just too cruel for his sensitive spirit aboard."

Stuff like that makes the idea of "public head slappings" palatable.

All right then. Even though I am not artistic and couldn't give a hoot about rain forests or whales, the fact remained that I needed a car. So I went over to the shop and checked out the ride.

And talk about a pleasant surprise. The car was in great shape! No paintwork, ran fine, and was a turbo. It was an SPG model, the pimp-daddy SAAB of the eighties.

Best of all, the added complexity of a turbocharger and the related penalty of increased fuel consumption combine to make this car totally unappealing to the likes of "Mr. Beatnick." The condition of this car, coupled with Mr. Spicoli's terms made the decision easy. I became, *gasp*, a SAAB owner.

With four cylinders of turbocharged heat producing a jaw-dropping 160HP, I now feel as if I have entered the "exotic supercar" level of the beater car culture. Not only can the SAAB outrun Jeep Wranglers, Chevy Cavaliers and Saturns, but it is also well on its way to becoming the

darling of the "curbside concours" set.

All that this car needs now is a Thule kayak rack and a "Cosmic Charlie"

...“how can I enter this fabled world of cobbled classics if I don't have a reliable source for product?” Lucky for you, there is the auction route...

Greatful Dead sticker to be a national contender. The masses will bow down.

"So how can I enter this fabled world of cobbled classics if I don't have a reliable source for product?" Well, lucky for you, there is always the auction route.

I started attending a bunch of auctions this year with a friend of mine who is an auto broker. During this brief tenure, I have found that the auction scene has two extremes, High-Line and Low-Line.

At first glance, the High-Line route seems counter-intuitive if one is looking for a cheap car. Fear not, there are always a few oddball cars thrown into the mix for good measure.

And those fine food stands selling home-made French fries and awesome Kielbassa dogs will ultimately figure into my ever-evolving definition of heaven-on-earth. (Atkins trendoids may want to avoid this aspect.)

The advantage here is that the crowd is composed of a lot of ritzy, high-end car dealers. Classy folks spending big bucks. Don't get me wrong, there will always be a few guys with too much chest hair and too many gold chains, but all in all it's a pretty reasonable crowd.

And since going to these auctions, I can happily report that Crockett and Tubbs are alive and well, and living in Manheim.

At the other end of the spectrum we

have the so-called "Low-Line" auction houses. The cars here are cheap, but the problem is that you have to endure an environment that makes a Turkish prison look like a day at the spa.

In fact, I'm confident that a good majority of the folks in attendance have probably done time in prison, Turkish or otherwise. Kinda like "Oz" comes to your back yard. You haven't seen anything until you've seen an unruly mob pounding on the fenders of a smoking, overheating, 1984 Ford Thunderbird with mismatched velour seats.

It gets even better when you see a husband and wife bidding against each other on the same car! I guess it takes all kinds. So take my advice and pack some heat if you select the low-line route.

Now back to reality.

However acquired, the idea of a beater car makes perfect sense in today's economy, as new car prices now enter the range previously reserved for entry-level housing, light aircraft and big boats. You get to sample a variety of cars without breaking the bank.

An added benefit is that you can now save your beloved Porsche for having fun for many years to come. And when you really think about it, wouldn't you really rather break your car on the track, rather than on a crowded expressway?

At least that way you walk into the

bank's loan department with a smile on your face. Because you know you have another car on which to delve out some more beatings.

Now if anyone out there has a 1979 Mercedes 450SEL 6.9 taking up too much garage space... and the terms are right...

Just give me a call. We'll talk.

RennStreet Communications, Inc.

Frank Donato
CEO/Founder

Audio/Web
Conferencing Solutions.
Communications Consulting.
Carrier Brokerage Services -
Voice, Data, Internet, VPN.
www.rennstreet.com

307 Jefferson Drive
Malvern, PA. 19355

Phone: (610)-993-8792
Wireless: (484)-467-1323
Frankdonato@rennstreet.com

993TT/996TT SPECIALISTS

- ALL WHEEL DRIVE CHASSIS DYNAMOMETER
- GIAC CHIP TUNING
- IN-HOUSE EXHAUST MANUFACTURING
- 4 WHEEL LASER WHEEL ALIGNMENT
- NATIONAL REPUTATION, LOCAL SERVICE
- \$25 TECH INSPECTIONS FOR RTR PCA MEMBERS WHEN MENTIONING THIS AD

AWE TUNING
INNOVATION | DESIGN | COMPETITION

Over twenty years of experience developing, manufacturing, and distributing the finest components for European vehicles

AWE-TUNING.COM | T. 888.565.2257 | F. 215.658.1877

GIAC | H & R | BILSTEIN | HRE | BREMBO | BAILEY

The Right Seat

THINGS DRIVERS ED STUDENTS MAY WANT TO KNOW...

...from an Instructor's point of view

By Brian Smith, 2004 Chief Instructor, Reisetöter Region PCA

In this month's column I am going to take you into the car and onto the track to discuss the different types of communication your instructors will use. Like



last month, I go over this stuff in the classroom at the track, but there just isn't enough time for it to fully soak in between class and on-track.

When you read this, I want you to visualize yourself in your car, on the track, helmet on, 20 other cars around you and trying your darndest to focus on driving. If that doesn't sound like a big deal, then let's consider a track like Pocono North, which is a 1.6 mile, 5-turn road course. On each lap, you will

make 12 to 15 gear changes, have 5 threshold braking situations, 6 major acceleration zones and a few minor ones as well. Multiply that by 16 laps per run group and 8 run groups per weekend and let me tell ya, you're gonna have a lot of stuff to talk about.

So basically, what I'm saying is that you'll need to achieve a very high level of communication with your instructor, very quickly!

Now this expert sitting next to you has tons of driving experience, has gone through a number of instructor clinics and has been through a mentor/role playing program with our senior instructors.

They are very capable and will make it easy for you to develop a dialog. You can also feel free to talk to any instructor during the course of the event. They have a wealth of information and hearing it from another angle is good.

The most used techniques are: 1) Ver-

bal 2) Hand signals 3) Touching 4) Steering assistance.

Verbal: There are a number of instructors who prefer to get their point across by talking to you while you are driving. Some of them have the ability to project over the noise and through the helmets and other have small intercom devices that slide up into your helmet.

During your session they will constantly guide you through each part of the track using a verbal explanation of the situations. Both verbal methods work good.

Hand signals: This signal technique is fairly simple. The instructor will hold his left hand up near the top of the dashboard so you can easily see it and look down the track at the same time. With the palm facing up and waving of the fingers means pick up the speed. Hand facing down and moving in a patting motion means slow down.

Hand turned with palm facing the

WHEN ONLY THE BEST FOR YOUR CAR WILL DO!

Complete Alignment Center Including: Hunter Alignment and Goodyear Certified Run Flat Tire Equipment

ASE Certified Technicians

Complete Suspension Upgrades: Bilstein, Koni, JRZ

Mobil Oil, RedLine Racing Oils

B&B Exhaust Products

Engine Upgrades

Transmission Upgrades

Brembo, Pagid, and Hawk Brakes

Authorized Tire Rack Install Center

The "Leader" in Porsche Maintenance and High Performance Modifications.
25% OFF towards your tech inspections with mention of this add.

**PERFORMANCE
AUTOMOTIVE, INC.**

3239 Phoenixville Pike, Bldg. 1 suite 1
Malvern, PA 19355
(610) 695-9545

drivers side and waving fingers means move slightly left and the opposite for a slightly right move. Clinched fist means pit in. Subtle hand movements means subtle changes. Emphatic movements means faster changes.

Some instructors prefer minimal verbiage on the track. However, most instructors usually spend time in the pits after your session explaining what areas need to be worked on in the next run group. This also allows you, the student, to engage in a more detailed discussion without being distracted out on the track. It is my opinion that you should make these discussions a priority. The information available from RTR instructors is endless and will ultimately make you a better driver.

Touching: Sometimes an instructor will touch your right hand to move the steering wheel one way or the other. Sometimes they will touch your right knee to indicate that you need to depress the accelerator more.

Steering assistance: Now I know what thinking here, *these guys are crazy!* Someone is going to grab my steering wheel out on the track, *Insane!* You're gonna have to trust us on this one, folks. This is a tried and proven method for making a very subtle change in the position of the car. Usually done in the corners to get you closer to the apex.

Here's the important thing: When the instructor grabs the wheel, it does not, repeat *does not* mean that you should let go of the wheel. You should maintain the same grip you had prior to the touch and continue to control the car from that point on as well. Remember, this is merely a bit of assistance and not a change of control.

We just completed our second event of the year at the Jefferson and Summit Circuits and it was another great success. I can't believe how well the students are picking up this driving at speed thing. It was a 3-day event at 2 different tracks, so we treat the second track like a new event. We simply start over on that day and go through all the things you need to know about that track specifically.

One of the best parts of last weekend though, was having my old friend, Colin Dougherty, put on an advanced driving clinic we called "White Pool." This class was designed to teach advanced driving techniques to white-group students. The

pool part is a reference Colin made about the old days, when he was a white group student back in the '80's.

All the instructors would stand by pit out and any student wishing to have an instructor ride with them would drive up and choose from the "pool."

Colin talked about concentration and smoothness. He touched on footwork, like how you get on and off of the pedals delicately and the heel/toe technique used for downshifting.

There were both black and red group drivers there as well. It just goes to show that no matter what your level is, there are always things you can learn about driving. Thanks Colin, see you at the Glen for "White Pool II."

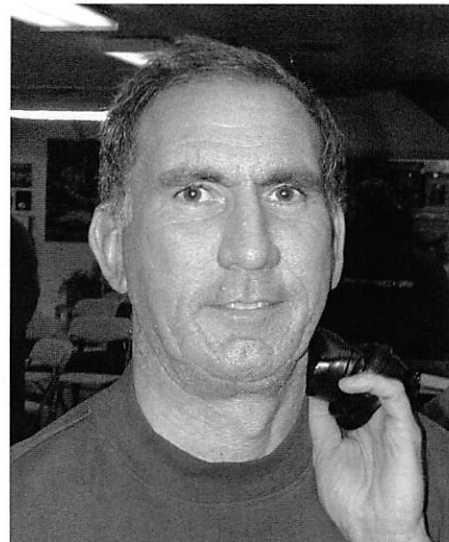
I've got a star in my eye! This guy and I go way back. We kind of started off together and had a lot of fun coming up through the ranks. He's a terrific driver, good friend and a great instructor.

The July 2004 Star Instructor is John

Phillips.

Thanks John, super job!

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



Specials from Brandywine Porsche - Only for PCA Members!!!!

1. 18" Sport Techno Wheel and Tire Set (996) - Sale \$2750.00 installed
2. 18" Sport Design Wheel and Tire Set (996/993) - Sale \$2395.00 installed
3. Full Carbon Center Console (996/986) - Sale \$999.00 or \$1349.00 installed
4. 5 Spd. Carbon and black leather shift knob (986) - Sale \$17995
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

Riesentöter PCA Driver Education 2004 Application

EVENT	DATE	FEES Student	Inst	OPEN DATE
**Watkins Glen	July 30 - Aug 1	\$280	\$140	May 26
Summit Point	Aug 27 - 29	\$270	\$135	June 30
* Pocono South Course	Sept 24	\$ 90	\$90	July 28
Pocono North Course	Sept 25 - 26	\$180	\$90	July 28
Shenendoah - MAW	Oct 11 - 12	\$220	\$110	August 25

Please circle the event you wish to enter.

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

- * The Pocono East and South course events are for white run group and above.
- ** 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.

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

Children in attendance must have waiver signed by Parent or Guardian

ENTRY DATE: If you register within 14 days of an event, please add \$20 for late processing.
SEND TO: Chris Mahalick, 510 Fletcher Road, Wayne, PA. 19087. cmahalick@comcast.net
REFUNDS: Refundable if *Written Notification* is received two weeks prior to the event.
TECH INSPECTION: Your car must be inspected, no more than two weeks prior to the event, by an approved tech inspection facility.

Riesentöter reserves the right to refuse any application

Please print clearly

If the information is not legible we may not be able to contact you.

Name _____
 Street _____
 City _____ State _____ Zip _____
 Home Phone () _____ Work Phone () _____
 PCA Member # _____
 Porsche Model and year _____ Color _____
 E-Mail Address _____
 List the number of days you have done at the following tracks:
 Pocono _____ Watkins Glen _____
 Jefferson Circuit _____ Summit Point _____
 Other _____
 What was the last run group you ran in at a Riesentöter event? _____
 Riesentöter issued car number _____
 If you are sharing a car, whose car will you be driving _____
 PCA region _____

I certify that I have no physical or mental disorders which might affect my ability to safely participate in this event.

Signature _____

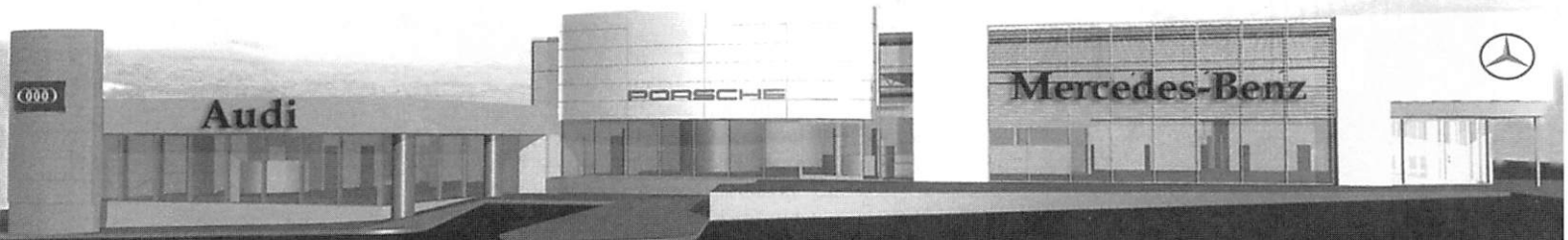
Your registration will not be processed without payment enclosed.

EMERGENCY CONTACT INFORMATION

Contact _____ Relationship _____
 Day Phone # _____ - _____ - _____ Evening Phone # _____ - _____ - _____

KNOPF **AUTOMOTIVE**

Coming Spring of 2004



Available Porsche Inventory

Cayenne

911 coupe

Cayenne Turbo

911 Cabriolet

C 4 S

G T

Boxster



PORSCHE

Call for Special Porsche

Club Members Pricing!!

Knopf Automotive

3401 Lehigh St

Allentown Pa. 18103

1-800-404-6556

July Membership Meeting

What's New For Porsche in 2005?

**Holberts
Porsche**
Highway 611
Warrington, PA
18976

1.866.HOLBERTS

July 28

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

der Gasser's **Marktplatz** **Porsche Vehicles**

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

1988 944 turbo. silver-rose. 85kmiles. rebuilt with front clip after crash. no airbags or A/C. no emissions inspection. make \$ offer. e-mail lewisbert@yahoo.com

1983 930 3.3 liter track/race car. white. 91k miles. kfab cage/teamtech harnesses. not street legal. make \$ offer. e-mail lewisbert@yahoo.com

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

1983 Porsche 944, #WPOAA0941DN453592, Copenhagen Blue w/ Tan interior, power windows & mirrors, AC, removable sunroof, serviced at Dougherty's, PA inspection good through 02/05, past 5 years' service records available, good tread on Bridgestone S03 Pole Positions, fresh brake pads,

Borla cat-back exhaust, lowered, coil-over rear



shocks, fiberglass hood and more. \$4,400. Contact Greg Hassler for more info and pictures - greg@hasslers.com or 610.436.7547. [5]

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

Porsche Parts

2-Hoosier R3S03-245/35ZR18 Track tires, Heat Cycled, NEW, never mounted, \$400. **2-Hoosier R3S03-305/30ZR18** Track tires, Heat Cycled, NEW, never mounted, \$450. **1-7.5Jx18ET50 993** Twin Turbo Style Wheel-Factory Refinished, Not Mounted, P/N 993.362.134.06 \$250. **1-7Jx17ET55 993** Targa Style Wheel-New in Box, P/N 993.362.124.50 \$250. All items FOB West Chester, PA William G. Cooper, 1148 Saint Finegan Drive, West Chester, PA 19382, 610.793.9345, barrett356@comcast.net [4]

Brey-Krause roll bar, Nearly new, for Boxster, Boxster S and bra cover for Boxster - Best Offer. Call 610.446.9064 (h) or 610.476.9034 (cell) Shawn Mc Clellan.

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

Other Stuff

Garage For Rent - Chesterbrook Wayne, PA. Convenient to 202/76/Turnpike, electric opener, attic with pulldown stairs; \$150/mo. Call Dave Coughlin - 610.742.2279.

72 MGB roadster. green. 85k miles. fair condition/no interior. make \$ offer. e-mail lewisbert@yahoo.com

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

Fahrvergnügen!

by „der Gasser” editor Rich Herzog

Believe me, my friends, I hear you loud and clear when you tell me the newsletter should be delivered earlier in the month.

I'm sure you've all experienced, at one time or another, the "crunch mode" phenomenon, in which you must exclude all extraneous influences in your life to concentrate on one thing that HAS to get done.

Right now I'm in the unenviable position of having (at least) two aspects in "crunch mode." There's the newsletter, which is a responsibility I took on voluntarily, and there's the day job, which makes all that other stuff possible.

I have been unwilling to compromise the newsletter quality in an effort to rush it along, and the feedback I have received is supportive of this position.

So while I work to get my projects on track and my schedule realigned to facilitate getting everything I've committed to done, there some factors that can help mitigate the impact.

The newsletter tries to keep the membership advised of events that occur several months into the future for planning purposes. For instance, last month's (June) issue announced our traditional Fall Rallye event scheduled for September. This month repeats that article and its companion piece, announcing the return of last year's highly popular Chesapeake daytrip event -- also in September.

Although we print notices, detailed information, and directions to the monthly General Membership meeting, General Membership meetings are always on the LAST Wednesday of the month, they always start at 8 p.m. and are preceded by a low-key welcome gathering.

The specific location for the General Membership Meetings has been listed in the Calendar since the schedule was set in January, and shows the dates and locations of the meetings through August.

Advance notice of every official Region function has been in the Calendar section at least two months prior to the event.

The fact is that the charter of the newsletter is changing a bit with the advance of technology.

In Early Tymes, the newsletter was the sole means of delivering advance notice of scheduled events to the membership, and ensuring a consistent, official means for conducting Region business (such as elections and reporting meeting minutes) and disseminating interest of general interest to the membership.

To a substantial degree, the "day-to-day" most-timely-update information-sharing mechanism now is the Internet, and the Riesentöter website is excellent. Doug Mahoney does a fantastic job of keeping it updated in a timely manner.

As a result, „der Gasser” is transitioning into more of a newsmagazine, a high-quality glossy archive of Region activities. We can do just so much in promoting future activities -- we put them in the Calendar section, we write an article hoping to persuade you to come and participate, and that's really about all we can do on that front.

So, increasingly, we are concentrating on documenting events in which members have participated. I've had excellent support and cooperation from event chairpersons and participants, and I believe the publication of first-person accounts and high-quality photographs has provided value for the members who did not attend the events.

I understand that even now not all members have convenient access to the Internet or may not be comfortable with the navigation. „der Gasser” will continue to list and promote coming events. But I encourage those of you who may be holdouts on accessing the Region website to give it a whirl.

I also know that the majority of RTR members have email access, and when late-breaking news of immediate importance to members happens, Exec members will broadcast email notification. That's significantly more timely and cost-effective than mailing postcards, which we've also done on occasion...

This, by a volunteer organization, in an effort to improve your Porsche owning experience.

Just to give a hint of the scope of the newsletter production process, it takes me somewhere between one and two hours a page to prepare the newsletter for the printer. For a variety of reasons, this particular edition is over the top of

that range. You count the pages, and do the math ... Okay - enough on that matter.

Joy and I had a great time at the Wegman's event and were happy to be included in the participating cars. We took home a beautifully illustrated calendar that was probably worth the price of admission all by itself - thank you event sponsors!

Our early 911 Targa was not in the running for concours awards, but I was happy to bring it out and present it in the show for a few reasons.

One, of course, is that it's the only transportation available to us while Joy's Subie is down.

But another, more important reason, was that I wanted people who attended - maybe Region members, maybe not - to understand that you don't *have to* have a show-winning car to come out and participate in these events.

Many Porsche owners have a competitive streak and won't do anything they can't win. Okay, but sometimes the rest of the field has fun too.

So I don't (much) mind that our car was the rattiest car in the field. Sure, I'd rather I had the time and the budget to bring it to the cosmetic and performance standard it aspires to, but I suspect you're happier I'm here right now typing this than out replacing my driver's door and delaying publication yet another day...

I spoke with several people over the course of that day. and many of them mentioned having a car undergoing restoration, or needing some minor repair, and they were glad to see a car that's obviously actually driven on a daily basis.

I would prefer that it not be *quite* so obvious that it's driven on a daily basis, but there's that 'crunch mode' thing again.

We are approaching some "travel events" and there are things I need to do to/for the car before I'm ready to commit to 1500 mile per weekend jaunts. And a few more things that I want to do to improve the driving experience on those trips. That time will have to come from somewhere -- I'm not sure where yet, but Joy is pretty sure it's not going to be coming out of *her* time ...

In just another few keystrokes and mouseclicks, this issue will be behind me and work on August will begin. I'm at least 3 hours late for work ...

Who's In Charge Here?

Voting Members

President

Tom Zaffarano
610.644.7588
tzaffarano@aol.com

Vice-President

Debbie Cooper
1148 St. Finnegan Dr.
W. Chester, PA 19382
610.793.9345
cooperd@wyeth.com

Treasurer

Art Rothe
460 Shelmire Road
Downington, PA 19335
610.873.2373 (H)
610.565.2700 (W)
awrothe@aol.com

Secretary

Terry Minkin
120 S. Bishop Ave.
Springfield, PA 19064
610.626.6178
tlamont99@comcast.net

Social

Francine Knochenhauer
1221 Foal Circle
Warrington, PA 18976
215.343.9464
francinebodo@aol.com

Membership

Brian S. Minkin
120 S. Bishop Ave.
Springfield, PA 19064
BMinkin1@comcast.net

Autocross

Patrick Wayman
1045 Montgomery Avenue
Penn Valley, PA 19072
Home 610.667.4004
Office 610.943.3110
patrick.t.wayman@aexp.com

Editor

Rich Herzog
P.O. Box 1228
Lansdale, PA 19446
215.272.7456 (cell)
215.827.5753 (fax)
rkh@Artechnika.com

Track/DE Events

Michael Andrews
215 Jonathan Drive
North Wales, PA 19454
215.368.9362 (H)
michael.r.andrews@unisys.com

Brian Smith

Chief Instructor
2125 Country Club Drive
Huntingdon Valley, PA 19006
215.657.1206 (H)
brian021@comcast.net

Tech

Bill Cooper
1148 St. Finnegan Drive
West Chester, Pa 19382
610.793.9345 (H)
barrett356@comcast.net

Safety

David T Ehm
11 W Annapolis Drive
Erial NJ 08081
Home 856.435.9190
Work 215.426.4225
dave930rtrsafety@aol.com

Past-President

Craig Rosenfeld
PO Box 306
Reading, PA 19607
610.970.9907 (H)
610.777.6500 (W)
rcr@visionautogroup.com

Goodie Store

Liz Zaffarano
ezaffarano@comcast.net

Appointed Members

Registrar

Chris Mahalick
510 Fletcher Road
Wayne, PA 19087
610.687.4646
cmahalick@comcast.net

Editor-at-large and der Gasser

Business Manager

John Floyd
j.d.floyd@comcast.net

WebMaster

Doug Mahoney
926 Jackaway Road
Jamison, PA 18926-1130
215.343.5249
dsmahoney@aol.com

Historians

Bill & Debbie Cooper
1148 St. Finnegan Drive
West Chester, Pa 19382
610.793.9345 (H)
barrett356@comcast.net

Awards

Fred Bonsall
437 High Street
Bethlehem, PA 18018
610.868.8827 (H)
610.866.0505 (W)
fbonsall@bsaia.com

RallyeMaster

Dennis Angelisanti
dla109@nni.com

„Der Gasser“ is published with the goal 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 those 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

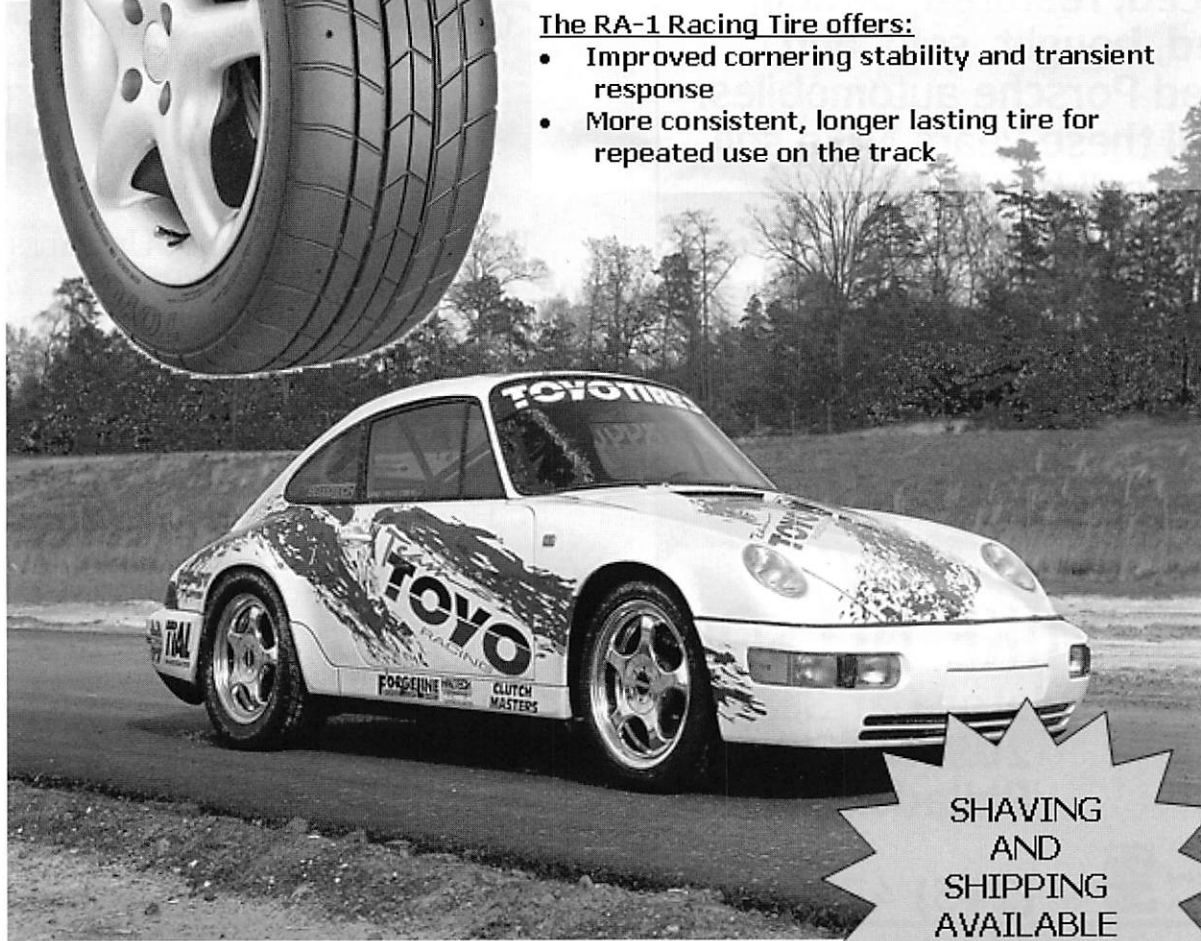
POWER OF
Performance

TOYO TIRES®
TIRES THAT FIT YOU.



The RA-1 Racing Tire offers:

- Improved cornering stability and transient response
- More consistent, longer lasting tire for repeated use on the track



SHAVING
AND
SHIPPING
AVAILABLE

CJ's offers:

- State of the art mounting & balancing equipment
- Hunter Alignment Equipment—can adjust to your specifications

Berks County: Birdsboro 610-582-4266 • West Lawn 610-670-5922 • Leesport 610-926-0400

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.

Riesentöter Region
 Porsche Club of America
 120 S. Bishop Ave.,
 Springfield, PA. 19064



FIRST CLASS MAIL
 U.S. POSTAGE
 PAID
 YORK, PA
 PERMIT #200



Address Service Requested

Dated Material - First Class

For over 20 years Mike Tillson has raced, restored, owned, coveted, bought, sold, and repaired Porsche automobiles. After all these years Mike still cares — call him if

you still care!
 Guaranteed absolutely the best Porsche shop in Philly today.



MIKE TILLSON
 Motor Car Service
 2097 N 63rd St
 Philadelphia, PA



Bosch Authorized Service



(215) 473-6400

GOODMAN RADIO COMPANY

QUALITY CAR AUDIO & SECURITY
 HOME THEATER
 EXPERT INSTALLATION
 SINCE 1952

<< PORSCHE SPECIALIST >>

DISCREET AUDIO SYSTEM UPGRADES
 FOR: 911/993/996/BOXSTER
 CUSTOM REMOTE RADAR DETECTORS
 VIDEO/NAVIGATION SYSTEMS

TECHART PERFORMANCE UPGRADES

HOME THEATER/WHOLE HOUSE
 MUSIC SYSTEMS
 CUSTOM IN-HOME INSTALLATION

THE BEST EQUIPMENT
 THE BEST INSTALLATION
 THE BEST SERVICE
 GUARANTEED !!!

712-14 LANCASTER AVENUE
 BRYN MAWR, PA 19010
 610-525-2836
www.goodmanradio.com

J&J Motors, Inc.



Personalized Automotive Sales & Services

1111 West Lancaster Avenue Rear
 Bryn Mawr, Pennsylvania 19010-7200

www.jandjmotors.com
jandjmotors@juno.com

J. Winsor
 Gordon Tobias

Service 610-525-3500
 Sales 610-525-5000