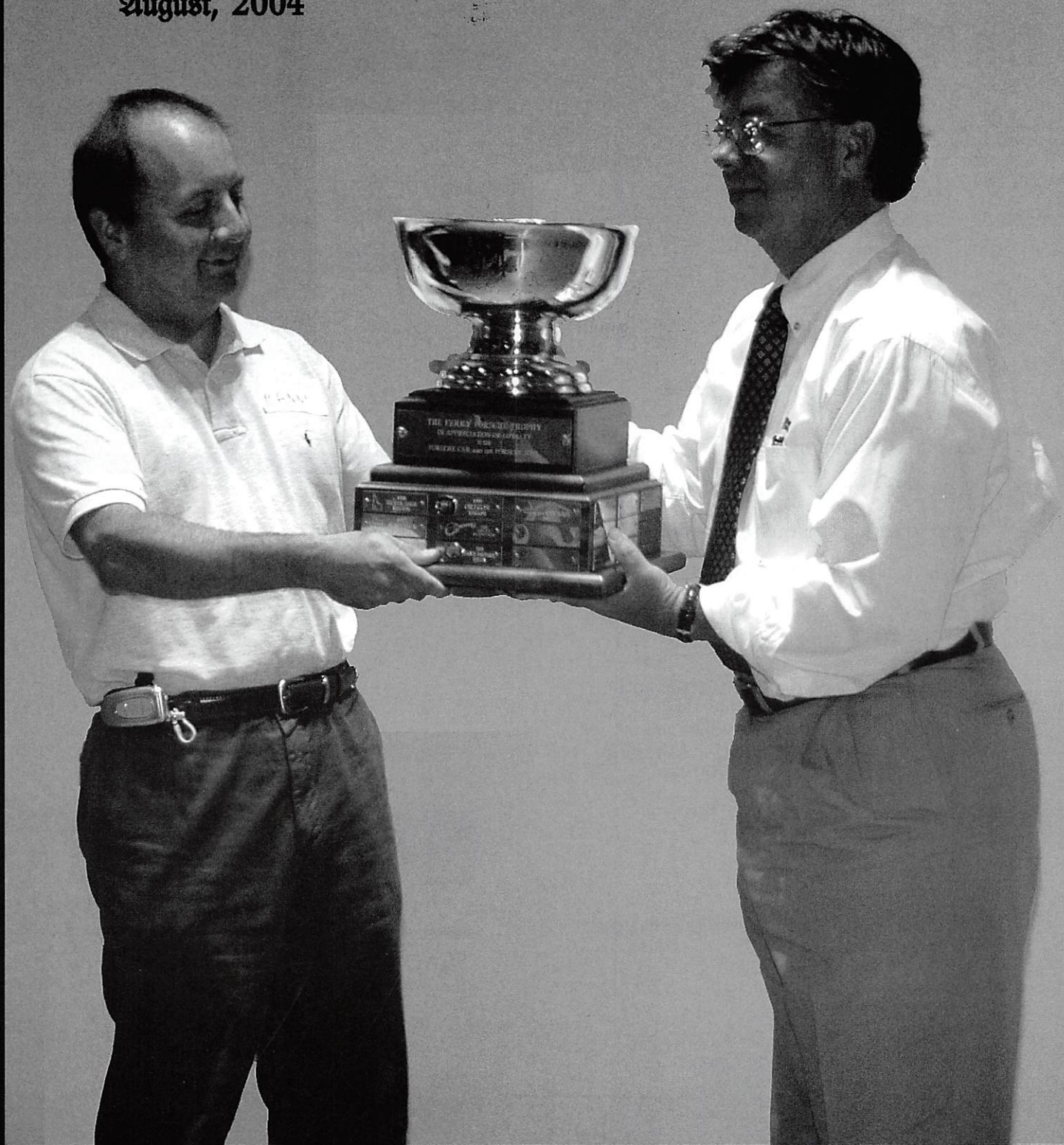


„der Gasser“

August, 2004



PCA Region of the Year

Riesentöter Region



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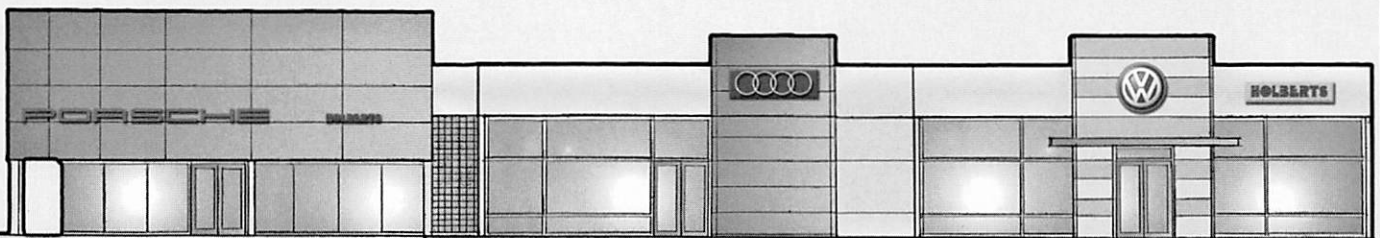
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3 NEW SHOWROOMS COMING SUMMER 2004

From the President...

by Riesentöter Region President Tom Zaffarano

Ferry Porsche Trophy – Region of the Year

This award is sponsored by the Porsche factory and Porsche Cars North America (PCNA) in memory of Dr. Ferdinand (Ferry) Porsche and was first presented at the sixth Parade in 1961. It is presented to the outstanding Region of the year, and is often referred to as the Region of the Year Award.



Quoting from the trophy itself:

The FERRY PORSCHE TROPHY
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of LOYALTY
to the
PORSCHE CAR
and the
PORSCHE IDEA

The selection of the award-winning Region is based on growth, general improvement or maintenance of high standards in activities, meetings, newsletters, and adherence to, or the furtherance of, the objectives and ideals of the Porsche Club of America.

The evaluation categories are:

- A - Level of Activity
- B - Membership Growth
- C - Community Activity
- D - Multi-Region Participation
- E - Newsletter Effectiveness

It was a great honor for me to accept this award for our Region at the 49th Porsche Parade in Fort Worth, Texas. As you can see from the criteria stated above to win this award takes a great deal of work from our board and volunteers, and participation from our members and the communities we live and work in. I want to acknowledge Craig Rosenfeld our past president for his leadership and VISION that we could win this award, Terry Minkin for putting together our story, and Debbie Cooper for coaching us on how to win on a national level.

2004 Parade update- Region winners:

Concours	Preparation Class Boxster	First place: Bill and Debbie Cooper
	Preservation Class 914	First Place: Bryant Wezner and Mitch Samuels
Autocross	Boxster S Men's	Third place: Bill Cooper
	Boxster S Lady's	Third place: Debbie Cooper
Tech Quiz	356 Men's	Second Place: Bill Cooper
	911 '78-'89	First Place: Debbie Cooper

Can you attend a Porsche Parade without a Porsche and still have a great time? YES, but I don't recommend it.... Mark your calendar— Hershey in 2005 and bring your Porsche.

Upcoming Events:

- **'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 August** Race Cars at Rosen's – Don Rosen Porsche, Conshohocken, PA
- 1 October** The 'Last Wednesday in September' General Membership Meeting will be held on the
First Friday in October -- at Performance Automotive - Malvern, PA
- 27 October** **Election Meeting!** Victory Brewing Company, Downingtown, PA

Track And Tech Events

With the completion of the Shenandoah track still uncertain, 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.

- | | |
|--------------------------|----------------------|
| August 27 - 29 | Summit Point |
| September 24 - 26 | Pocono - Make-A-Wish |
| October 11-12 | Shenendoah |

On The Cover:

PCA Zone 2 National Rep Manny Alban (L) officially presents to 2003 President Craig Rosenfeld (R) the Ferry Porsche Trophy designating Riesentöter Region Region of the Year. photo by Bill O'Connell.

Membership Update

By Brian Minkin, RTR Membership Chair

Looking Back In Time

Milestones are the events that record time and history for our region and this month I reached one of them. I have been a club member for 5 years under my own membership although I have a few more years under my belt as an associate member (but that is another story). This is also the year that our region won the Region of the Year Award at the National Parade for events in 2003. A big factor in receiving that award is membership growth and retention. The region is continuing down the same growth path as last year with over 1400 members in the region. 18 new members joined this past month. 93% of our members have been a member for more than 1 year and this is an outstanding retention rate. 110 members have reached a remarkable membership milestone having belonged to the club for 20 years or longer. The club recognizes these members with a special status. These long-term members are our Fossils. This is how those in the ranks of Fossil break down. 4 members have been members since the late 1950's. 12 joined in the 1960's. 33 joined in the 1970's. Between 1980 and 1982 29 members have obtained Fossil status. Last year the region honored 15 members at the Holiday Banquet who joined the ranks of the Fossils and this year 17 members will be inducted into Fossil Status. An interesting fact about our Fossils is that of the 110 Fossils only 13 of them has a P car newer than 1990 registered with PCA. In fact many of our Fossils have a P car as old as their membership or older.

I would like to congratulate those members who obtained Fossil status in 2003 as well as those who will obtain fossil status at the Holiday Banquet this year. These members are.

2003 Fossils

Howard Greenberg
Richard Bogert
Steven Oxenberg
Paul Richardson
Howard Hinsdale
Lawrence Herman
Wyatt Vorters
Bill O'Connell
Ronald Kellett
Paul Thompson
Anthony Lepore
E. Russell Hunsberger
John Cullen
Horace Miller
Fredric Thomson

2004 Fossils

Richard Reber
Jay Several
John Crowley
Sandy Sadtler
Charles Artz
Stuart Cerato
Fred Brubaker
Arthur Rothe
Timothy Everett
Richard Fehring
Bernard Sitron
Doris Robinson
John Evans
Donald Cox
Lewis Lodge
Jody Tzirin
Bruce Earle

General Membership Meeting News

By Debbie Cooper, Vice-President, Riesentöter Region PCA

25 August 2004 - **Race Cars at Rosen's**



Location: Don Rosen Imports – Conshohocken, PA
Social begins: 7:30 PM
Meeting begins: 8:00 PM

It's that time to join Keith Shaw and his staff at Don

Rosen Imports as they once again host the August meeting. These Riesentöter cars truly prefer the racetrack over street use any day!

Join us and talk to the owners who have modified engines to increase horsepower, modified the bodies to reduce the drag coefficient and added wings of all shapes and sizes to improve the downforce.

Take this great opportunity to discuss the pros and cons of making modifications to your car based on your overall use. A car primarily used as a daily driver may not need a 5-point harness.

Additionally, we owe these folks a great deal of thanks for serving as instructors at our Driver Education events and helping us improve our driving skills both on and off the track.

Please let them know how much we appreciate their efforts, so see you on August 25th!!

Directions to Don Rosen Imports (www.drimportsporsche.com), 1312-16 W. Ridge Pike, Conshohocken, PA. Phone: 610.272.9200

Heading NORTH on I-476 - take Exit 18B toward Norristown, make a right onto Chemical Road, make a right onto W. Ridge Pike, continue about 0.7 miles and Rosen's will be on your right.

Heading SOUTH on I-476 - take Exit 18 toward Norristown, make a right onto W. Ridge Pike, continue about 0.4 miles and Rosen's will be on your right.

Looking ahead to September: The September meeting will be held Friday, October 1st at Performance Automotive in Malvern, PA. Robert Linton will debut his

completed car. For a Friday evening, we needed to move the meeting to the 1st of October. *That's pretty darn close to September.*

Do cast titanium uprights and carbon composite swing arms that fit your Porsche street car make you a bit curious? Does working with senior F1 designers and senior Porsche and other car manufacturer engineers to advance automotive technology sound interesting?

We have a special car and a special guest for our September Riesentöter meeting (Actually to be held on Friday, October 1...).

Robert Linton set out to create the most advanced technology, lightest weight possible 964 – the America GS 3.8 Hardtop Roadster.

The exotic components on this car were all made to the highest possible standard (in some instances exceeding even F1) to achieve a 500 kg weight reduction while simultaneously improving performance.

Yet this is not a stripped race car, but a street car that achieves that weight with

all the original Porsche luxury features including leather seats, air conditioning, stereo, steel doors with safety beams and carpet.

Our September Riesentöter meeting (Actually to be held on Friday, October 1...) at Performance Automotive in Malvern will be the first public unveiling of the completed car.

Bob will share the story of how the car came to be, and how the project lead him to form a company named Cartridge, which today is supplying Porsche Racing with its latest carbon composite induction systems, aluminum and titanium suspension pieces, lightweight wiring harnesses, carbon composite oil tanks and numerous other items.

The parts on the car, and the components Bob will discuss are some of the ones that have been displayed at www.rennlist.com but very few people have ever had the chance to see.

No matter what your interest is in Porsche cars, this meeting (Actually to be held on Friday, October 1...) will be fascinating to you!

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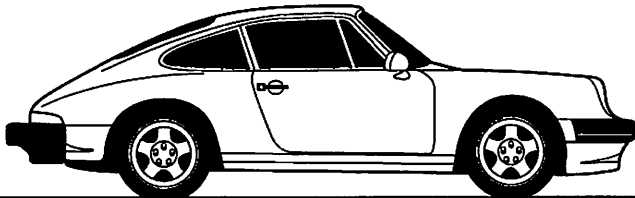
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Thank You!!!



**Vince Evans & Hobert's Staff
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Membership Meeting**



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Chesapeake Daytrip, Fall Rallye Slated

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

The Riesentöter Fall Rally will be held in conjunction with the 100 Cars Of Radnor annual Concours d'Elegance 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 to cars from the '20's and '30's, so although the thought of a four-wheel drift on a dirt road may sound grand, it won't be happening at this 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.

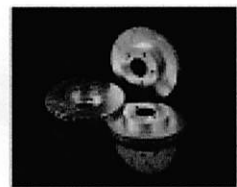
Registration will start about 8 a.m. or so, and given that there is no time element, cars may leave as they please. This is a self-tending event, no check-points are planned (though that could change).

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 rally 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 Bill O'Connell a call at 610.777.6500.



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Octoberfest VI in the Pocono Mountains

Come join Pocono Region at their sixth annual Octoberfest multi-event weekend celebration on October 15-17. The Clarion Hotel in Stroudsburg, PA will be our headquarters for the weekend.

Admission to the Friday night Welcome Party also includes an entry in the Porsche slot-car competition.

Saturday morning will start with a concours d'elegance (full and wash and shine versions) in a beautiful setting followed by a gimmick rally in the afternoon along the picturesque roads of the beautiful Pocono Mountains.

Saturday night you can enjoy an evening of good food and friendship and beautiful trophies will be presented to the winners of the slot car competition, concours, wash and shine, and rally.

Everyone will leave with a door prize! Sunday morning will let you test your

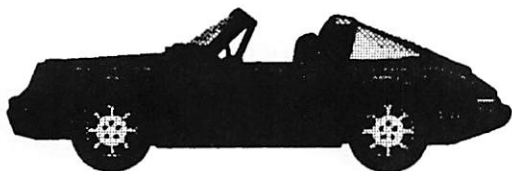
knowledge of Porsche in a general tech quiz. This event is more fun than it sounds and trophies will be given out.

For more information, contact Jim and Margie Becker, 3438 Wild Cherry

Lane, E. Stroudsburg, PA 18301, 570/629-5568, or at jimmar@ptd.net. Registration forms can be downloaded from our website at www.pca.org/poc.


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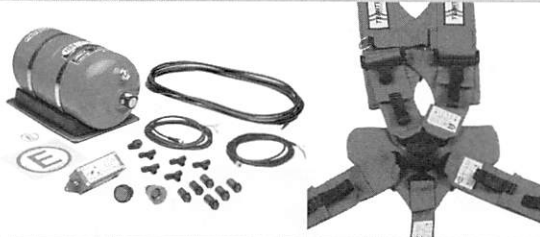
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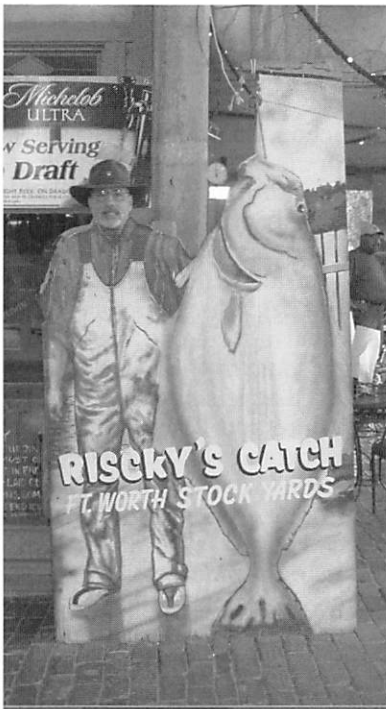
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Parade 2004 Deep in the Heart of Texas



Many thanks to Tom Zaffarano and Bill O'Connell for sharing their Parade Experience photographs with us...



Recent DE Track Reports

By „der Gasser” Editor-At-Large John Floyd.

Jefferson Circuit-Summit Point June 26 - 28

Overview...

Driver's Ed at Jefferson Circuit & Summit Point in West Virginia is an interesting combination of tracks providing a unique driving experience.

“From the sublime to the ridiculous” is an exaggeration, but not much. Jefferson, with 7 turns in a length of only 1.1 miles seems almost like a go-cart track. Extremely technical - meaning not a lot of time to catch your breath, check your gauges, and tighten your harnesses before the next turn – it is a great track to prepare for the other tracks that we drive because of its compressed nature.

After Jefferson, it seems you can use a sundial to measure the time between the turns (at least in an SC).

Conversely, Summit Point, at 2.27 miles and with only 3 more turns, seems like the Nurburgring by comparison, especially with its 3 straightaways – 1 more than Jefferson. While neither track has the grandeur nor the amenities of a Pocono or a Watkins Glen, each challenges drivers with some very tricky corners.

Getting to the track...

From the Shoney's in Winchester, Virginia, as you drive east along Route 7 to the track into the rising sun, the Virginia country side unfolds in a series of undulating hills. Make the left at the light at the econo-gas station, and as you pass isolated homes, farms, and an occasional church, your driving skills may be tested before reaching the track, as mine were.

Saturday morning at about 6:40 AM I came around a bend to find a fawn, all legs, in the middle of the road. After some indecision on its part, helped along with my horn, it finally ran off into the woods. Not two minutes later, as I rounded another turn, I came across a family of steers out for an early morning saunter.

Two big muthas, which I assumed to be dad and mom, were surrounded by six calves, all spread across the road. Again, using my horn, and luckily them not using theirs, I cleared a path and proceeded to the track.

On Sunday morning as I drove to the track in the same area, approaching drivers were flashing their headlights. It turns out that I just missed a litter of bloodhound pups which apparently escaped from a local breeder's pen and decided to explore the world. Ahh – country living!

After reaching the entrance to the raceway, a white signpost points left to Summit Point and right to Jefferson Circuit. Driving to the right, past the carcasses (pun intended) of vehicles that look like major losers from a demolition derby, the road winds around to the entrance to JC.

The main difference between the two tracks is that at Jefferson, there are grassy areas where you pull up and unload your car. There are six trees which provide slightly more shade than the two telephone poles planted there. Between these grassy patches are four roads leading to the staging and pit areas. It's easy to identify the drivers that 'know the drill.'

They've brought canopies, tents, tarps to lay their gear, hats, & sunblock (the weather gods were great for all three days). Jefferson has a more international flavor – the trash barrels are gray 55-gallon drums with “Made in China” stenciled on them.

Summit Point ...

Summit is like a K-Mart parking lot – all asphalt punctuated by the ubiquitous blue plastic trash barrel. As drivers prepare their cars, there is a festival-like atmosphere as a variety of music blares from cars and “Porsche support vehicles.”

Since there was tech inspection each of the three days, and 89 drivers registered for JC and 93 registered for Summit, David Ehm and his “Merry Torquesters” (Ed Kovalevich, Ken Nielsen, Jeff Haas, John Giannone, Terry Lefco, Rick & Amanda Owens, Dan Olson, David Schenk, Bodo Knochenhauer, and Patrick Wayman) opened tech each morning at 7.

Chris Mahalick and Carol Reynolds were the antithesis of the bureaucratic experience as they smoothly handled registration and wrist-band disbursal. Mike Andrews performed in his usual inimitable style as track chairman, explaining each day's procedures.

With Driver's Ed emphasis on safety

and instruction, Brian Smith's classroom sessions for the Green and Blue students are always informative. His candor is refreshing, especially considering his driving experience. Hopefully students hearing him admit to trepidation in certain turns helps dissipate some of the machismo and testosterone that seems to accompany some of the newer higher-horsepowered drivers.

The White and Black groups also had the opportunity for advanced technique instruction on Monday with a special classroom session. Sunday night there was a pig roast after the track closed, and by the time it was over, there wasn't much left of that porker. As those who attended can attest, it was a great 3-day event. Considering what is going on in the rest of the world these days, and here we are playing on the track, in beautiful weather, enjoying the camaraderie of fellow track junkies, and everybody leaving in one piece, there was a lot to be thankful for!

In the Marbles...

Almost a half a million essay - Since “a picture is worth a 1,000 words,” be sure to see Doug Mahoney's 477 photos posted on the RTR website (www.rtr-pca.org). He does a great job in capturing the spirit of the DE events with both on-track and off-track pictures.

And if I didn't know better, I'd swear he uses a body double. It seemed there was a guy in a straw hat with a camera at every corner of the track...

The Virginia Slims Award (You've come a long way, baby) to Virginia Carfey, who successfully changed her brake pads and then bled the system... and to Carol Reynolds, who has moved from Snidely to the Black Run Group (don't be alarmed – it didn't happen all in the same weekend)...

Is it a snake, a piece of tire, or a rubber snake? - seems there was some confusion as to something on the track. Turns out there was a piece of tire that looked like a snake and there was a snake, which Ken Nielsen quickly dispatched with his new GT3...

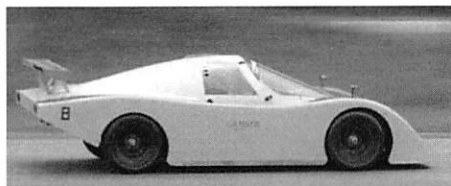
Bill Dougherty and Jim were pretty active this weekend; it seemed like there was a steady flow of cars at the Dougherty trailer. Special thanks to Bill for discovering that my tire gauge was 12 pounds light. No wonder my car felt like it was

on ice skates... and could all those people wearing blue Dougherty Automotive shirts have been employees?...

Speaking of shirts, how about those new Black & Yellow instructor shirts? Apparently the epaulets serve 3 functions: 1) as harness guides 2) The Brian Smith HANS device 3) A place to keep your towel when bowling...

RTR achieves pariah status – at least on Saturday. Seems like the track people didn't want us contaminating the SCCA race being held at Summit Point. While not quite making us wear bells around our neck should we have to venture over to Summit for gas, we had to order our lunches at JC, which were then brought over to us. Graciously the lunch lady deferred from wearing a biohazard suit as she distributed the chow...

Poor Man's (un-PC, huh?) 962 (see the cover of June's PANO). If you were at JC & Summit, you might have thought you were standing farther away from one than you actually were. Turns out it was Barry Schwartz's Diasio, a ¾ scale of the 962, powered by a 1300 cc Suzuki Hyabusa motor with a sequential shifter. This little rocket sled, with its fi-



berglass and Kevlar carbon fiber body, weighs in at only 1140 pounds, and has a top speed of 150 MPH, with only one disc brake to stop it...

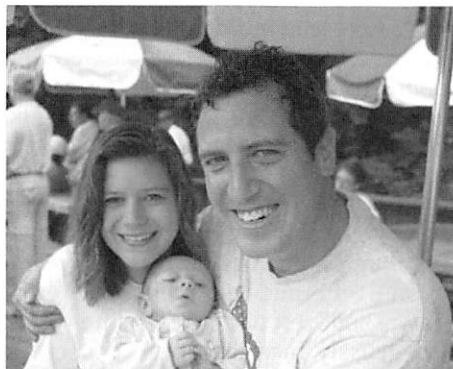
Matching Cups - it's good to see Chris & Colin Dougherty driving at our events again, especially in matching GT-3 Cup cars. Rumor has it that if you look hard enough, you may be able to find them at the upcoming Glen event...

By the pound – the youngest "Torqueter" at tech, Amanda Owens, age 11, weighs just enough so that when she fully leans on the torque wrench, it clicks at 95 pounds...

Makes for a long 3 day event – Chris Mahalick's trans went after the 2nd session on Saturday...

How many ethnics does it take to take a picture? (better PC, huh?) Dave Couglin was trying to take a picture of his wife as she came around turn 7; however, along with his camera, he was holding new daughter Amanda and a beach umbrella. Rob Greenberg took the baby, which immediately started wailing,

while a certain „der G” scribe held the umbrella. Then the passing begun – Dave got the baby, Rob got the umbrella, and scribe got the camera. The process was



prolonged unnecessarily as the scribe inadvertently kept closing the lens cover of the digital cam just as he prepared to shoot...

Tag-Teamed by the Herman Brothers – my left arm gets a lot of exercise when I'm on the track, but every time I looked in my mirror, it seemed there was either Mike in the EVO or Dan in the 951. And my apologies for not including them in the June issue along with dad Larry in the mention of the father/son(s) who are participating in Driver's Ed.

Watkins Glen July 30 – August 1

Your new addiction...

At the first driver's meeting of every Riesentöter DE event, Mike Andrews asks the gathered for a show of hands as to how many "is this is your first DE?" After the hands have gone up, he says "Welcome to your new addiction!" which generally elicits a laugh. What most of the folks chuckling fail to realize is that he is right.

For us track junkies, Watkins Glen is the mother lode of the year's DE. Make no mistake about it, there is a cachet to the Glen that very few if any of the other tracks we regularly attend have. In addition to its history as one of the most prominent road tracks in the US, it is an incredibly challenging 11 turns in 3.45 miles.

Only the Glen has the incredible elevation changes which one can't fully appreciate until one does a "track walk." Try to imagine as you "pit out" from the staging area you start downhill, blending into turn 1 and approaching the "esses," a series of 3 turns forming a large "S" as the elevation drops approximately 5 stories – 50 feet.

As you drive up through the "esses" onto the back straight, in 800 feet the

elevation jumps back up 9 stories – 90 feet.

In my limited driving experience I have never felt anything as exhilarating as slaloming up this section of track, looking for the next turn-in cone and then the next apex, as the turns and elevation makes seeing the cones a significantly greater challenge than Pocono's North Course.

Pocono, by contrast, seems like a billiard table with the only elevation being after you come through turn 5 and then enter "the bowl." At the Glen, the back straight is a little over a quarter mile long (1839'), and just as you really start to carry speed, you must carom through the "bus stop," a U-shaped inner loop of about 250 feet.

Assuming you keep your car settled and hit the apexes correctly, you now enter a long right hand downhill sweeper also known as "the carousel" where the elevation drops 65 feet as you approach the braking zone for turn 6 – a sharp left-hander that drops you another 50 feet as you travel along the "laces" of the "toe of the boot" – so called because from turn 5 through turn 8 the track resembles the outline of a boot.

As you start through the "toe" the elevation starts to climb again, and by the time you reach the "heel" you've climbed back up another 9 stories. The time from turn 5 to the heel of the boot can be as brief as 40 seconds.

Turn 9 is "off-camber" meaning the track falls away from you, instead of being banked in the direction you are turning. It is also a late apex, and as you track out you see a wall of styrofoam bearing the indentations of drivers who entered this turn early and ran out of track and into the wall.

Mix in the in the lateral G-forces you experience in turns 5 and the "toe" along with the ubiquitous "blue bushes" (as the Armco guardrail is known) and hopefully you can begin to appreciate "the Glen".

Big track - Many entrants

It's this unique driving experience that drew 179 registrants (34 Red, 31 Black, 42 White, 35 Blue, and 37 Green), and once again the RTR workers performed flawlessly.

Chris Mahalick and Carol Reynolds have developed registration into such an art form that the two of them smoothly handled check-in and wristband disbursement with a minimum of waiting by registrants.

Grid tech, the second safety inspec-

tion required each day a car is on the track, also flowed smoothly. David Ehm and his Merry Torquesters looked like a Welsh rugby scrum as they hunched over lug nuts, tightening each to spec. The 'pack' included Fred Brubaker, John Giannone, Terry Lefco, Rick Owens, Jeff Haas, John Genovese, Maureen McVail, Brian Minkin, David Schenk, Ashley Mahoney, and my apologies to anyone I've inadvertently left out.

Track Chairman Mike Andrews exhibited his usual administrative poise at the Driver's Meeting each morning, as well as coordinating the distribution of tickets to Saturday evening's dinner for 160 at The Glen Club, the restaurant overlooking the "esses".

Chief Instructor Brian Smith's communicative skills in the classroom are equal to his driving on the track, as he skillfully weaves instruction with humor.

And finally, special thanks to the bravest folks at the event (and I'm not referring to those who opt for the sausage sandwich at the concession stand), who continually put their lives in our hands – the instructors.

This year there were only 3 sessions a day, and if an instructor had a blue and a green student, those run groups ran back to back the 1st and 3rd sessions.

So the instructors barely had time for their pulse rates and blood pressure to return to normal before they had to jump into the next student's car. Well done, ladies and gentleman. Your dedication to the improvement of our driving skills is greatly appreciated!

In the Marbles...

It's one thing to sit in a classroom and discuss turn-ins and apexes while drawing lines on a two-dimensional track map.

To climb into the back of a pickup truck – well, eight pickup trucks - as 70 of us did after the track closed on Friday, and then ride to a certain point on the track, disembark, and have Brian Smith point out the unique aspect of that particular segment, really makes DE instruction come alive.

Going to the top of the "esses" and looking back at the elevation drop, standing mid-sole of "the boot" and looking back down at the toe, basically being able to "freeze frame" the track as Brian pointed out how a surface was off-camber, or how cement inlays at a certain point of a turn provided traction because of the way the surface was banked.

Very instructional, and we almost made it completely around before the rains hit...

Black flag pointed at - the yahoos who had to be told not once, not twice, but 3 times not to ride up on the edge of the truck beds. The Glen people were emphatic that people were not to ride this way before we left for the track walk, and they still had to make a special visit to ask us not to do this...

ANOTHER black flag at – the Brahmins who felt the work detail assigned to them was an intrusion on their recreational time, and better left to the "great unwashed" rest of us to carry their load. It's grossly inconsiderate, especially since RTR is an all-volunteer organization...

Kudos to Colin Dougherty – for initiating the "White Pool Classroom", a throwback to earlier days at RTR when the instructors used to hang at pit out, and White Group drivers would seek them out to ride with them.

This is a great opportunity for the Whites to continue developing their driving skills, and once again, a tribute to the instructors' willingness to volunteer even more of their time...

CDOC thank you – to Colin and Chris Dougherty for their donation of a tire gauge and pyrometer. The drawing was held at Sunday's driver's meeting,

woman driver's attention that her brake fluid level was low, caught a ration of do-do...

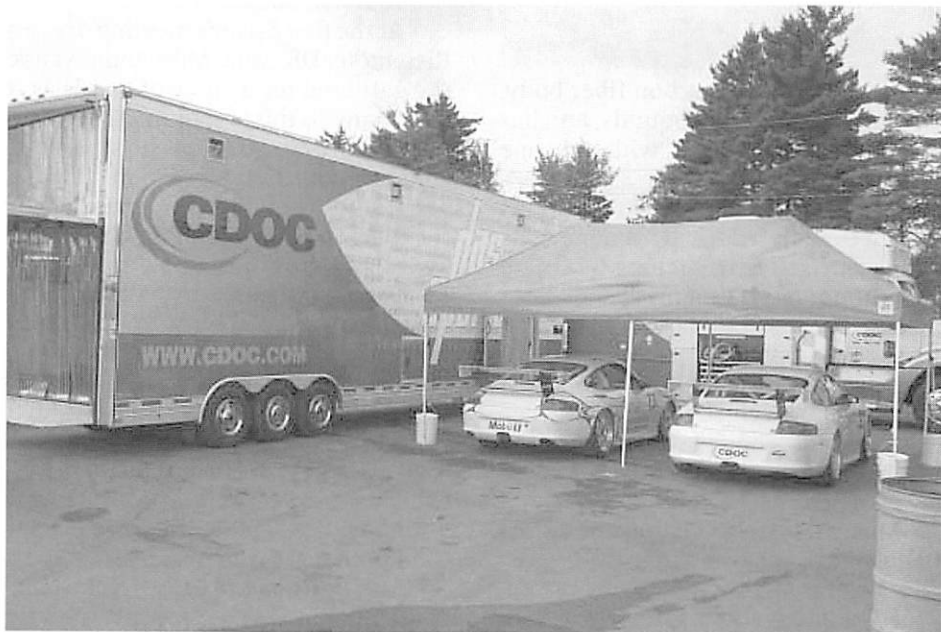
How Do You Say Empty in Russian – seems a certain Russian-speaking lady driver in the White Group wanted to emulate the Seinfeld episode where Kramer and a car salesman want to see how far they can drive after the fuel light comes on. Nice try, though...

The Seneca Lodge Porcelain Lamp Award – to the RTR member who mistakenly tried turning on a room light by flushing a toilet handle – or something like that...

Seat Time – technical repair talk between one of the turbo drivers with an engineering background (no – not Kurt) to another one of the turbo drivers close to the earth having to do with yellow tie wraps, white lithium grease, and "dropping off like raisins" – something, I think, have to do with their wastegates...

Culinary Delights – special thanks to Jim Booth of Dougherty Automotive. In addition to his mechanical skills at the track, his skills with a smoker and sausage made for some great eating....

GeeTee 3 – is it my imagination, or are these things breeding like rabbits? Seems like each new event brings out more. Just as long the Pepperwagons don't start appearing on the track....



and the winners' names were drawn by Mini-Me Track Jack Genovese (I'll pay ya later little buddy)...

No Good Deed Goes Unpunished Award – to Terry Lefco, who as a result of chivalrously bringing to a certain

Photographs accompanying this article by RTR Webmatser Doug Mahoney. Thanks Doug!

CBR High Performance Driving Clinic

Saturday September 18, 2004,
Jefferson Circuit at Summit Point

If you have tried autocrossing or have the desire to try a track experience, here's your chance to go to the next step.

The High Performance Driving Clinic is a novice driver's education designed exclusively for those who have never tried out driver's education or have just recently started.

The clinic is limited to 39 entries. The students are broken up into 3 groups of 13 to encourage maximum student/instructor interaction.

It is open to non-Porsche cars (to exclude pickups, vans and SUVs -- but Cayenne's are welcome).

Students are given instruction in the classroom, on the skid pad, on track exercises and hot laps on the circuit that

afternoon.

While the students are in the classroom, instructors get their track time on either the circuit or skidpad.

Cost will be \$185.00 for students.

Additionally, breakfast and lunch is included in your registration.

Chesapeake Bay Region needs help to run this event.

We are looking for 30 instructors and 12 volunteers to help pick up cones.

Please contact one of the following if you can help.

Instructors contact Miriam Schottland at Greywolf@millkern.com

Volunteers contact Chris Corraliza at track@delawarepca.org

Registration question contact Dennis Howard at RSAmer@aol.com

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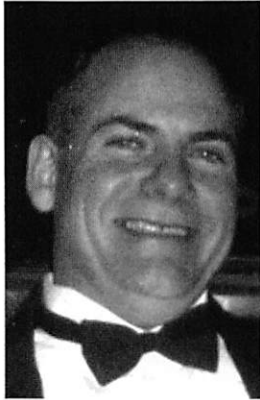
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The Right Seat

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

By Brian Smith, 2004 Chief Instructor, Reisentöter Region PCA



Hello everyone, hope all is well. Smoothness! Have you ever heard someone described as being smooth? When I think about someone who is smooth, I picture an individule who has the ability to blend into any

situation without being intrusive or awkward. Someone who instinctavly fits right in. Someone you generally don't mind being around because you're pretty sure nothing rash will happen...there won't be a panic!

You won't be put in a dangerous position and if you are you will comfortably get out of it with minimal effort. Like... like... James Bond... smooth. Come on say it like Barry White... SMMMoooooth... ha ha... yeah!

When you use that word to describe a driver, you think of Mr. Smooth, Michael Schumacher.

Before we go any further let me say this about MS: Watch him race every chance you get, because in our lifetime and all those before, there has never been another like him. He is The Greatest Driver Ever! *[The drivers he's punted off the track in pursuit of victory might have a different opinion... --Ed.]*

Everybody has their favorite driver but I always seem to be drawn to guy who makes it look easy... effortless. The driver who just flows right along and can clean everyone's clock without them

being able to a thing about it. The smooth guy.

What does it take to be smooth? I think it's a combination of knowledge and skill: Knowledge in the sense that you should be able to identify your limits of safety and work within that parameter. Skill in the sense that you understand that practice and concentration will blossom into smoothness.

But honestly, ultimate smoothness I believe to be a natural thing. Some have it and others work really hard to get a bit of it. I temper that by saying that any bit of smoothness is a good thing.

I had to learn smoothness... the hard way. I grew up riding and racing sport motorcycles and in the motorcycle world, smoothness meant survival.

If you rode outside your personal safety envelope, you got hurt. If you lost your concentration for a moment, you

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went down. If you were not smooth with the controls you wound up on your nose. See where I'm going with this? On a bike it takes a great deal of concentration just to pick your feet up and get going, much more than it takes in a car. You're dealing with balance, speed, and centrifugal forces. A lethal combination when one is not smooth.

There are only two kinds of motorcycle riders: those who are going down and those who've been down. Guess which one is smoother?

In a car, you can get away with not being smooth and survive a lifetime if you're lucky. Yeah, you get behind the wheel, the car holds itself up, you turn the engine on, turn on CD and the nav unit, turn the brain off and away we go.

It only got worse when cell phones came into the picture. Another distraction, another removal of the concentration necessary to be smooth.

The Editor wrote me the other day and asked what was wrong with East Coast drivers.

The same thing that's wrong with all coast drivers Rich, no one practices smoothness on the street. It just seems worse here because the roads are narrower! *[They seem to be smooth enough while wallowing aimlessly over the centerline - just not paying attention! -- Ed.]*

Every input both mentally and physically will need to be addressed in order to be smooth on the track.

The way you prepare for the event, how you set yourself up in the car and wear your gear to be comfortable at speed, the amount of time you spend going over the layout of the track in your mind.

Sometimes you'll see racing drivers in the pits before a race with their eyes closed, pretending to be holding the steering wheel and driving the course in their head. Important stuff if you want smoothness.

Physical inputs like how you get on and off the pedals, how you move the steering wheel, upshifting and even more important, downshifting. It surprises me how few people downshift on the street to practice for the track.

Did you know that you can practice the "heel - toe" technique in a car with an automatic transmission? Downshifting is

something everyone should work on every chance they get. Practice braking and downshifting together by matching RPM's while keeping steady pressure on the brake pedal.

Everything you can do to eliminate distractions will enable you to concentrate and ultimately make you a smoother driver. That's it for now. Email me or find me at the track if you need further explanation on smoothness or any driving thing at all!

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

Starry Starry Night, pick a star that's right! This guy is the nicest person you'll ever meet. He's been our Tech guy for a few years and is a fine instructor.

The August 2004 Star Instructor is Ed Kovalevich.

Thanks Ed, you really do a great job!



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Riesentöter PCA Driver Education 2004 Application

EVENT	DATE	FEES Student	Inst	OPEN DATE
Summit Point	Aug 27 - 29	\$270	\$135	June 30
Pocono - MAW	Sept 24 - 26	\$300	\$150	July 28
Shenendoah	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.

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: Dave Coughlin, 5 Dowlin Forge Ln, Downingtown, PA 19335
dcoughlin001@yahoo.com

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? _____

Riesentoter 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 _____

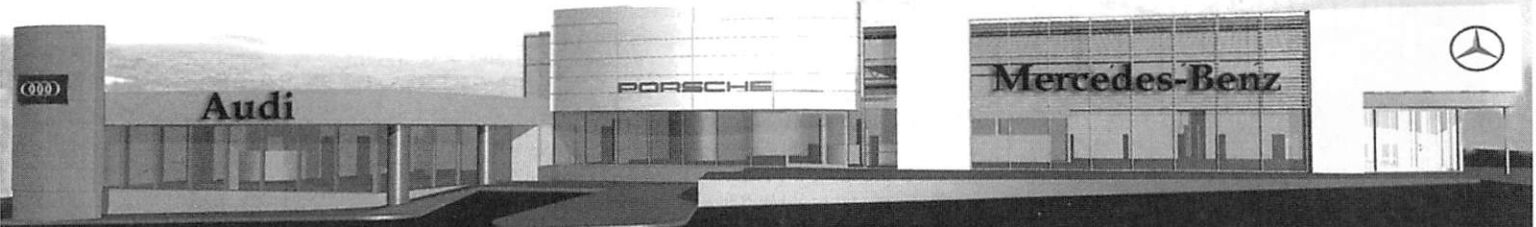
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85 911 Carrera Coupe, showroom cond. (in/out), #WPOAB0917FS120563, 12,500 original miles, black/black leather interior, front and rear spoiler (whale tail), pwr steering, windows and side mirrors, sunroof, ac, new am/fm radio with cassette player, 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

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]

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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

It was a dark and stormy night. Suddenly, a shot rang out! Oh wait -- that wasn't a shot, it was just a backfire touched off by a slightly rich mixture on overrun and a little hole in the right side heat exchanger that has so far defied most of my attempts to patch shut. (SSI's are on the list if not the budget ...)

But dark and stormy it was on my way to the General Membership Meeting at Holbert's. Heard some wonderful tales of the early days of the Porsche distribution and dealership environment, and got to check out the historic Löwenbräu 962.

Got to bail the puddles out of the Targa for the trip home, which was uneventful. Most of the time, I feel more comfortable and secure in my old 911 than most newer cars despite their modern technology and conveniences.

Still, there was that day last month when we made the trip home from New Britain via the Triple-A Express, due to a shredded fan belt, but as all 911 owners should, I had a spare back on the workbench and had the car back in service the next day.

I love my vintage car. I hate my vintage car. Most of the time, I hate fixing stuff. The problem with fixing stuff is that when you're done, the best you can hope for is that you're back to where you thought you were originally.

Improvements, I can do. I didn't mind the modification to park the windscreen wipers on the passenger side, because the Sparco seats (another improvement) lower the driver's eyepoint so much that the wipers obstruct the view of the road.

And I didn't mind the "As Long As" task of clearing out the 2 pounds of sand and silt clogging the bottom of the fresh-air vent, nor routing a new drain hose so that water that did manage to get scooped up into the vent would be redeposited on the roadway, rather than the passenger's floorboard.

I'm actually looking forward to a winter of brake and suspension upgrades and rebuilding the 911's engine. After that, it should finally be ready for the season of DE events I'd too-eagerly anticipated for this year.

If those of you with older Porsches which, for the purposes of this discussion I am including everything through the 911SC although I'd normally cut it off at the long-hood cars, want an entertaining read (aside from what you find in the pages of „der Gasser,” of course...) I suggest you pick up a copy of "The Gold-Plated Porsche" by Stephen Wilkinson. At the very least, put it on your Christmas list.

Wilkinson has quite a colorful background and anyone who's uttered those Three Deadly Words ("As Long As") or the more insidious five-word phrase ("For Only A Little More"...) will find much to relate to. Despite Wilkinson's inexplicable loathing of Targa owners and the occasional missed technical triviality, I really recommend this book.

Maintaining an older Porsche is always a matter of balance. It makes no sense to upgrade a stock 912's brakes to the latest monobloc marvels unless the rest of the suspension and driveline have been updated too. It makes no sense to spend a lot of money on new trim if the body shell is riddled with rust.

And yet committing to fixing everything all at once (which commonly goes by the name "restoration") can leave you without a running Porsche for a long time and is pricey.

So many of us pursue a path we call the "rolling restoration," on which we fix what we have to, clean and polish the parts we have to touch to perform a particular task without getting carried away and moving onto neighboring parts, and selectively updating and upgrading parts that better align the vehicle with our intended purpose.

It helps if this process can be approached with an engineering understanding of the shortcomings and drawbacks of the base vehicle. Any pre-1976 Porsche is at risk of rust. '70 and '71 cars got fitted with plastic parts in the clutch actuator. Some later cars got fitted with rubber-centered clutch disks.

Truth be told, most Porsches have some kind of built-in time bomb, some cleverly engineered solution to some aspect of automotive operation you or I might not even see as a problem worth solving. (*Plastic in a clutch trunnion - what were they thinking?*)

But the point is - most of them have something. If I'd approached the plastic

clutch part as an upgrade opportunity rather than waiting for it to fail, we probably wouldn't have been inconvenienced to the tune of 4 hours and a \$250 flatbed ride home from Alexandria, VA, where true to Mr Murphy, the plastic part failed in bumper-to-bumper DC Outer Loop Beltway crawl.

You *can* drive a Porsche without a clutch. It takes some skill to match revs and practice helps.

But traffic was moving slower than bottom-gear idle and the sea of traffic extended to the horizon. We had at least five toll booths to negotiate, and I was running on only one of the two teeny batteries that should have been fitted to the car.

One is enough for normal, daily use, but the downside consequences of that one little battery failing while trying to chug a 911 to life in traffic made the trip too dangerous to contemplate.

Fortunately an offramp materialised where we could exit and summon help. I'd originally thought the problem was broken clutch cable or sheared roll pin in the pedal cluster - both parts I spare at home - both parts that I do not consider standard roadside replacement items.

Back home I quickly determined that it was neither the pin nor the cable, but the plastic (*what were they thinking...*) part. Since I had been forewarned about the fragile plastic part, I had already purchased an uprated (proper aluminum) part available in the aftermarket.

It'll cost me points at the Hershey Parade concours - but I now have confidence that the car will successfully make it to and from the Parade concours without another clutch failure.

And since I'd already bought the part, I was able to have the car back in service the next day, and it did its part in getting us to Virginia so we could pick up Joy's replacement Subaru, so we both had something to be happy about.

Since I'd already bought the part, I *could* have replaced it prior to ultimate failure, treating it as an 'improvement.' I can only say that the last time I was under there, looking at it, it looked just fine.

I know now that it was just sitting there going 'tick, tick, tick' like all time bombs do.

Do you know the weak parts in *your* car? Are you ready with replacements?

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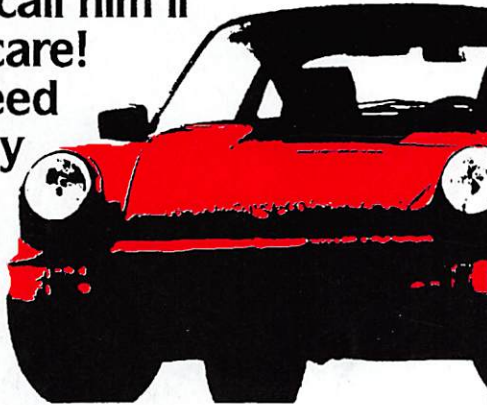


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