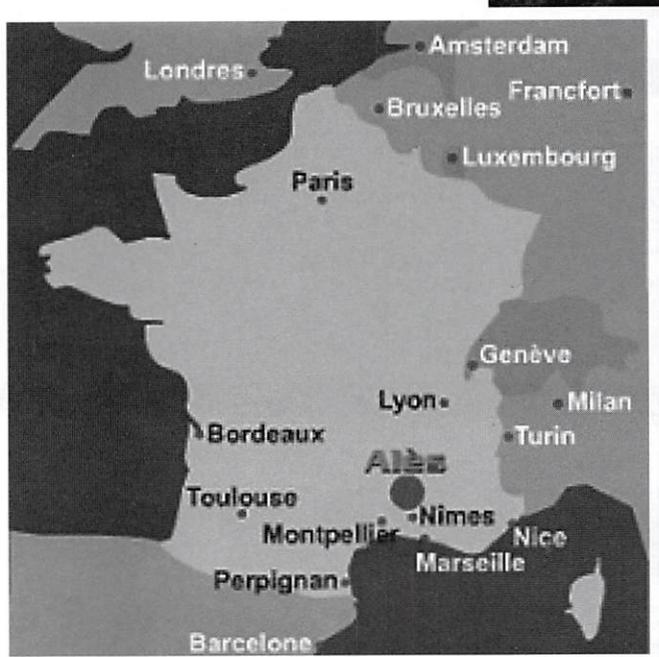


„der Gasser“

Juli 2007



1957 - 2007



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Porsche Club of America

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„der Gasser“

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Upcoming Events:

- July 25 July Membership Meeting @
Lai Lai Garden 8p
- July 28 Bucks County Cruise
- Aug 1 Pocono MAW Reg Opens
- Aug 3-5 DE @ Watkins Glen
- Aug 11 Tech @ Tilson 9a-2p
- Aug 18 Cheasapeake Cruise with RTR
- Aug 23-24 DE @ Summit Point
- Aug 29 August Membership Meeting @ AWE 8p
- Sept 1 Summit Point Reg Opens

On the cover:

Pöle Méchanique
-Charles Bowden

„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 Juliled, e-Juliled, 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-Julil 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 July-February and November-December issues.

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

State of the Region

Brian Minkin, RTR President

Our 50th Anniversary year is half over. Our celebration at Radnor Hunt set a new record for RTR Porsche Cars gathered at one location, over 200. More than 600 members and family attended our celebration and the afterglow of the day continues to shine. Members met old friends they had not seen in a long time and new members got to experience what makes membership in RTR so valuable.

The driving season is speeding along and the club has many great events to enhance your ownership experience. Many more Drivers Education, Touring and Social events are on the calendar. Visit the web site calendar and I am sure you will find one to fulfill your interests.

If you always wanted a taste of the track, another Drivers Education opportunity is coming up at the Make-A-Wish event in September. Look elsewhere in this issue or on the web site for more information on the MAW Driving Experience. For a tax-deductible contribution you will have an experience that you will remember for years. After your day on the track you may also wish to join us for the MAW Banquet and Silent Auction that is always one of the weekends highlights.

July also begins the process of establishing next years Executive Board. If you are interested in joining our "team" or wish to nominate someone else for one of our elected positions, or any other appointed Executive Board position, please contact me.

Enjoy your P-car and Turbo-Charge your passion. Get involved with RTR.

Stay Tuned,

Brian Minkin



**** Chesapeake Cruise Touring Event ****

August 18th* : (Rain date August 19th)

Hosted by Francine and Bodo Knochenhauer

Registration limited to 30 Cars, Please contact Francine by email
francinebodo@aol.com or call 215-343-9464.

Leave King of Prussia, Crate and Barrel parking lot 9am. (get there early).
Lunch at the Tape Room , home of delicious steamed crabs.
Chesapeake City's historic area is on the national historic registry, as well as Maryland's istori registry. The cit has shops featureing antiues, collectibles, clothing and craft. There is also the canal museum, art gallery, and summer concerts, Chesapeake city was built on the banks of C & D, canal which links the Chesapeake bay with the Delaware river.

July Membership News and Ramblings

Marty Kocse, RTR Membership Chair

Well, the RTR 50th Celebration is behind us and what a special event it was. Let me take this time to speak briefly on the day and what it meant to RTR membership.

For starters, I began the day by helping to park the 50+ cars in the display. Before you knew it, we had everything from the original 1957 356 Speedster that was used to create the RTR logo to a brand new 2007 997 GT3 along with everything in between. I'm sure we all had our own favorite(s). From my perspective, the display not only showed the evolution of the Porsche automobile but also the variety of the Porsche ownership experience. There were concours quality vehicles, daily drivers and even a few driver education track cars in the display. Each car having a different purpose in life and made each owner experience a little something different.

Once the 50 cars were situated, I made my way over to the Radnor Hunt entrance to meet and greet some of the attendees. It was nice to see that I was recognized by so many entering the event. There were several people I have only had a chance to speak with over the phone or through e-mail and it was nice to finally put some faces with names. Before I knew it, the afternoon was upon us and there were over 150 Porsche cars in the lot for a total of over 200 Porsche automobiles.

Each one represented its own unique history, its own Porsche experience.

The Porsche cars were one thing, the Porsche people were another. I met so many wonderful people who took the time to find me. They made sure to stop by to say thanks to all of us for putting on such a special event. Most of the comments I heard that made an impact on me were the laid back atmosphere, the great organization and the camaraderie between old and new friends. And on more than one occasion, I was told how great it was that this type of venue brought out old friends that haven't been seen in many years. It was a great gathering, a great celebration and simply put, a great day.

Thanks to all of you, the RTR membership, who made that day possible. Please remember it is the membership that makes our club so unique and so special. I am fortunate to be a part of it all.

Upcoming RTR Membership Event - "Not just for new member breakfast"
Sunday July 29th - Trolley Car Diner,
7619 Germantown Avenue, Philadelphia
As always, I'm available by e-mail at RTRMembership@verizon.net or by phone at (610) 865-0550. Please feel free to contact me with your questions. It is my pleasure to serve you and I look forward to speaking with you throughout the year.

RTR July General Membership Meeting

July's membership meeting will be a social at

Lai Lai Garden
1144 DeKalb Pk
Blue Bell, PA
610-277-5988

www.lailaigarden.com

The meeting will begin at 7 PM on July 25th and will be held in the banquet room.



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Finally...After many years of working in Porsche and Audi dealerships, I have made the decision to open my own facility. If you are looking for a more personal service experience, then we are on the same page. My shop will offer first-class maintenance and repair for Porsche, Audi, Volkswagen, Mercedes, and BMW performed by factory trained technicians. I will care for your car as if it were my own. That is the only way I know.

Bill Boys

RTR Autocross 2007

Graham Knight, RTR Autocross

Autocross season is in full swing and we've been having a great time with the RTR AutoX+ Roadshow! A good mix of drivers with all levels of experience, from novice to expert, have come out to have fun and hang out with the Riesentöter crew. Hope you can join us!

Our own July 22nd RTR AutoX+ event has

been changed to a Drivers training class. It will be held at Montgomery Comm. College in Blue Bell PA. (340 DeKalb Pike, Blue Bell, PA 19422). As a result, we will be adding two other events to the AutoX+ Roadshow schedule. At this time, we have replaced July's event with Saturday, July 14th with NNJR SCCA at English-town Raceway Park in Englishtown, NJ

(HYPERLINK <http://www.autox4u.com/njnr.htm> <http://www.autox4u.com/njnr.htm>). Hope to see you there... look for more details on the web.

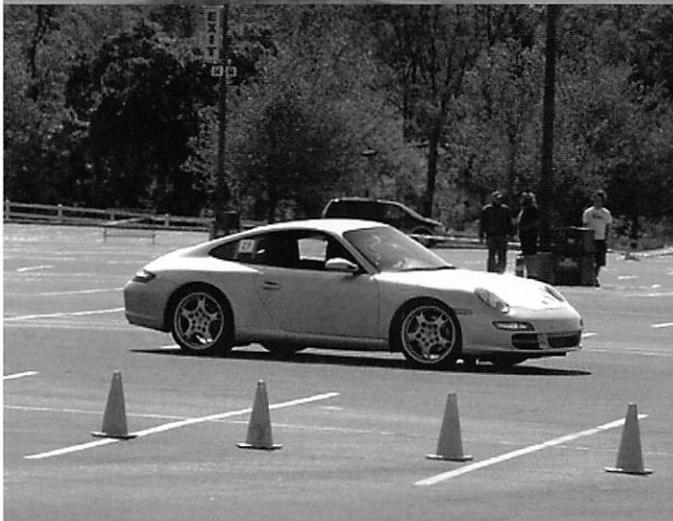
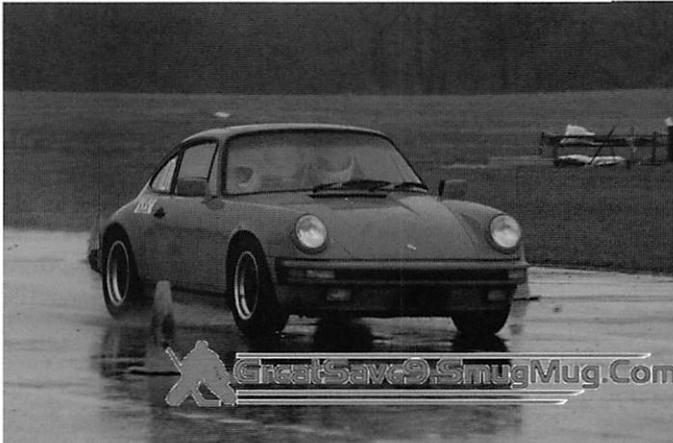
Be safe, have fun!

-Graham



| RTR AUTOX+ Roadshow --- Championship Scores after 2 events | | | | | |
|--|---------------|--------|------------------|--------|---------|
| Sponsored by Specialty Cars | | | | | |
| | EVENT 1: WARM | | EVENT 2: HERSHEY | | Running |
| Name | Rank | Points | Rank | Points | TOTAL |
| Peter Majka | 1 | 30 | 6 | 21 | 51 |
| Steve McMorn | 5 | 22 | 5 | 22 | 44 |
| Paul Detone | 4 | 23 | 7 | 20 | 43 |
| Vytenis B | 2 | 25 | 9 | 18 | 43 |
| Mikhail Malamud | 6 | 21 | 8 | 19 | 40 |
| Nick Betegh | 7 | 10 | 1 | 30 | 40 |
| Darren Mingis | / | 0 | 2 | 25 | 25 |
| James Wirth | 3 | 24 | / | 0 | 24 |
| Geza | / | 0 | 3 | 24 | 24 |
| Hank | / | 0 | 4 | 23 | 23 |

| RTR AutoX+ Roadshow | | | | | | | |
|--|-----------|----------------|------|--------|---------|------|--------|
| Sponsored by Specialty Cars | | | | | | | |
| Event 2/7 - Central PCA at Hershey on Sunday May 13th | | | | | | | |
| Name | AKA | Car | Time | PPF | RTR PAX | Rank | Points |
| Nick Betegh | Betegh9 | 911 Mod | 46 | 0.9346 | 42.9916 | 1 | 30 |
| Darren Mingis | Darren | 02 911 Mod | 50.8 | 0.9087 | 46.162 | 2 | 25 |
| Geza | Geza | ?968 Turbo | 50.3 | 0.9188 | 46.2156 | 3 | 24 |
| Hank | Hammerin' | Nissan NX 2000 | 51.7 | 0.8979 | 46.4214 | 4 | 23 |
| Steve McMorn | THXWIFE | 05 911 C2 | 52.4 | 0.8895 | 46.6098 | 5 | 22 |
| Pete Majka | pmajka | 88 911 | 54.2 | 0.8728 | 47.3058 | 6 | 21 |
| Paul Detone | PBD | 02 911 C4S | 53.3 | 0.8926 | 47.5756 | 7 | 20 |
| Mikhail Malamud | Malammik | 05 911 C2S | 53.3 | 0.8957 | 47.7408 | 8 | 19 |
| Vytenis B | Vytenis | 1987 911 | 55.2 | 0.867 | 47.8584 | 9 | 18 |
| <i>Red - entered by Steve M. - please e-mail Steve with correct info.</i> | | | | | | | |
| <i>Green - provisional PPF - based on SCCA pax for Nissan & 997 then ratio'd out</i> | | | | | | | |
| | | | | | | | |
| | | | | | | | |



Pôle Mécanique

Maureen Sangiorgio, Former RTR

It was the best of times (Dave Ehm had just told me I was promoted to the RTR White group!)

It was the worst of times (My job was truly driving me far, far, twistedly around the bend.)

I was the age of wisdom (I can retire NOW!)

It was the age of foolishness (I'd have to sell the Boxster after upgrading the suspension, getting a 6 point harness, just installed new Hawk pads, just.... am I crazy? I like this car.)

It was the epoch of belief (Hey, Montpellier in the south of France on the Med would really be a great place to live, wouldn't it? Largest wine producing region in France, can't be all bad.)

It was the epoch of incredulity (Am I seriously going to move to a new tectonic plate?)

It was the season of Light (Oh my, 300+ days of sunshine per year in Montpellier.)

It was the season of Darkness (I'm twitching from track withdrawal already. Is there DE in France?)

It was the spring of hope (Internet search found three circuits within a 3 hour drive of Montpellier ...maybe they have a great DE program with lots and lots of track time?)

It was the winter of despair (How do I even GET a drivers license in France?)

We had everything before us (Cayman S looks like a wet dream to a mid-engine lover. But 300+ days of sun... I think we need a convertible.)

We had nothing before us (Living in a 5th floor apartment without an elevator in the center of Montpellier and have to park on

a street designed for horse carts. Everyone maneuvers into parking spaces by Braille.... maybe I'd better get one of those Peugeot 206 nanocars first)

We were all going direct to Heaven (Got a house with a real garage and the new Boxster S 3.4 with Sport Chrono & PASM is due in February)

We were all going direct the other way (The freakin' sales tax on a car is 19.6%?!)

One serious Dickens of an apology but that's the basic story of how Jeanette & I ended up moving from RTR-land to CPM-land (Club Porsche Méditerranée) in Montpellier.

Enough of that background stuff, onto the first track day in France. It certainly was ... interesting.

Finally got the Boxster S through the break-in period (yeah, right, odometer got close enough for jazz), when a run day at a nearby track came along. The day was sponsored by the local Porsche dealership and was under the auspices of Club Porsche Méditerranée. The track is Pole Mécanique at Ales, a fairly short circuit of 2 to 2.5 kilometers (~1.3 to 1.6

miles) depending on configuration, which is located about 90 minutes north of Montpellier just where the Cevennes mountains begin rising up. Overall, it's a very nicely maintained track with some significant elevation changes, slightly reminiscent of Watkins Glen. The bigger resemblance to the Glen is the "silver bushes" here instead of the Glen's "blue bushes". Absolutely no rough spots on the asphalt, 13 meters (42 feet) wide, an 8 turn configuration for this open track day and well placed "oops, oh no!!!" gravel traps (more on that later). Only about 25 cars showed up for



the all day event: a gaggle of GT3s (including a stunning silver/orange GT3 RS), a pair of Lotus Elises, another pair of Caterhams, Boxsters, Caymans, various 911s and a Ferrari 355 Spyder. You could run all day if you wanted to and your constitution could hold up to full sun, 90 degrees and no amenities at the track other than a soda machine.

Before we left for France, John Bond, a RTR buddy with European track experience, told me it's a whole different world driving on a circuit in Europe as compared to DEs in the US. John - you were wrong. It's not a whole different world. Think GALAXY, think whole different UNIVERSE. Mike Andrews would not only have been speechless.....he would have been wide-eyed cata-tonic into the next DE season.



How can I count the DE-different ways? Let's see.....

Tech inspection. Asking about this topic at the Porsche dealership got me a very odd and puzzled look. As in, is that really French that you're speaking or is it some unknown grouping of weird words? It sounds like French but the concept doesn't

make sense. After all, it's YOUR car. This is France. Do what you think you need to be-fore you show up. If all that you've done is fill the gas tank, well....it's your car.



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Roll bar & harness. An even more odd and puzzled look. Why would you want to spend money on those for a Boxster S? Porsche put airbags, a 3 point seatbelt and roll hoops in your car, didn't they? If they thought you needed more, they would have installed it standard. What is the issue?

Driver's meeting prior to the track opening. Uhhh, well, not exactly, no. When I arrived, I met the track director and asked him about this. His response: "There's the track. It's open".

Flags. Good news. They mean the same things here as at RTR DEs or Ft. On

the other hand, no driver's meeting before the track opens means no explanations of anything without specifically asking. First timers needed to either bone up before hand or know to ask someone the right questions.

Track experience-based run groups. Uhhh, what? Like I told you, "The track is open". Anyone took off out of the pits when the spirit moved them. Which can make for some extremely interesting situations.....say when you're taking a cool down lap after a half hour of fairly hard pushing and see a trio of raging GT3s coming down on you in the rear view mirror like hawks on the fluffy baby gosling, just as you're turning in on linked 180 degree turns.

The concept of combining the Green thru Red run groups all together from the get go certainly does add some.....hmmm, perhaps adrenaline is the most appropriate word. Folks tell me that the usual Club Méditerranée sponsored circuit events (besides this dealership arranged open track one) are normally divided into three run groups: Green (officially called "Debutants" = beginners), Orange ("Vite" = fast) and Red ("Furieuse" = furious). Has someone been watching too many Hollywood movies? It did occur to me that when you mix these three colors together on the track that you end up with one large brown run group, sort of reminiscent of the color of dried blood. Which brings us to....

Instructors. At most CPM events, I've been told that there are instructors available if you want them. But not at this one since it was

an open track day. So, it's not only combining Green through Red groups on the track..... the Green folks are learning the track by self-enlightenment without right seat feedback. Which makes for some stunning speed differentials.

I was both fortunate and unfortunate in learning this track and the line. Fortunate in that, early in the day while the track was essentially empty, a driver who knew the track well told me that I could follow him. He promised a couple slow warm up laps with me in trail position so I could learn the line. Unfortunate in that he had a full race pre-

pared GT3 and "slow" becomes a relative concept. The first lap was intense concentration but good. New circuit, trying to memorize the turn in points, apexes, figure out breaking markers, look for flaggers..... OK. End of lap 1, out of turn 8 into the straight, accelerate, got to keep up with that GT3, brake hard, downshift, into turn 1, hold the middle of the track for the entry into turn 2.....and the second lap in trail position started fairly well. Until I noticed that this anticipated "slow lap" had insensibly become "significantly GT3 faster". This epiphany was about a fraction of a second after realizing I had just barely missed my breaking marker for turn 2, was about a meter off line and remembered that it was a decreasing radius turn. Ah yes, that thrilling moment when your brain says "I do indeed believe that we've made a modest Law of Physics error". Which brings us to the very nicely designed gravel traps. Both feet in (bless you Chief Instructors, wherever you are), a thankfully small slow excursion, back on to the track and into the pits (not required of course, I just thought I'd check if any gravel was imbedded in, say, the brakes???). The good news was no car dings or

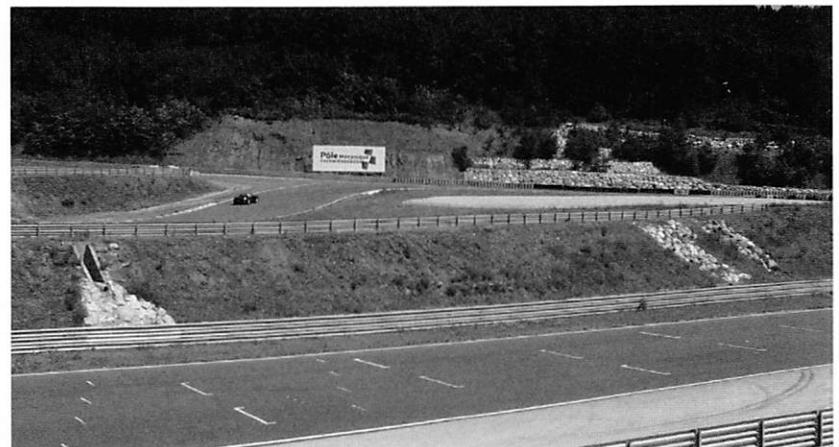
damage whatsoever. Mental status check: First French track, lap 2, turn 2, hello gravel ... very impressive driving exhibition. Oh well. My GT3 line demonstrator was long gone at full scream and it was back to learning the track by self-enlightenment. At least I got one lap on line. And, of course....

Passing. None of those sissy wimpoid hand signals out here in Liberté, Egalité, Fraternité land. You want to pass, TAKE the sucker. Actually, most folks understand that as elsewhere you follow the line ("trajectoire") and the overtaking car goes off line to pass. Makes perfect sense and mostly works fine. Except when those three screaming GT3s come down out of the sun when you're idling on cool down into the turn that they all want the apex on.....I think my decision to ignore claiming the line and to hug the extreme exterior around both 180s through the marbles was really fine.

Clothing. It was 90 degrees and full sun in the pits. Just a normal long sleeve day at Reisetoter DEs. But I have to admit that seeing a 20-something young lass in driving shoes, helmet, short-shorts and a halter bra top in a Boxster with the top down makes for a more enticing Porsche track moment. She had purple driving gloves. Yup, now that I think about, I'm pretty sure I looked at the gloves.

I was the only one with a convertible top who had it closed....every other convertible drove with the top down. They probably thought "some strange American habit to avoid melanoma". Who knows? Maybe it is.

I was also the only person at the track who stripped the car of all those "moveable" objects, like floor mats, maps, water bottles, dogs. No. Really. Dogs. I wouldn't kid you. I particularly appreciated one couple heading onto the track in a Boxster with the top down. They both had their helmets on



but the dog sitting between the seats back against the firewall didn't. Bell must not sell a WOOF model? I guess it really is a different universe.

Lunch. No, not just grab some lunch. Think "restauration gastronomique" instead. Forget the infrared-warmed sausage in the wrinkled bun at Summit. Forget the grilled cheese sandwich and Coke at Watkins Glen aimed at getting enough calories down to make it through the afternoon. When the track closed (noon to 2 PM), the entire driving group went to a restaurant about 5 miles away where lunch had been arranged. A long table had been set up under magnificent ancient shade trees on a stone terrace. Aperitifs to start, mostly beer orders (it was a hot day after all). Conversation over aperitifs led to a smoked duck breast, marinated potato, hard boiled egg, tomato, lettuce salad with vinaigrette as starter. And how would you like your strip steak cooked? Medium-rare? Of course. So, steak, frites, broiled tomato, fresh green beans and ... remember, this is France... pitchers of wine down the table. After being completely stuffed, with memories of that grilled cheese sandwich at the Glen fading into the distance, the cheese course appeared. But this one was a selection of three cheeses with fig compote and warm

baguettes. Followed by dessert and coffee. Oooooops..it's 2PM. Time to wind those Porsches up again. Back to the track....

I could go on further with this hot-fun-in-the-summer-time saga but I've probably bored everyone silly by now. The bottom line is that the day was essentially unregulated by DE standards since it was an open track day without any formal club oversight (thank you, John, for warning me about these). On the up side, there was a large majority of good to excellent drivers. People clearly avoided getting into "bad outcome" situations by easing up or moving over when needed, yielding to other cars, putting on emergency flashers for the cool down lap and staying off line, etc. As has been rumored to even occur at DEs, there were a couple egos tooling around on the track. Like that hoser in the red Caterham (passing tip: don't retake the line until ALL of your car has actually passed). Besides the odd ego, there was predominantly a bunch of skilled common-sense driving going on. And there was indeed an emergency crew (EMTs, ambulance, wrecker, etc) sitting in the pits all day. They were never needed.

At Pole Mécanique, I managed to alternate 30 minutes driving and 30 minutes rest for the day. This meant roughly three hours of track

time which left me with a fairly good feel for the circuit. I even found time during breaks to pull out my old notebook with driving notes and circuit/turn sketches for Summit, Jefferson, Shenandoah, Pocono and the Glen. It now has a new entry for Pole Mécanique.

The new Boxster S handles like a charm and the 3.4 liter engine gives it some noticeable oomph over my old 2.7 Boxster. After two years, I'd (almost) forgotten that addictive feeling of heel & toe downshifting into the turn-in point, stepping into the gas as you approach the apex, feel the car squat, grip, and push out of the turn as you're unwinding the wheel.....woooooo!! Yes. I did have fun. You just gotta watch out for those testosterone men in the GT3s!

The Pole Mécanique Circuit summary: A fine sunny day on a high quality track, despite all the "they don't do it like DE" carping. I'm looking forward to additional track events around here which are directly managed by Club Porsche Méditerranée with experience-based run groups and instructors.

And no matter what the odd and puzzled looks, I'm still having a racing seat and 6 point harness installed next week....just an American Wimp in Frogland.

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Stone Bridge XIII

Ken Souser, RTR

Ideal weather, a cohesive group, and Porsche friendly mountain roads were the ingredients for a wonderful Spring Pocono tour. Stone Bridge XIII, Riesentöter's annual trip to the mountains led by "Tripmeister" Ken Souser.

On May 12, 2007 twelve Porsches, spanning thirty years of production, met along with their drivers and co-drivers at Knopf Automotive for a graciously provided continental breakfast. After an hour or so of enjoying the food and bonding together our group headed for the hills.

The challenging mountain roads through state and national parks proved an exhilarating challenge for both the cars and drivers and all arrived for lunch with smiles on their faces.

Lunch was enjoyed at Torte Knox, Hawley PA, a charming little restaurant in a converted and restored bank building. After a leisurely repast and some strolling the quaint town our group departed for more touring.

A stop at a farm belonging to a friend of the leader gave the participants an opportunity to try some high speed runs on the 4,000 foot runway which

is part of this "big kid's" playground. Lots of enjoyment for all.

Some more country roads led us to our night's stop at the Stone Bridge Inn in Union Dale, PA.

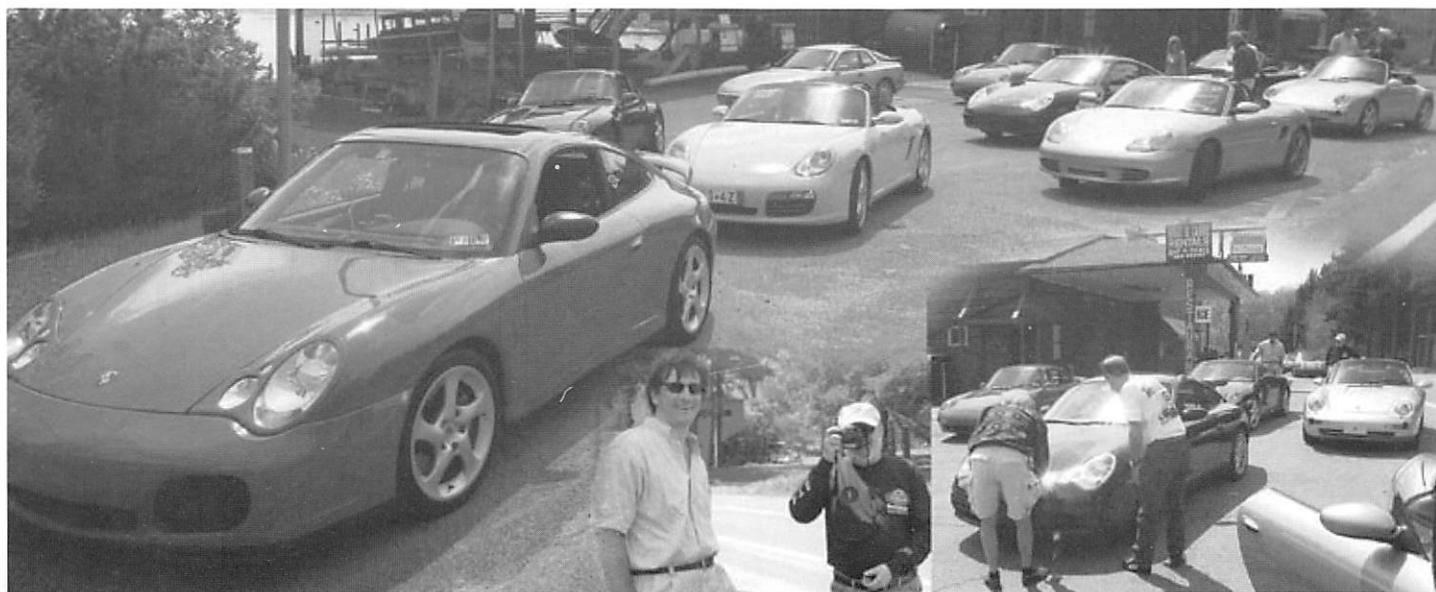
After finding their rooms and getting acclimated the crew gathered for happy time in the spacious lounge for snacks, conversation and libations. The laughter spilling from the room gave an indication that fun was being had by all.

After enjoying a sumptuous meal our intrepid travelers adjourned for the night and some well deserved rest.

On Sunday, after their continental breakfast, some chose to return on

their own for Mothers Day commitments while others chose to continue the caravan. The home bound group stopped for breakfast at the Jubilee Restaurant, "Breakfast King of the Pocono Mountains", Pocono Pines, PA. After a gigantic country breakfast the remaining members waddled to their Porsches for the trip home.

Next year will mark the tenth anniversary of the Spring caravan, nine to Stone Bridge and the first to the Cedar Run Inn. The event will be called Springen Sie Reise X, (Spring Tour X) and has been tentatively Scheduled for May 16-17, 2008.



Bucks County PA Covered Bridge Tour

***** Note change of starting location*****

Saturday July 28th

Meet 7:15am

Driver's Meeting 7:45am

Depart 8am Sharp!

Meeting point:

Lambertville Municipal Court

25 S Union St, Lambertville, NJ 08530

<http://www.google.com/maps?q=25+S+Union+St,+Lambertville,+NJ+08530,+USA&ie=UTF8&z=16&iwloc=addr&om=1>

September 14-16 38th Chesapeake Challenge

A multi-event weekend sponsored by Chesapeake Region at the Turf Valley Resort, Ellicott City Maryland. Bob Gutjahr (silber_pfeile@yahoo.com) and Ellen Beck (ellen@bexstr.com) 301-865-4297

Chesapeake Region invites all Zone 2 Region members to its 38th Chesapeake Challenge, the oldest running PCA multi event weekend. This year's Challenge honors the 'Gone but Not Forgotten' with special recognition to owners of and Registries for 914, 924, 944, 968, and 928 models. As always, fun and friendly, low key competition will be the running themes for the Challenge, a tradition that started way in back in 1967. The world-famous Turf Valley Resort will be home to the Challenge this year, and its lovely grounds and facilities will be the perfect backdrop to the weekend's events, to include an alfresco Welcome Party on Friday night followed by a top only concours and a judge your own car show on the lush greens of the Turf Valley Country Club on Saturday morning. Saturday afternoon will see you and your Porsche enjoying a gimmick rally amidst the delightful country roads of Howard and Carroll Counties. Our Victory Banquet on Saturday night will reward all your hard play from the days events, featuring Chesapeake's famous door prize giveaway and collectible trophies for the concours and rally. Sunday's Potomac-Chesapeake Autocross series event at Ripken Stadium is open to all Challenge participants and promises third gear and lots of smiles. Save the date and join Chesapeake for a beautiful fall Challenge in the delightful warm September weather of Maryland. Contact Challenge Registrar Manny Alban at 410-515-4470 or carrerados@aol.com for further information.

Making Tracks

Nick Hatalski, RTR

For those of you who have not participated in our driver's education program, you are missing out on what many of us found to be the most exhilarating pastime of a lifetime. With 200 participants, the thrill and camaraderie are second to none. The RTR DE program is one of the safest and best organized programs of its kind.

Back in the 1980's, our schedule consisted on only two tracks: Watkins Glenn and Summit Point.

Watkins Glen International is a 3.45 mile road course near the south shore of Seneca Lake in Upstate New York. The Glen began hosting road races back in 1948 with their first Grand Prix and today is one of the two road courses on the NASCAR Nextel series.

Summit Point Raceway is 2 mile road course in West Virginia. It's a very fast track with a long straight away. The raceway is the child of Bill Scott. Here he hosts many SCCA and motorcycle events.

In the early 90's Pocono became the site of the RTR club race. By time I started DE in 1995, Pocono was included in our DE schedule. Pocono International Raceway is a 2.5 mile, high banked, NASCAR tri-oval with a number of possible infield road course configurations. Built by Dr. Joseph Mattioli in Long Pond, PA, it's the closest venue for most members.

In 1997, Bill Scott blessed us with a second road course at his facility in Summit Point, WV which allowed Riesentoter a fourth track to add to our repertoire. Back in the day, our Jefferson Circuit event featured a spouses-only pink run group.

Bill Scott further expanded his Motorsports Park by cutting in a third track. In the fall of 2004, he asked Riesentoter to critic Shenandoah Circuit before

its official opening; this became our fifth venue the following season.

Over the years there have been several attempts to create new road courses. Formula Motorsports Park in Morgantown, Liberty Bell Motorsports Park in Douglasville, and Alpine Motorsports Club in Eldred Township have all begun the arduous task but have not brought their projects to fruition.

One recent success was the resurrection of VIRginia International Raceway. VIR originally opened for business in August, 1957, hosting an SCCA race that attracted legends like Carroll Shelby and Bob Holbert. VIR continued to host legendary spectator events including the first-ever IMSA GT race in 1971, won by Peter Gregg and Hurley Haywood in a Porsche 914-6 GT. The following year Peter and Hurley came back to VIR to win IMSA. This time they drove a 911S.

Partially due to the energy crisis, the track fell on hard times in the early 1970s and was reverted to farmland for 25 years, until the property was leased and revived in 1998 by New York real estate developer and vintage sports car racer Harvey Siegel. Harvey's vision for VIR was more expansive than anyone could have imagined, and the facility reopened in 2000, transformed into a world-class road racing circuit.

Within two years, VIR began hosting the top professional sports car and motorcycle racing series in America, as well as welcoming back the amateur racers and driver's education. The facility has received international acclaim as one of the world's most beautiful and challenging circuits, and continues to push the envelope of what a racetrack can be. Unfortunately, VIR is over a 6 hour drive from Philadelphia and was never added to RTR's DE schedule.

In 2003 while in a Manhattan bar, Harvey and fellow racing enthusiast Lee Brahin conceived the idea to build a Raceplex similar to VIR. In March of that year, the plan to build New Jersey Motorsports Park was officially put in motion. The New Jersey Motorsports Park (NJMP) is a \$150 million Motorsports Park located on over 700 acres of land adjacent to Millville Airport, just 45 minutes from Philadelphia.

On February 16th, I joined Governor Corzine and several local legislators at the ceremonial signing of the Motorsports Entertainment District enabling legislation. This was the kick-off celebration for the development of the track. In slightly less than four years the planning process moved full circle.

Construction for Phase 1 has begun. The first of three phases, it includes: Thunderbolt raceway and ancillary facilities, track-related services, concessions, shade tree garages, country club clubhouse, VIP suites, skid pad and karting track. The road course features varying degrees of banking and elevation changes. Pavement should be laid this fall or early spring of '08 at the latest.

Phase I is slated to open late spring/early summer 2008. Anyone involved in a project of this magnitude realizes that scope creep and date slippage is near inevitable. There will be speed bumps along the way but this track will soon host spectator events with no noise restrictions. RTR plans to be one of the first clubs to add Thunderbolt Raceway to its schedule.

Nick Hatalski
RTR Past President
RTR DE Instructor
NJMP Green Flag Committee Member

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Porsche Cars

1986 Carrera Cabriolet

VIN WPOEB0918GS171931 Classic, Arctic White/ Black interior and top. 83500 miles. Good very clean condition, no body or engine modifications, completely original as delivered except radio. (Still have Blaupunkt somewhere). Serviced and Julintained through Holberts. Power mirrors, windows, matching wheels. Complete tonneau, tools and spare/pump. Perfect presentation group candidate. Garaged and pampered but not a queen.



the best cruise to and from the shore, a drive is a mini vacation in itself. EJulil at sss.25@comcast .net for photos or telephone Frederick at 215 620 7895 for appointment [3]

1969 Porsche 912

79,500 org miles. Garage kept. New tires. Don't have the time that it truly needs. \$6500.00 obo call 215-512-9551 or dk16.yoder@verizon.net. [3]

2001 Boxster 986

VIN WPOCA29841U623193 Seal grey, with black top and interior, grey console, sport package, colored crest wheel caps, PSM. 10,300 miles, never tracked, always garaged and covered (included). Driven Julinly on dry weather weekends, no snow, meticulously serviced by Holberts (all documentation available). Lojack early warning recovery system. \$30,000. John at 215.628.7008 or j.moyer1@comcast.net [4]

Porsche Accessories

SSI Exhaust Headers

Stainless steel SSI exhaust system (No Muffler) in good condition. Will fit 3.0, 3.2 and 3.6 liters Porsche engines. Sell for \$500 Paul Cross 610-489-2552 or bill36751@aol.com [1]

911/944 Wheels/Tires

Set of 4 Telephone Dial Wheels (6x15) with shaved Bridgestone Tires. Used for Autocross. Came off of a 944 and will fit a 911. Very Good condition. Photos available. Asking \$175 plus shipping or will deliver locally. Arthur Rothe 610-873-2373 awrothe@verizon.net [3]

SSI Exhaust Headers - Stainless steel SSI exhaust system (No Muffler) in good condition. Will fit 3.0, 3.2 and 3.6 liters Porsche engines. Sell for \$500. Paul Cross 610-489-2552 or bill36751@aol.com [3]

2 New Pirelli P-Zero Rosso

225/40 18 pur 5/05 for 911 which has since been sold. \$250 plus shipping. Rob Caso 610-564-9529, Boyertown Pa [3]

4X4 CONTINENTAL Sport Contact 255/55R 18 , set of 4 new tires \$300 for the set Michael A Tomeo (215) 514-1486 drmtomeo@gJulil.com [3]

Fuchs

4 wheels, 2x16x6, 2x16x7. Wheels are silver, non-polished & blue. \$1000 for the set. Contact Mark Ray 484.886.1589 Can be viewed @ Performance Automotive 610.695.9545 [3]

MFI 2.4L

Carrera chain tensioners, upgraded cams and rebuilt Bosch pum. 1973 motor. \$3000 Mark Ray 484.886.1589 Can be viewed @ Performance Automotive 610.695.9545 [3]

Set of 4 Dunlop SP Sport 5000 tires size 255/60R17 Brand new, less than

25 miles, MSRP \$197.50 each. Set of \$400 medus19006@aol.com or 267-918-8330 [4]

2 B.F. GOODRICH G-FORCE T/A tires

225/50 ZR 16 Tires still have nubs, less than 25 miles on them. 50.00 each plus shipping or pick up in Warrington Pa. 215-674-5910 Guy [5]

OEM 993 "Cup II"

cast aluminum alloy wheels. 17x7J F and 17x9J R. 55mm offsets, lightweight, weigh 18 and 19.5 lbs., nice, straight condition, one rear has a few minor touched up scratches. \$750. Dave Morris. 610-388-3914. [7]

Wanted

944 or 944 Turbo spares needed. Call or EJulil me and I will send you my list of items needed. Please call 215-431-2968 or EJulil; lukebusier@yahoo.com [1]

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*Submissions to:
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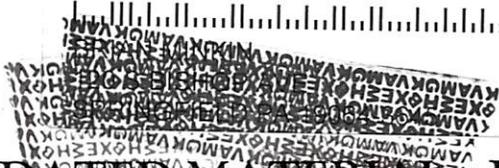
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