

Der Gasser

March 2008



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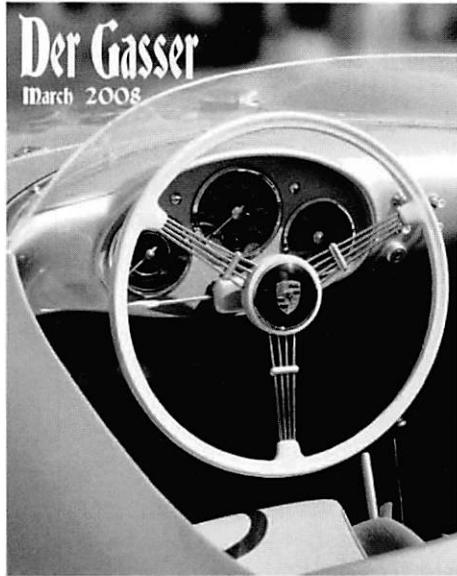
PORSCHE



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1955 Spyder 550RS, Porsche's first dedicated production racing car; powered by a Fuhrmann 4 cam engine. For more information about the 550RS, see the feature on page 6. Photo: Ken Souser

Editor
Maureen Sangiorgio
484-358-4590
Got2BFit@aol.com

Photography/Design Editor
Ken Souser
610-966-4391
KenSouser@aol.com

Contributing Writers
Eric Hans
Graham Knight
Marty Kocse
Carol Kramer
Steve McMorn

Advertising
Steve Mankowski
treasurer@rtr-pca.org

Submissions
The deadline for submission of materials is the **20th of the month** preceding publication. Please e-mail to: Got2BFit@aol.com with "Der Gasser" as the subject line.

Der Gasser

A monthly publication of the Riesentöter Region
Porsche Club of America

March 2008

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Der Gasser is the official publication of the Porsche Club of America, Riesentöter Region, and is published ten times a year. Any statement appearing in Der Gasser is that of the author, and does not constitute an opinion of the Porsche Club of America, Riesentöter Region, its executive staff, or the editors. The editorial staff reserves the right to edit all material submitted for publication. Classified ads are free to PCA members and are printed on a space-available basis.

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

From the Editor's Desk

If you're a detail-oriented person like I am, you'll notice that on the front cover of this month's issue, we capitalized the "D" in the title, "Der Gasser." Photo Editor Ken Souser, who's eye is just as sharp if not sharper than mine, noticed that for years the cover title read, "der Gasser." When he asked me why, I had to confess I had no idea. From a journalist's point of view, Der Gasser is a proper name, and should be capitalized. I didn't even know what Der Gasser really meant. After some research (thanks Bill and Debbie Cooper), we found out that Der Gasser is German slang for, "He who steps on the gas to make their Porsche go VERY fast!" Hence, the change was made.

Challenging the status quo also ties in to this month's Advertiser Spotlight on Holbert's car dealership. When Al Holbert first coined the term Riesentöter, it was because Porsche was taking on the giants in the European racing car circuit. So continue asking questions, and challenging the status quo – you never know where it could take you.

As you know, this is your newsletter, so please contact me with any article ideas, or submissions. Deadline for all submissions, whether it be articles or photos, is the 20th of the month preceding publication. A note about photos: we're interested in receiving quality photos from RTR events. If you have some good shots, please send the full, original file to kensouser@aol.com for consideration.

See you 'round the garage,

Maureen Sangiorgio

State of the Region

By Brian Minkin, RTR President



The snow is still coming as I write this but RTR has started the 2008 season with huge momentum. We had a nice group of members get together for lunch and then journey to the Philadelphia Auto Show and our first monthly meeting, Vendors Night was held last night at Dougherty Automotive. We had 14 vendors, the largest number of vendors we have ever gathered for Vendor Night as well as over 150 members attending what has become known as our season opener. Thanks to all the Vendors, Dougherty's and all the members who attended for making this such a success.

This year's Super Tech was also a special one as we had Michael Levitas, TPC Racing team owner, chassis tuning engineer, professional race car driver (Daytona-24 GT Champion, multiple Daytona-24 GT podium finisher, multiple Grand-Am Series winner) speak on chassis tuning and car setup.

Our VP, Graham Knight is hard at work bringing you interesting membership meetings and the next one he has planned is on March 26th again at Dougherty Automotive. This will be a special evening as guest speaker, Matt Fikse, C.O.O. of Fikse USA, will travel all the way from Seattle, Washington to educate us on the latest in wheel technology. The presentation will include a Q & A session at the end. Don't miss this one.

Have you seen our new Web Site? Peter Majka our Web Master has done a great job creating our place in cyber space for you to get the latest information on what RTR is up to. www.rtr-pca.org From there you can visit the RTR Web Forum and find out what RTR members are up to as well as details on many RTR events past and present.

RTR has been invited to join The Concours d'Elegance of the Eastern United States in Bethlehem, PA as part of their Car Club section on Sunday June 1, 2008. The Concours benefits the Burn Prevention Foundation, and brings together a first-class show field of cars, including pre-war and post-war classics and sports cars. More information about this event is on the RTR web site.

Riesentöter Region is rolling into 2008 with events for all kinds of interests. Get involved and enjoy all the benefits of RTR membership. I must remind you that all these great events are organized and run by volunteers. It can be hard work but it is always very rewarding. Enjoy your P-car and Turbo-Charge your passion. Get Involved! Volunteer!

Letters to the Editor

I am a "closet member" of RTR, and a proud 993 owner. I do enjoy reading about the club activities and getting any tech information that comes through. Also, I have used a number of the advertisers and have gotten very good service. And now for the kicker. Often, I have experienced the urge to cringe over the cover photos; sometimes it's the quality, sometimes, the content. This issue's cover was great! Nice work to both you and Ken. BTW - my car "winters" in a garage in Virginia whilst I hang out here in PA. I thought your "Car Care Tips" were great.

-- Dave Cowburn

Nice job on the newsletter. As a former Editor, a tip of the ol' Snell approved helmet goes out to you for a job well done. I'm not sure what you did to the font, but somehow it seems easier to read. Best wishes with your continued effort. Happy motoring!

-- John Heckman

Great work on your first issue of Der Gasser! Having been the editor for five years in the late 90s early 00s (was it that long ago?) I am painfully aware of how much work it takes. It looks great.

-- Jim (JimmyMac)

We finally received the "NEW" Der Gasser sent to our Malvern address, which was then forwarded to us here in Miami Beach. Both Betsy and I immediately saw the new format and improved quality. Thank you for bringing this important publication to the level it needs to be. Best wishes on your future issues.

-- Tom and Betsy

What's really nice to see is a club newsletter that contains information indicating upcoming events that haven't actually happened yet.

-- Mike

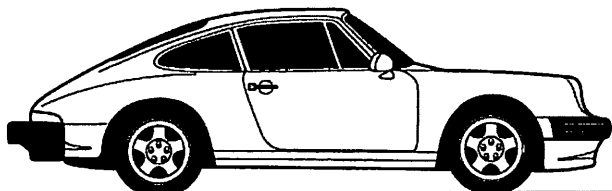
Just got the new copy of Der Gasser and it looks great!!! Nice Job.

-- Marty

Thank you for a great looking cover and insides that mean something.

-- (Forum posting)

Address letters to the editor to Got2Bfit@aol.com with Der Gasser in the subject line. Letters are subject to editing for length and clarity. Please include name and phone number.



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Advertiser Spotlight

Holberts Volkswagen – Audi – Porsche

By Maureen Sangiorgio

When you walk around this modern, state-of-the-art dealership, it's difficult to imagine how it all started as a lowly service station surrounded by plowed fields and country roads. Bob Holbert grew up hanging around his parents' general store in Warrington, PA, which was farm country at that time. He liked to fix things, including bicycles. And then came World War II. After diesel mechanics training, he was shipped out to the Pacific arena to maintain the PT boats' Packard V12 engines.

After the war, when Bob returned to Warrington, he got a job at his brother-in-law's service station, which he eventually bought. In 1951 he opened Holbert's Mobil Gas and Service Station right next to his family's business. Word quickly grew about his intuitive mechanic's sense and considerable skill, especially with intricate foreign cars.

Birth of a Racer

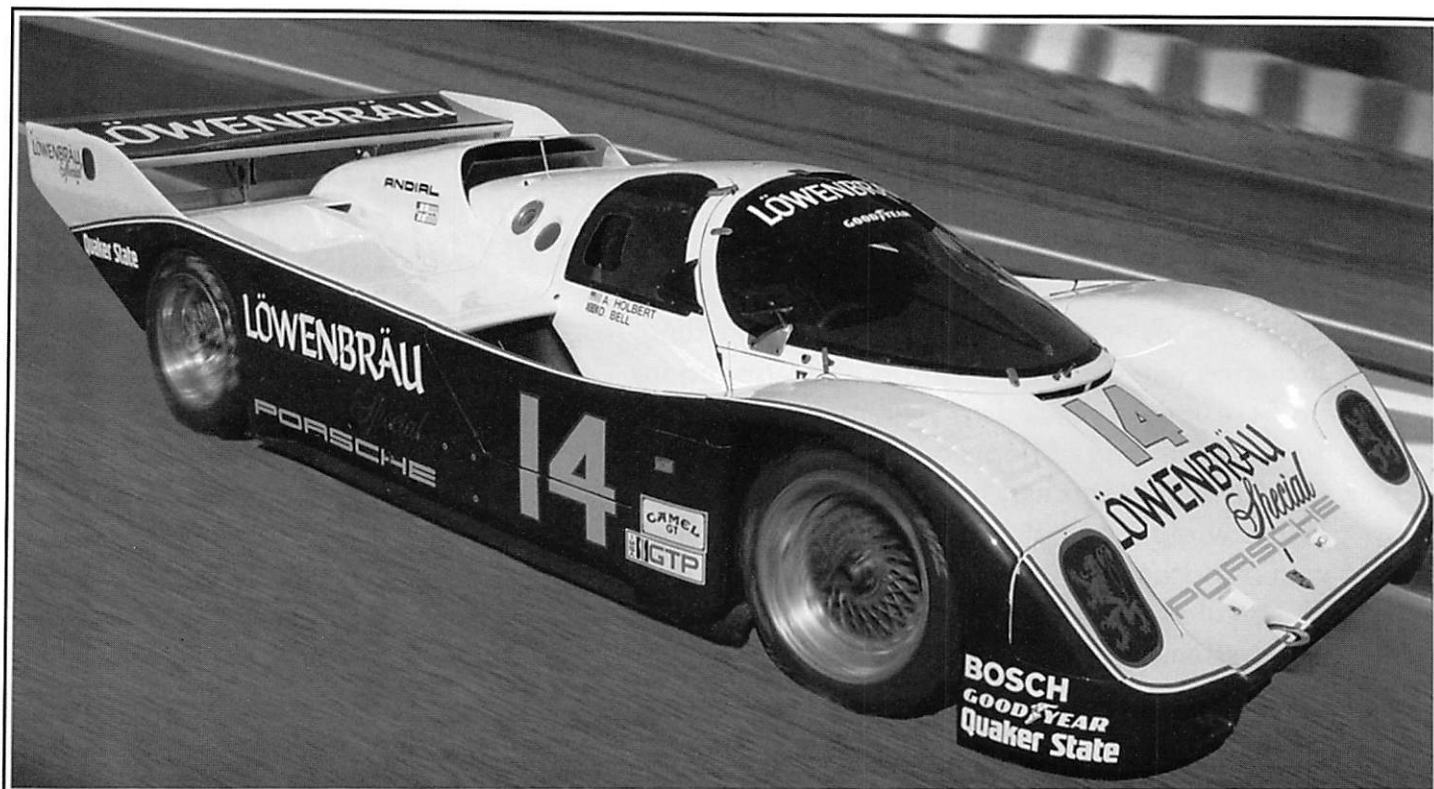
A year later, Bob bought his first race car, an MG TD, and was hooked. He raced for the sheer joy of it. He maintained his own race car, and soon began winning. And winning. And winning. Soon he began racing Porsches, with the same success

In 1954, Porsche made Holbert's a dealer, one of the first in the country. "His reason for owning a

Porsche dealership was simple," recalls Vince Evans, General Sales Manager at Holberts, and a life-long friend. "He said that he was racing them, and parts were cheaper if he were a dealer." According to Vince, Bob was very impressed with the way Porsches handled, and their power-to-weight ratios. "He felt that the cars were better than virtually anything else that was being run, especially for their price tag. Of all the types of cars that you could buy to race, the Porsches of the day were more bang for the buck than other cars." The Volkswagen franchise would follow a year later

"Bob was also one of the originating Riesentoter members in 1957," says Vince. "He helped coin the word Riesentoter because the cars he was running against, and beating, were giants in the racing world, such as Jaguars and Ferraris." Bob's favorite P-car that year was the new Porsche RS 550 Spyder.

By 1958, Holbert was making a name for himself in the racing community, and collected four SCCA National crowns. Bob was also one of the very first Americans to drive for a factory team at LeMans. He drove a Porsche RS60 at LeMans in 1961 in a car that was entered as a test. "The car had the first racing engine that Porsche built with a 1500 cc plane-bearing engine," notes Vince.



"Al's Ride"

Photo: Ken Souser

"They entered the car with Bob and Masten Gregory driving it to see how long the engine would last. They finished first in the two-liter class, third in the Index of Performance, and fifth overall."

Bob Holbert drove to a record six class victories at Sebring, including second overall in 1960 and a historic GT class win driving a Shelby Daytona Cobra Coupe in 1964. In 1963, he drove his specially modified 1700cc Porsche to the overall win of the first large-scale professional race, the United States Road Racing Championship.

A Winning Team Both On and Off the Track

When Bob realized how much time racing was taking him away from his business and family, he called it quits in 1964. A few years later, he moved the business and expanded the Porsche/VW showroom, then acquired an Audi franchise in 1970. "Once again, he was a pioneer by acquiring one of the first Audi franchises in the country," notes Vince.

"His success in Porsches prompted other people to notice the cars, and become involved with the line, such as Roger Penske," says Vince. "By the way, Bob sold Roger his first race car in 1958."

Bob's sons Al and Larry began to work at the dealership full-time, following in their Dad's footsteps. Sadly, Al died tragically in a plane crash in 1988. In his racing career, Al captured 63 road racing wins, including LeMans and Sebring, and a fourth place in his only Indy 500. He set the international speed record at Bonneville in 1986, posting 172 mph behind the wheel of a 1987 Porsche 928 S4. He competed in NASCAR stock cars, Formula 5000 and Indy cars. Al's Porsche 962, the Lowenbrau Special, won more races than any 962 built and more than any other car in the IMSA series. Larry and Bob continued to run the dealership until Bob's passing this past November. Larry continues to run the dealership today. Currently, Holbert's is the country's oldest continuously run Porsche dealership.

"We strive to run our dealership the way Bob intended," says Vince. "We take care of our clients the old-fashioned way. Our service department has always been the crux of who we are. We want to take very good care of customers after they buy the car. When I read the customer satisfaction survey cards, the words I always look for is if they enjoyed the experience. I may be a dinosaur, but whether you're purchasing a \$20,000 Volkswagen or a \$450,000 Porsche Carrera GT, I think that experience should be enjoyable."



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Monthly Meeting Review

By Graham Knight, RTR Vice President

Vendor night...Feb 20, 2008

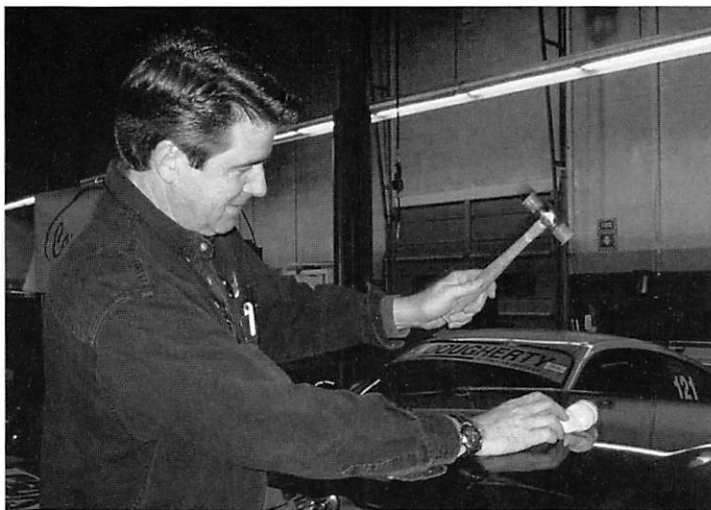
Feb 20th was a great night for the Riesenrotter Porsche club!!!! Vendor Night was held at Dougherty's Automotive in West Chester. There were 14 vendors, loads of door prizes, plenty of food, great turnout and a good time had by all.

After several weeks of planning, all went as scheduled. The vendors arrived at 6 pm to get ready,

tables and chairs were set up, catered food arrived at 6:30 and then...150 + members, family and friends started filing in. What a great turnout!!!!!!!

Thanks to each of the vendors for their contributions and to all the volunteers that helped out, both in the weeks before and during the evening of the event. The true success of the event can be attributed to you.

This event seems very popular with both the club members and the vendors therefore I am floating the idea of having a second Vendor Night later this year. Please feel free to email or chat with me as to your thoughts on this idea.



"Mike, Hammerin'"



"Tire Shaving, CJ's"

Photos: Helen Smith

Vendors represented at RTR vendor night:

Apex Performance (Safety accessories and performance products)
 Brey Krause (High quality, performance driving accessories)
 Callahan Products (Lifts, wheels and more)
 Car Connections USA (Purchasing and selling exotic vehicles)
 Carisma in West Chester (Auto Body, Paint and Collision work)
 CDOC (Specializing in precision performance and safety equipment)
 CJ's tire & Automotive services (Sale and installation of tires)

Dougherty Automotive (Full service automotive facility)
 Fabrian Pendel (Vehicle interior restoration)
 Fikse (Manufacturer of Fikse forged modular alloy wheels)
 Knopf Automotive (Automobile dealership in the Lehigh Valley)
 Mainline Porsche (Porsche dealership located in Newtown Square)
 Mid-Atlantic Trading, Inc (Premier distributor of Sparco equipment)
 Specialty Cars Service Center (Porsche performance specialists)

DE Tech Inspection Schedule

DATE	TRACK	INSPECTING FACILITY
April 12	Shenandoah	Holbert's, Warrington
May 3	Pocono	Knopf Automotive, Allentown
May 31	Jefferson	Meenan's, Landsdale
July 19	Watkins Glen	Dougherty's, West Chester
Aug 9	Summit Point	Tilson's, Philadelphia
Sept 6	Pocono	Dougherty's, West Chester
Sept 27	Thunderbolt	Meenan's, Landsdale
Oct 4	Thunderbolt	Holbert's, Warrington

RTR Monthly Meeting Schedule

Meetings start with a social hour at 7pm

- March 26 - Dougherty's Automotive, West Chester
Fikse wheel presentation
- April 30 - Holbert's Porsche, Warrington
- May 28 - Knopf Automotive, Allentown
- June 25 - Possum Hollow Motorsports, Phoenixville

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RTR AutoX March 08



Auto-cross (ô'tō-krôs', -kr?s') n. - A form of motor sport that emphasizes safe, low-cost competition and active participation. An autocross is a timed competition where drivers navigate one at a time through a temporary course marked by traffic cones. Autocross tends to place more emphasis on car handling and driver skill than on sheer horsepower.

As discussed in January's article, one of the most important jobs this year for the autocross (AX) sub-committee is to try to find a new site to hold future RTR AX events. Following a tip by one of our members, Beth, Vee, V.P. Graham and myself visited the Bear Creek Ski Resort in mid-January to check out their parking lot and facilities as a possible future AX venue. While the car park itself would have been big enough for our requirements, unfortunately it was only half-paved. However, we were all very impressed by the facilities there including new hotel, restaurants, spa and fitness centre. We have no trouble recommending it as a possible venue for a quiet (even romantic?) weekend away, and it's not too far from home. Check it out at www.skibearcreek.com and we will keep it on our radar screen for future RTR events.

Upcoming Road Shows

In other news, we are making good progress on the schedule for our 2008 RTR AutoX+ Road show and we will hope to announce the full, finalized schedule in next month's Der Gasser. For those who don't know, the road show is a 'just for fun' series in which we attend and compete in 7 or 8 local AX events.

We are delighted to announce that the season will kick off on Saturday 3rd May with an AX classroom session by national AX champion Dave Newman, whose 911 competition car was built by our roadshow sponsor, Specialty Cars. Check out the website at www.specialtycarsservicecenter.com. Dave has kindly agreed to talk to us about the fundamentals of AX, provide advice on car set up and give a practical demonstration how to 'walk and read' an AX course for maximum speed.

This classroom session is sure to be of great interest and very useful to anyone interested in AXing this year, whether you are a novice or a seasoned veteran trying to find that elusive 2/10th that will take you from 4th to 1st place! The classroom session will start at 11am promptly on Sat 3rd May at Specialty Cars, 804 North Gilmore Street, Allentown, PA 18109-1812, Phone: 610-437-9333 and oh yes, lunch will be provided!



Following on from the classroom session, attendees will then have an opportunity to put theory into practice the very next day, as the first AX of the year will be held at Warminster with Philly SCCA on Sunday 4th May. Steve will post details on the forum about 2 weeks before each of these events. We think this will be a great start to our 2008 AX season and we hope you will be able to join us, so book the dates in your calendar now.

If you have any questions, please feel free to email Steve at stevemcmorn@hotmail.com or join the Riesentöter PCA Forum and add a post to the Autocross section <http://rtr.mywowbb.com/forum3/>

Cheers,
Steve, Beth and Vee
2008 RTR AutoX Sub-Committee

Riesentöter Region - PCA

Balance Sheet

as of January 31, 2008

ASSETS

Current Assets	
Checking/Savings	
Citizens Checking	8,214.01
Citizens Money Market	11,781.95
PA Invest Program	
Driver's Education	45,861.60
Operating	33,858.03
Total PA Invest Program	79,719.63
Total Checking/Savings	99,715.59
Other Current Assets	
Security Deposits	
Track Deposits	28,025.00
Total Security Deposits	28,025.00
Total Other Current Assets	28,025.00
Total Current Assets	127,740.59
TOTAL ASSETS	127,740.59
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Other Current Liabilities	
Track credit	1,330.00
Total Other Current Liabilities	1,330.00
Total Current Liabilities	1,330.00
Total Liabilities	1,330.00
Equity	
Opening Bal Equity	36,364.77
Retained Earnings	91,058.79
Net Income	-1,012.97
Total Equity	126,410.59
TOTAL LIABILITIES & EQUITY	127,740.59



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1991 Porsche front bumper part. \$600 OBO. Contact: Bill Feiertag @ 610-366-7208

Weltmeister Sway Bars: 22mm Front \$175, 22mm Rear \$160. Solid Sway-A-Way Torsion Bars: Front Torsion Bars 23mm \$155. I believe that the front bars will fit 911, 912, 930 (1956-1989), 914-6. Rear Torsion Bars 30mm \$185. I believe that the rear bars will fit 911/912 (1965-1986), 930 (1976-1988 4-speed). Contact Nick at nix935@yahoo.com or 609-334-7000.

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 or e-mail. 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. Email submissions to Maureen Sangiorgio at Got2BFit@aol.com with Der Gasser on the subject line.



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March Membership News

By Marty Kocse

Once again, it's just about that time of year when we finally get to fire up our Porsches and get them back out on the road. There's still a few more cold days ahead, but spring appears to be not too far off. I'm looking forward to my 2nd year as the Riesentoter Region (RTR) Membership Chairperson and can't wait to get started with the year's events.

Vendor Night at Dougherty's was a great place to see many of the companies that supply RTR with products and services to keep our P-cars running their best. There were 14 vendors on hand to discuss what their shops can offer us and even let us try on/out many of their retail products. There were many door prizes raffled off and a great time was had by all.

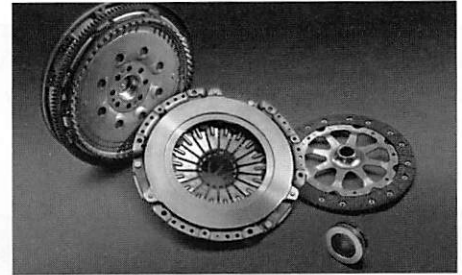
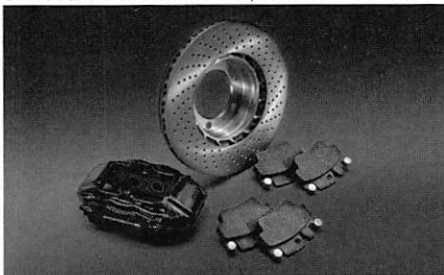
For the Driver's Education (DE) club members, we will be heading a group down to the Zone 2 event at Virginia International Raceway (VIR) on March 14-16. It's an 8+ hour drive for most of us but absolutely well worth the trip. The track is long, windy, with many elevation changes and

a couple of long straights, too. If anyone is interested in learning more about DE, please contact me directly and I can let you know what it's all about.

Normally on the last Sunday every other month during the year, I like to have my "Not Just for New Members" Breakfasts. So, at 9am on Sunday, March 30th, we will be having our first breakfast gathering for 2008 at the Quakertown Family Restaurant (25 N. West End Blvd, Rte 309, Quakertown, PA 18951). For those not familiar, we begin with a small informal social gathering in the parking lot with some introductions and Porsche related discussion (hope for good weather). After some time we eventually make our way into the restaurant for food, drink, and more Porsche talk. All members, new and old, are welcome to attend. It's a nice way to start the day. Let's see if we can start the year off with a bang and break last year's mark of 24 people. Please note that this is not an RTR sponsored event, so remember to bring a little cash for the bill, which we usually split between all present.

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 2008.

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Rear: 295/30/18

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Trailer Tips: Part One

By Eric Hans

It's early in the year and we are all thinking of what changes we are going to make for the upcoming DE season. I noticed on the Forum several RTR members are contemplating trailering, so here are some tips gleaned from several years of experience.

There are many reasons why we trailer -- some like the security if our track car becomes disabled; we still have a way to get it home. Others like to carry additional items that wouldn't fit in their track car. For those who use R-compound tires or slicks on their track car, rain or cold weather can add additional difficulties in the commute to or home from the track. Many like the comfort of their tow vehicle compared to their race seats, and some who have an enclosed trailer like having shelter when bad weather ensues.

Open Trailers

One of the first choices you will make when choosing a trailer is deciding if you want an open or enclosed trailer. Open trailer advantages include:

- Less expensive and lighter than enclosed trailers
- Easier for the beginner tow operator due to better rearward vision, lighter trailer load and are less sensitive to cross winds than enclosed trailers.

There are many drivers in our club who first had open trailers, and then upgraded to an enclosed trailer.

Aluminum trailer advantages:

- Lightweight
- Lower fender heights enabling the driver to open and close his door on the trailer without removing the trailer's fender.
- Longer ramps than those on steel a trailer which eliminate or reduces the need to bring "wood" with you to extend your ramps.

Many of us are driving rear-engined and mid-engined cars. When your car is on the trailer the car should be relatively evenly balanced fore and aft with a tongue weight of approximately of 10-12 %. Most available steel and aluminum welded trailers are designed for front-engined cars. Rear-engined cars and mid-engined can either be positioned very far forward or placed on the trailer rear first.

Trailer Brakes

All two-axeled trailers are required to have brakes and an emergency braking system if the trailer becomes disconnected from the tow vehicle. The choices for brakes are either surge brakes (only found on light aluminum trailers) or electric brakes. Surge brakes are a hydraulic system based on the difference in speed between the tow vehicle and trailer. If the tow vehicle is traveling slower than the trailer the trailer will move forward compressing the master cylinder on the trailer which will apply braking force on the trailer wheels.

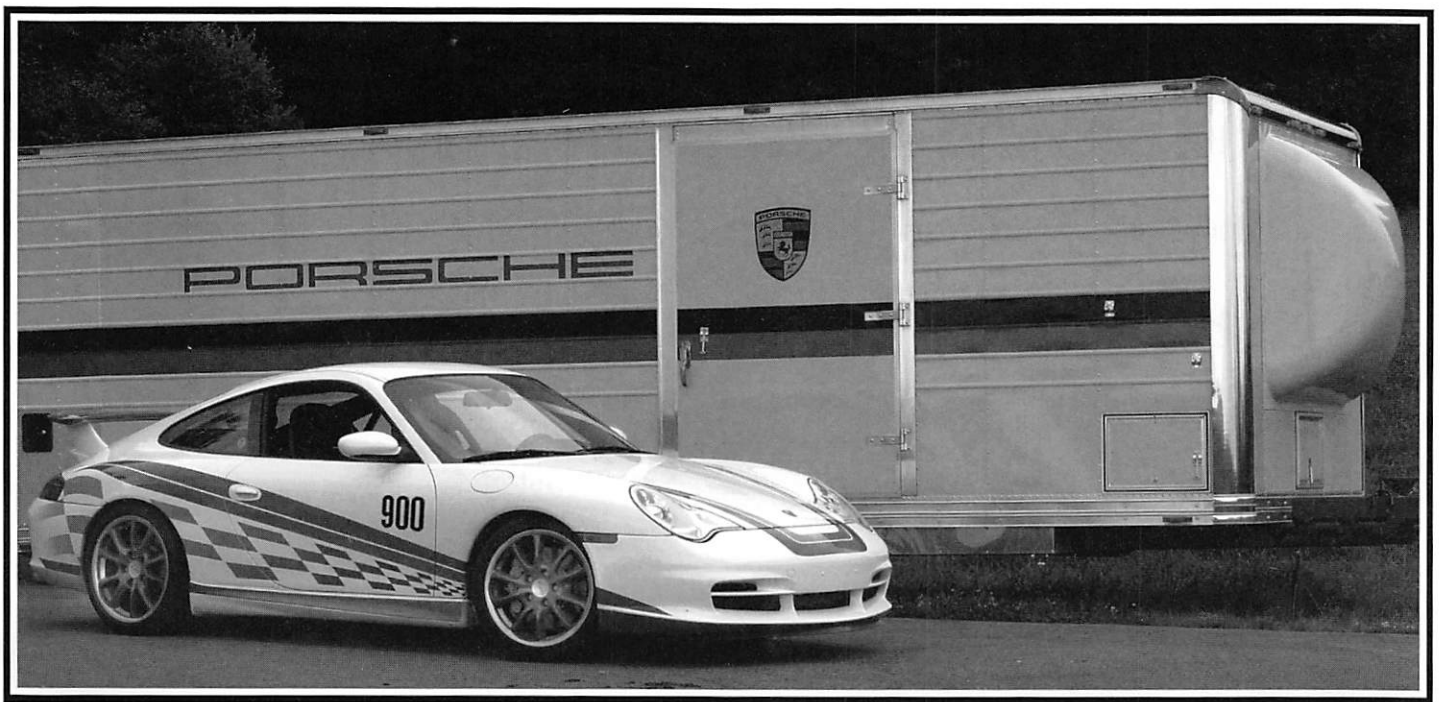


Photo: Ken Souser

An electric braking system will require trailer brake and an emergency braking system if the trailer becomes disconnected from the tow vehicle. The choices for brakes are either surge brakes (only found on light aluminum trailers) or electric brakes. Surge brakes are a hydraulic system based on the difference in speed between the tow vehicle and trailer. If the tow vehicle is traveling slower than the trailer the trailer will move forward compressing the master cylinder on the trailer which will apply braking force on the trailer wheels.

An electric braking system will require a trailer brake controller to be installed on your tow vehicle. This adjustable brake controller is activated by depressing your brake pedal. I have surge brakes, and they are easy to use. Just hook up the trailer, and forget it (don't forget your regular maintenance, brake shoes, drums and fluid bleeds).

Size it Right

Whether you choose an open or enclosed trailer, check to see if the trailer is wide enough for your car. Try to drive your car onto the trailer. If you need to extend the ramps due to low ground clearance of your car, better to find out before you purchase the trailer, than an hour before you are leaving for the track. Measure from the deck of the trailer to the top of the fender, then measure the distance from the ground to the bottom of your door. In order for you to be able to open the door, the distance from the ground to the bottom

of the door must be greater than the distance from the trailer deck to the top of the fender. If the fender is removable, measure the distance from the trailer deck to the top of the fender. then measure the distance from the ground to the bottom of your door..In order for you to be able to open the door, the distance from the ground to the bottom of the door must be greater than the distance from the trailer deck to the top of the fender. If the fender is removable, measure the distance from the trailer deck to the top of the fender. If the fender is removable, measure the distance from the trailer deck to the top of the trailer's wheel. Either way, think about if you decide to lower your car, will you be able to open your door then, or will you need to make modifications to your trailer.

Then choose the accessories: tool box, tire rack, and winch. Make sure the mounting of them will not interfere with the position of your car. Most trailer sales and service companies should have a scale to determine if your car is balanced properly on the trailer. Take the trailer with your car on it for a test ride with your tow vehicle. You should be able to drive at least 65 miles per hour with out the rear of the trailer swaying. If the rear of the trailer sways, you need to move your car more forward. If the rear of your tow vehicle bobs when going over bumps or under steers excessively or when looking at it is uneven (the back is low), you need to move the car back or purchase a weight distribution hitch. When everything works well with all accessories mounted, and car properly positioned, buy the trailer, and mark the position of the front wheels on the trailer; this will help you later.

DRIVERS EDUCATION SCHEDULE				
2008				
Event	Event Date	Opening date of Registration for RTR Members	Opening date of Registration for Non RTR Members	Closing Date of Registration
Shenandoah Circuit with Skid Pad	April 26-27	March 1	March 8	April 12
Pocono North (Advanced Day)	May 16	April 1	April 8	May 2
Pocono North	May 17-18	April 1	April 8	May 2
Jefferson Circuit/Summit Point	June 14-16	May 1	May 8	May 31
Watkins Glen	August 1-3	June 1	June 8	July 18
Summit Point	August 21-22	July 1	July 8	August 7
Pocono South on the 19th, North 20-21	September 19-21	August 1	August 8	September 5
Thunderbolt Raceway schedule to follow in next month's issue				
Please note: Online registration opens at 12:01 AM				



Riesentöter Region Porsche Club of America

Executive Board Members 2008

President

Brian Minkin
bminkin1@comcast.net
120 S Bishop Ave
Springfield, PA 19064
610-626-6178 (H)
215-519-4140 (cell)

Vice President

Graham Knight
grahamknight@hotmail.com
Doylestown, PA 18901

Treasurer

Steve Mankowski
stephen.mankowski@verizon.net
162 Yorkshire Way
Hatboro, PA 19040
215-674-5652 (H)
267-307-6891 (cell)

Secretary

Terry Minkin
tlamont99@comcast.net
120 S Bishop Ave
Springfield, PA 19064
610--626-6178

Membership

Marty Kocse
RTRMembership@verizon.net
3217 Burnham Ct
Center Valley, PA 18034
610-865-0550 (H)
610-216-3355 (cell)

Editor

Maureen Sangiorgio
Got2BFit@aol.com
5246 Fox Meadow Drive
Macungie, PA 18062
484-358-4590

Social

Robin Zelinskie
RobinGZ@comcast.net
644 Store Road
Harleysville, PA 19438
215-256-9357

RTR Marketplatz

Francine Knochenhauer
francinebodo@aol.com
1221 Foal Circle
Warrington, PA 18976
215-343-9464

Historians

Bill & Debbie Cooper
barrett356@comcast.net
1148 St. Finegan Dr
West Chester, PA 19382
610-793-9345 (H)

Web Master

Peter Majka
610-585-1241
rtrwebmaster@shiraz.dynip.com

Chief Instructor

Jack Kramer
1302 New Virginia Rd
Downingtown, PA 19335
jakp993@gmail.com

Community Service

Bill Moffitt
bill.moffitt.iii@smithbarney.com
610-873-8142

Tech

Larry Herman
P91racer@gmail.com
Ambler, PA 19002
215-646-6302

Autocross

Steve McMorn
stevemcmorn@hotmail.com
229 Silverbell Court
West Chester, PA.
610 389 6379

Track

Tom Zaffarano
RTRtrack@aol.com
848 King Rd
Malvern, PA 19355

Track Co-Chair

Michael Andrews
Michael.r.andrews@unisys.com
215-589-5633

Awards

John Heckman
john@grundy.com
552 Deer Lake Circle
Blue Bell, PA 19422
215-680-8468

Safety

Paul Walsack
walsack@comcast.net
625 Cathcart Rd
Blue Bell, PA 19422
610-275-5986 (H)

Rally Master

Dennis Angelisanti
dla109@nni.com

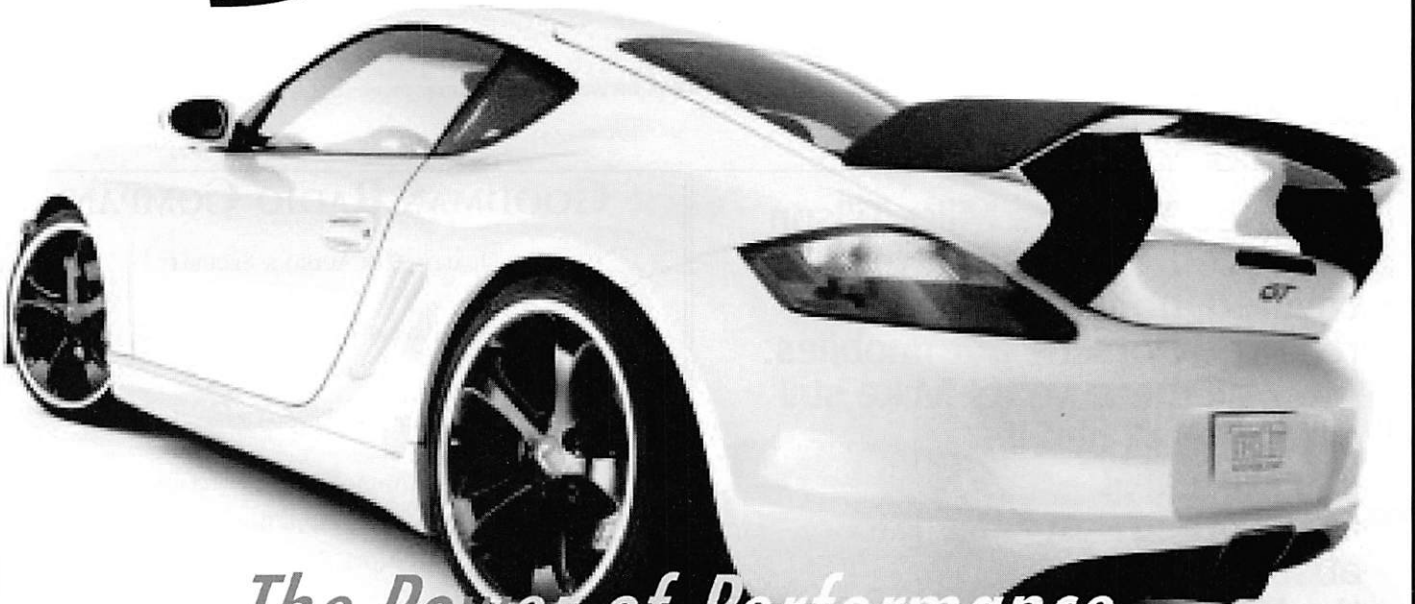
Registrar

Carol Kramer
1302 New Virginia Rd
Downingtown, PA 19335
RTRReg@aol.com

Safety Co-Chair

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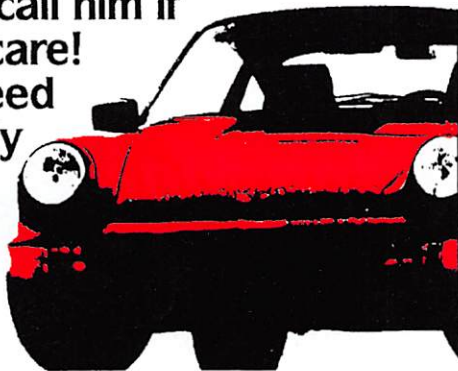
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