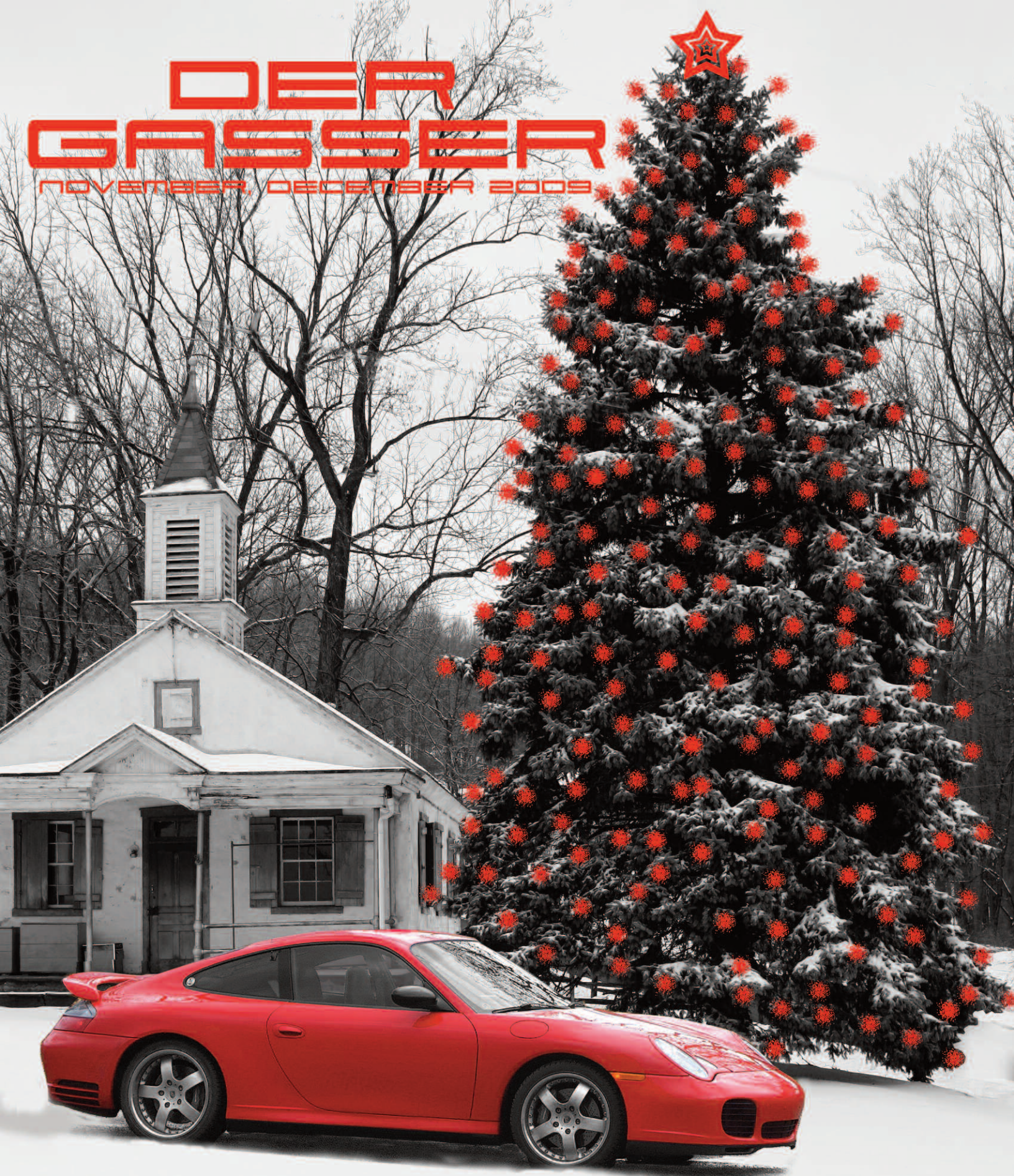


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NOVEMBER, DECEMBER 2009



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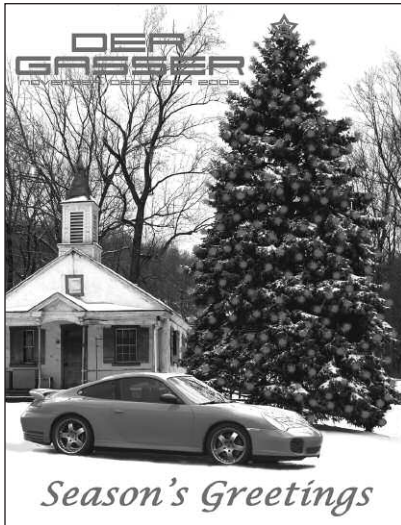


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On the Cover



DER GASSER

A monthly publication of the Riesentöter Region
Porsche Club of America

NOV/DEC 2009

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From the Editor's Desk

"Tis not farewell, but fare thee well." -- Lord Byron

It is with great sadness that I write this last column. First and foremost, I would like to thank Ken Souser who shared a vision with me early on to completely redesign Der Gasser, and then to grace the covers with his breathtaking images. I tip my Porsche cap to you, Ken . . . you're one of the best photojournalists I ever had the privilege to work with. I also want to thank all the contributors who took time out of their very busy days to write terrific articles for Der Gasser. I have been in the publishing business for about 25 years now, so I know good writing when I see it. I was always delighted to see the quality of the articles submitted by club members. Finally, a big, "Thank You" goes out to all the RTR members who wrote Letters to the Editor. I wish the new Editor luck in his new position. If I could help you in any way, please let me know.

See you 'round the garage,

Maureen Sangiorgio



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Letters to the Editor

Bill O'Connell's letter in the Sept-Oct issue raises some interesting questions about the financing of RTR. For as long as I can remember, the Track Program has generated sufficient surpluses to fund other RTR programs, either for free, or at subsidized rates. And this worked very well.

In the current financial crisis, enrollments in DE events are down, even as track owners continue to demand premium rental fees. As a result, the DE program faces the possibility of going into the red for the first time in decades... much to the detriment of other RTR programs.

One solution is simply to raise the entrance fees for DE events by \$50-\$75 to make up the shortfall. This will not reduce demand.

I have a reputation of being, well, "frugal". (Ok, I'm a cheapskate), but, with gas, motel, food, tires, brakes, maintenance and other expenses, I calculate my cost of participating in a DE at about \$1,200 per event. For others, these costs may be double that.

It's not the event fees that are causing people to stop participating. It is all of the other costs. In economic parlance, event fees are price inelastic. A \$75 increase in the enrollment fee is not going to change the decision of somebody facing a \$1200-\$2500 commitment.

— John Phillips

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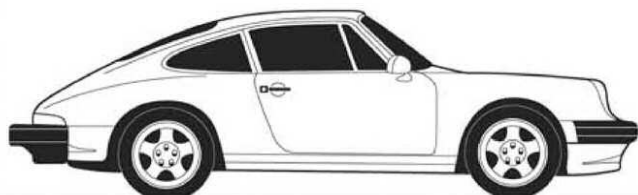
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Speedsters Take Top Honors at the Thirteenth Annual Radnor Hunt Concours d' Elegance

By Jim and Kim McCombs

The damp weather didn't stop the true enthusiasts from participating in the Radnor Hunt Road Rally on Saturday, September 12, 2009. The day got off to an interesting start as Mother Nature, in the form of some major storms the night before, threw in a few unexpected obstacles and after some minor "on the fly" course adjustments from the rally master the drivers continued on their way. The weather cooperated for the rest of the day allowing those that finished to be in high spirits when they arrived at the finish and were treated to a wonderful luncheon on the grounds of a private estate. Congratulations' to Bill Bungeroth and Tom Garthwaite winning the Porsche Class of the Rally.

We would like to commend the following Riesentöter members for braving the elements and driving their Porsches in spite of the elements: Bruce and Shelley Menkowitz, David and Amy Felker, Burt Vensson and L.B. Young and Fred and Sherry Lesavoy . We would like to make a special notice of Gary and Kathy Ott, who chose to leave their Porsche GT3 at home and instead drove their pristine 1957 Chevy Bel-air in the rally, even though it was selected as one of the 100 cars in the Concourse and needed to be detailed that evening to be ready for judging on Sunday.

Sunday's weather started out a little overcast but quickly cleared up and when the sun came out, so did the Porsches. There was a strong Riesentöter presence in the Porsche Corral with well over 20 Porsches by mid-day, and for the true automotive enthusiast there was as a diverse selection of makes and models from Alpha (Romeo) to (Lancia) Zagato to be gazed upon. The vendor alley offered a variety of diversions the most

popular of which might have been the "free" beer provided by "Victory" one of the local PA breweries.

The show itself provided a somewhat eclectic display of automotive history including an incredible display of early 1900s cars, strong representation from the Keystone state's racing history (think Penske and Holbert among others), and a strong presence from the European manufacturers, with the sports car in general well represented. For the motorcycle enthusiast, this year's show also included antique motorcycles with Harley-Davidson being the featured marque.

This was the 13th Annual Radnor Hunt Concours d' Elegance and the cars were truly amazing. Only one hundred vehicles are selected to participate in this prestigious event. The cars were chosen based on their pedigree, unique impact on and significance to automotive history and are judged based on their overall condition and state of restoration. Two Porsches finished the day in the winner's circle. Our very own past president, Bill O'Connell, who was the Rally Master as well as on Executive board, presented the Porsche awards. A First place went to Christopher Dileo and his 1957 356 A T1A 1600 Speedster. The Porsche Radnor Award went to Chris Cannon and his 1958 356A Speedster.

Chances are if you own a Porsche and are a member of PCA, you probably qualify to some degree as an automotive enthusiast, but even if your interest in cars doesn't extend much beyond cars made in Zuffenhausen, this is a must-see event. Put it on your list for next year!

Radnor Hunt photos →

PORSCHE MOTORSPORT DEVELOPS ACCESSORIES FOR 911 GT3 AND GT3 RS

Courtesy Porsche Cars North America

Dr. Ing. h.c. F. Porsche AG, Stuttgart, is now offering a new product line for retrofitting motorsport accessories on all Porsche 911 (Type 997) models of the GT3 and GT3 RS. Using these special components, the enthusiast is able to further customize the exterior of his car with weight-optimized materials such as titanium and carbon also used in motorsport.

These optional accessories have been developed by engineers in Porsche's Motorsport Division in Weissach and naturally tested on the race track. Apart from an unusually sporting look, the new motorsport accessories from Porsche Tequipment offer an even higher standard of driving dynamics.

The new double tailpipe made of titanium, for example, reduces the weight of the car at the rear, the white-metallic patina of the tailpipe turning blue when exposed to high exhaust temperatures, like on many racing cars.

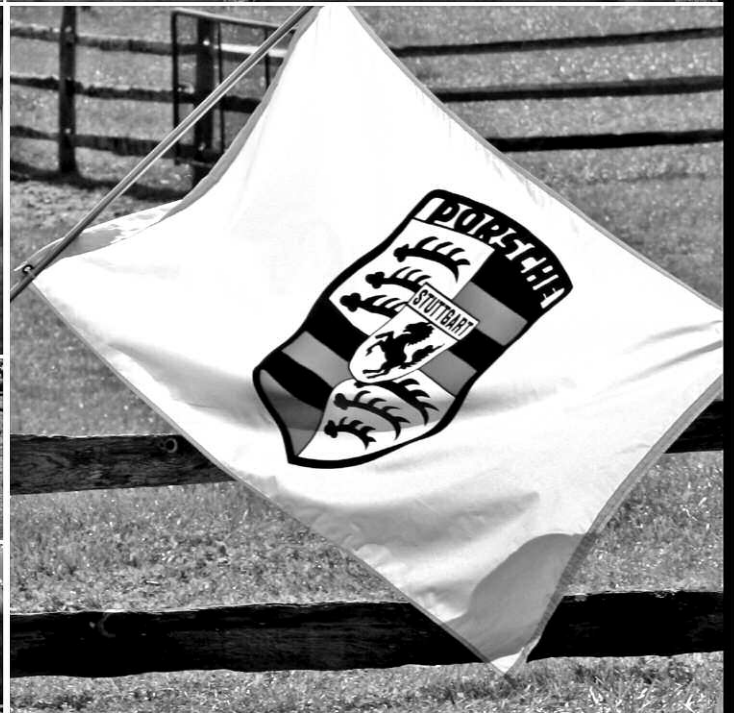
The spoiler lip at the rear (Gurney flap) and the ram air scoop on the rear lid provide a further reduction of weight and add a striking look to the car. Both are made of super-light but extra-stable carbon.

The front air outlet above the bumper and the rear-view mirrors are also available in carbon which, being a very stiff material enabled Porsche's engineers to choose an even more open structure on the air outlet, this special motorsport component now coming with just one middle bar instead of the usual three reinforcement bars. Yet a further point is that the carbon elements add additional optical highlights particularly on cars finished in a light exterior color.

The titanium-colored second-generation 19-inch GT3 wheels complete with central locking are likewise a new feature in the range. The wheel bolts are made of forged aluminium and finished in red eloxy-plating. To customize the first generation of the 911 GT3 and GT3 RS (Type 997), there is also special a model designation in various colors extending round the wheel. The special trim film used for this purpose is made of the same highly resistant material as the starter numbers on racing cars for lasting quality.

All motorsport accessories are available starting immediately in all authorized Porsche dealerships worldwide except China.

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PORSCHE

Getting Started with Data Acquisition and Analysis

By Christopher G. Karras

"We review data a lot. . . . I'm really surprised I don't see more of it in the Porsche Club. . . . I see people in the club spending thousands on their cars, and they're not putting in data acquisition. . . . I'm surprised a lot of Porsche Club members aren't investing in themselves as drivers rather than investing in their cars." —David Donohue, Der Gasser, March/April 2009

Data acquisition is a set of sensors installed on the car to measure and record data on the car's behavior. The display, sensor and logging hardware is bundled with software that allows the driver to analyze the data on a computer. As David says in his Der Gasser interview, data acquisition has become much more affordable and easier to use, and it is an important aid to driver improvement.

What Data?

Basic. Modern data acquisition systems marketed to the DE or club race driver generally come with built-in GPS and accelerometer sensors and can gather information from the car's tachometer. These basic systems log speed, RPM, lap times, gear position, battery voltage and lateral and longitudinal G forces. The sensors in the data logger capture all that data from the accelerometers and the GPS receiver except that a connection to the car is needed for the RPM signal, either to the ECU via the OBD-II port or otherwise, and of course the data logger needs power from a cigarette lighter adapter or a hard-wired connection. Once installed, these sensors capture a comprehensive set of data showing what the car is doing at every moment on the track. Many systems also use the GPS signal to draw a map of the track so that the driver can see where the car is as well as what it is doing.

Expanded. In addition to logging the car's behavior, some systems also allow logging the driver's actions, including throttle position, steering angle and brake pressure. These are the three principal driver inputs that affect the car's behavior. The data acquisition systems marketed to the DE or club race driver do not include these additional sensors and their addition can almost double the cost, but the money is well spent for a serious driver. Brake pressure sensors are expensive because they must operate at very high pressures and must be absolutely secure—imagine a sensor failing and your brake pedal dropping to the floor as you brake at the end of a long straight. It is possible to get much of the benefit of a brake pressure sensor, especially in a low HP car, from an inexpensive brake on/off sensor. For a race car without ABS and front and rear brake circuits, however, a true brake pressure sensor with channels for each circuit would be indicated. In addition to these three key sensors for driver input, sensors may also be added to measure and record oil pressure, water temperature, fuel pressure, suspension travel, air/fuel ratio, exhaust gas temperature, tire surface temperature (measured in real time by multiple infrared sensors pointed at the tires) and anything else one can think of.

Think Formula One quantities of data, and then think about interpreting the data without a full-time professional staff.

Video. Even basic data acquisition systems can be integrated with in-car video. Being able to see what happened on the track can solve some mysteries that would otherwise be very difficult. Was early braking before a turn on one lap simple driver error or was the driver avoiding another car that was about to spin? Video will provide the answer that the driver may not recall, especially after a long race or track session.

How to Interpret Data

In the Car. Some of the data can be usefully presented to the driver in real time by the data acquisition system's display. At a basic level, the display can show progressive shift lights programmed by the driver for each gear, gear position, RPM, laptime and, for the more sophisticated systems, predictive laptimes. For the club racer, predictive laptimes can be key in qualifying and are helpful to any driver in choosing a line when learning a track. A system with that feature displays the difference between the current laptime and the best laptime of that session. In other words, the display will constantly show the driver whether his current laptime is better (showing a negative number of seconds, such as -1.2) or worse (showing a positive number of seconds, such as +0.3) than the best laptime of that session. For qualifying it can show a driver whether he is on a fast lap and should pass the car in front or whether that lap is slow and he should back off to create clear track for the next lap to be faster. For any driver it can show, on a real time basis, whether one line or another is faster—the display updates quickly enough to do that. For example, it can cost 0.2 seconds to tap the brakes at turn in for T4 at Summit Point instead of keeping the accelerator flat on the floor.

In the Paddock. Most of the data can be best interpreted when downloaded to a computer and analyzed with the software package bundled with the data acquisition system. You may have seen a data tracing that resembles multi-color cooked spaghetti strands. The data can seem impenetrable, but taking a methodical approach concentrating on just two key channels can make it all become clear. Concentrate first on laptimes and speed, data that even the most basic data acquisition system captures. When they improve, from lap to lap or session to session, you know you're on the right track, as it were.

For example, a driver's speed exiting the bus stop at Watkins Glen may be inexplicably inconsistent. The speed channel shows the issue. Looking at the speed at the entrance of the bus stop and examining the turn in points with lateral Gs (and steering position if that is logged) may show that entering the chicane just a little slower but with a smoother line improves exit speed. Start the analysis with the speed channel but answer the questions it raises with the supporting channels (lateral Gs and steering) to understand why some laps were faster than others.

Another example of how to use data effectively is to share data with another driver, either one with a similar car or have another driver drive your car. Comparing the speed and laptimes of one driver with another will reveal places for improvement by each driver, even if one driver is much faster than the other. There are always places where the slower driver is better, and of course a discussion of the data between two drivers can be priceless.

Most data acquisition systems will either segment the track for you based on lateral Gs or allow you to do so manually. Each turn and each straight can be a segment, allowing comparisons of a segment across a number of laps. Even when looking at the data for the same driver, sometime significant variation in a segment from lap to lap can be instructive. The software can also calculate the theoretical best laptime for a driver by stringing together the best results for each segment. That can give a driver an attainable target to shoot for.

Ready to Invest in the Driver?

There are many good choices available. The data acquisition systems most commonly found in DE and club racing are noted below along with the high-end MoTeC system. When considering a system talk with

others in the Club about what they are using and what they think of it. Using a system popular in our Club will make it easier to trade data. Visit the web sites of the several manufacturers that are listed below and download a sample data file and the analysis software. The hardware is all very similar, with the principal variations in how many channels can be recorded and how expensive additional sensors are, but the analysis software is vastly different. Some emulate video games and are very easy to use but are not very sophisticated. Others are club versions of professional systems that offer tremendous power but require a steeper learning curve to use effectively. When I chose my system I downloaded programs and sets of data from three manufacturers and tried them out. That made the choice clear for me.

Some Available Systems

Racepak G2X. www.racepak.com. Expandable.

Race Technology DL1 and DL2. www.race-technology.com. Expandable.

Track Systems Traqmate. www.track-systems.com. Not Expandable.

AiM Sports. www.aimsports.com. Expandable.

MoTeC Systems. www.motec.com. Expandable.

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Jostled Back in Time

How a fifty-year-old memento triggered fond memories of a racing legend

By Tim Everett

My father, Bert Everett, was at Thompson Raceway, CT in the summer of 1962 competing in an SCCA race in his Porsche Speedster. At the time, I was 15 and not allowed in the pits. There was another teenager in the paddock with me, giving signals to a sleek silver Porsche RS. At the time we lived in RI, but later that summer we moved to Doylestown, Pa. Early in the school year, as one of the new kids in 11th grade, I was asked about myself, my family, etc. I mentioned something about my father racing and the person I was talking to said "that kid's father races". I looked at who he had pointed out and realized it was the person I had seen at Thompson earlier that summer—Al Holbert. We became very good friends, sharing many teenage experiences.

When Al's father Bob stopped racing, Bob helped my father with his 911 racing efforts. After Al began his racing career, I, along with many of his friends, had the pleasure of attending lots of his races. It was a wonderful time--celebrating his racing victories, watching his family grow and his career successes accumulate. One of the victories I witnessed was LeMans 1987. After the race, there was a dinner attended by the team, drivers, myself and Peter Shutz, then President of Porsche. Al and I both owned Speedsters in the 70's and the talk at the table soon involved Porsche's plans for the reissue of the Speedster. We both felt the Porsche's concept could be improved and talked of what that might look like.

Unfortunately, our plans as well as those of many others, were derailed when Al died in a plane crash in 1988. My talent and resources did not come close to Al's, so the Speedster project was stillborn. However, some of Al's fraternity brothers and I thought a scholarship in his name at his Alma Mater, Lehigh University, would be a fitting tribute to his legacy. The "Alvah R. Holbert Memorial Scholarship" (<http://mylehigh.lehigh.edu/giving>) was started in 1989 and has aided over thirty students enrolled at Lehigh in the field of mechanical engineering.

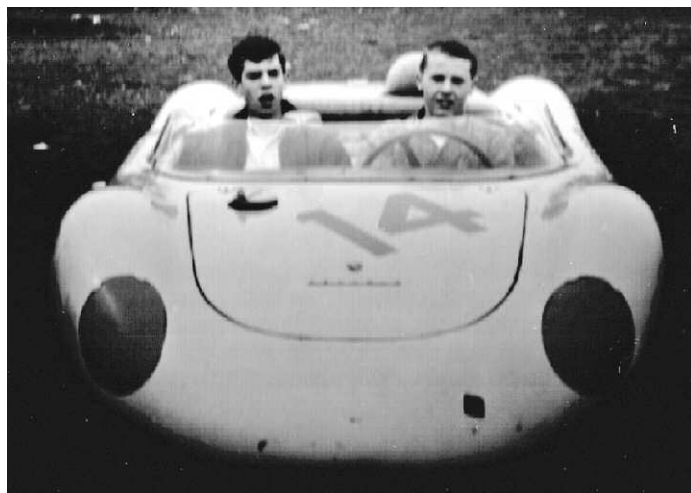
I became reenergized, and with the help of some of Al's former employees, created the components to transform a Targa or Cabriolet into our version of a latter day

Speedster. **In Memory Motors** was founded to manufacture and promote the kits, with the profits to help fund the scholarship. I finished the first car in the spring of 1992 and attended the Porsche Parade that year in San Diego. After the parade, my wife, 3 month old daughter and I traveled to Northern California, stopping along the way to show the car. My timing was bad, as economic conditions made sales difficult.

Fast forward to the 2007 Daytona 24 hr race. A group of friends and race fans have been attending the race for close to thirty years, graciously hosted by Raymond Mason Jr. of Jacksonville, FL and a member of the board of International Speedway Corp. One of the group is a gentleman named Bill Warner—one of the nicest and most capable people I have had the pleasure of knowing. He had started the Amelia Island Concours in 1996 and mentioned that the theme for the year 2008 was going to be the Trans Am series. Part of the format was a seminar/panel discussion including a number of prominent people from the series. I mentioned to Bill that my father had some success in the Trans Am, and wondered whether he might be able to include him on the panel. Gentleman that he is, he did so.

In an effort to assist the fund-raising for the event, I acquired items for their silent auction. Al's son Larry Holbert put together some memorabilia from Al and his father, Bob. When I opened the box, I got chills. If you refer to the beginning of the story, you will notice I first saw Al at Thompson Raceway in 1962. Included in the box that I received from Larry was the trophy that Al's dad had won at that race—an amazing circle completed 46 yrs later. That trophy sits in my office and my eyes are moist as I write this.

My thanks go out to Al Holbert for being such a great guy and inspiration to many; Larry Holbert for sharing Al and Bob's mementos; Raymond Mason Jr. for providing the venue which allowed me to meet and get to know Bill Warner; and Bill Warner for including my father in the seminar which Dad's entire family got to share with him and was one of his favorite moments—He passed away in November of that year.



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Secrets of a Garage Queen

Preparing Your Porsche for Winter Storage

By Gary Steere

It happens every year. You wake up, open the shades and it is immediately obvious that you will not be able to sneak in the Sunday drive you were planning. At that moment it hits you – the cold weather is here to stay. The time has come to put your Porsche away for the winter.

Like many aspects of owning a Porsche, winterizing procedures are often based on a combination of science and ritual. The steps each driver follows and the products used vary based on the individual's experience following the previous winter. If a Porsche starts right up in spring and runs flawlessly, the same routine is likely to be followed year after year, even if there is a better way to store your car for the winter.

Sorting through ritual to find sound science can be difficult. There are countless products looking to capture your dollars. Moreover, each new person you ask will have his or her own product to recommend. The following list is designed to be a starting point, outlining the most important steps you should take Porsche each year.

1. Fill 'er up. You want to ensure that your gas tank does not have free space to collect moist air which can condense on the walls. To prevent this, fill your tank and add a gas stabilizer to keep the gas from becoming stale over the winter. Most newer Porsches have relatively air tight gas tanks that should remain moisture free. Nevertheless, for the price of a tank of gas and a bottle of stabilizer, it is simply not worth the potential headache.

2. Clean your Porsche thoroughly. Who wants to open their garage and look at a dirty car every day for four months? Looking past the psychological value of cleaning your Porsche, grime of any type has a negative physical impact on your vehicle. Dirt that is permitted to sit for long periods can be harder to clean after collecting moisture for the winter. It is also likely that dust and dirt from roadways contain corrosive compounds. While these compounds are not as corrosive as the rock salt used in winter, they still need to be removed from your Porsche.

3. Plan for battery health. Without running your vehicle, the battery does not have a method of recharging. Newer Porsches contain electronic components that drain the battery all winter long. Even in older cars lacking high-tech electronic components, a battery that is not being charged can still leave you without enough power to turnover an engine after months of sitting. The most common solution is to purchase a battery tender. A battery tender is a device that provides a small maintenance charge, sometimes called a trickle charge, to your battery all winter long. Your Porsche's battery will be healthy and charged, just dreaming of warmer weather. When you turn the key in spring, your Porsche will start right up.

A less common practice is to disconnect your battery for the winter and reconnect it when spring comes around. If you take this path, keep in mind that your settings will be lost and you will need the radio code from your local Porsche dealership in the spring. In addition, just because there is no drain from the vehicle, disconnecting your battery does not guarantee that it will have a charge come spring.

4. Prevent tire flat spots. While all experienced Porsche owners agree that flat spots are an issue, opinions are mixed on how to best prevent tire flat spotting. First, your tires will lose air at a very slow pace over the winter so you should overinflate your tires slightly. Be careful not to exceed the manufacturer's maximum when doing so, but take the pressure higher than you would when driving your Porsche. Second, you want to take an active approach to avoiding flat spots. Some drivers recommend a simple solution - park on carpet remnants and roll your car a few inches every month or so. Since the vehicle does not sit on the same tire spot all winter, the flat spots will be minimized.

If you prefer soft tires and can feel a flat spot after even a few days of sitting, you should look in purchasing tire cradles. A tire cradle is a form fitted piece of plastic or metal that sits on your garage floor. The cradle is curved so that there is no flat surface to create a flat spot. Tire cradles prevent flat spotting and help keep your Porsche from easily rolling. You are well protected against flat spots through the combination of a tire cradle and adding air to your tires. The downside is simple – tire cradles range in price from reasonable to outrageous. Plus, any tire cradle cost more than left over carpet scraps.

5. Storing your Porsche. If you are storing your car outside, a form-fitted car cover is necessary. Winter storms bring snow and ice. You should take every precaution to keep unnecessary precipitation off your vehicle. If your Porsche will be kept inside of a dry garage for the winter, you should crack your windows to ensure that no excess moisture has a chance to build up inside of the vehicle.

One word of caution to those storing a Porsche indoors – garages do attract small furry creatures called mice, particularly when it is cold outside. Be sure to visit your Porsche often and examine the surrounding areas for evidence of furry stowaways. No one wants to spend thousands of dollars replacing wiring harnesses and other tasty components simply because they did not visit their Porsche for a few months.

These steps should help you with the basics for winterizing your car and ensuring that spring is trouble free. As one final note, you should not follow any advice stating to start your Porsche for a few minutes here and there during the winter. Running engines produce condensation, which is sent out through the exhaust system. By running your car for just a few minutes, you are shortening the life of your exhaust by creating moisture that does not evaporate and can even become a small puddle in spots. Unless you have enough time to drive the car and completely heat the exhaust, avoid the temptation to start it up.

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Upcoming Social Events

NOVEMBER

Early 911 Meet and Greet: Do you own a pre- 1974 Porsche 911? We're meeting again! Come to an informal get together, have coffee and donuts and meet other members who share your passion! Mike Tillson's Motor Car Service, 2097 N 63rd St Philadelphia, PA, 215-473-6400 on Saturday November 14, 2009 from 9AM- 11AM. Ed Tatios will be giving a tech talk relating to early 911s and answering car questions. All members are welcome – let us know so we have enough coffee and donuts! Contact: John Kolesa, 1971 911S Targa jkolesa@me.com or Robin Zelinskie, Social Chair: robingz@comcast.net or 215-256-9357.

DECEMBER

Holiday Banquet to be held December 12, 2009 at the Crowne Plaza, King of Prussia from 7-11pm. www.cpvalleyforge.com or 610-265-7500. Contact Social Chair Robin Zelinskie: robingz@comcast.net or 215-256-9357. Please see flyer on page 8.

FEBRUARY 2010

Join us for our second annual Drive and Ski on Saturday, February 6, 2010. We will be driving to Sno Mountain in Scranton, PA for a fun-filled day on the slopes. Sno Mountain has 30 trails, a 1,020 foot vertical drop, and the only 22ft half-pipe on the East Coast. The mountain has reserved an area in the bar/restaurant for us to meet. Lift tickets/lessons will be discounted and kids are welcome. We will be leaving from the Cracker Barrel Restaurant in Plymouth Meeting at 6:00 am . . . yes, 6:00 am. Our Allentown members can meet us at the Allentown Turnpike exit at 6:45 am. Contact Joe at asher681@hotmail.com. For more info, call 1-800-GOT-SNOW or www.snomtn.com. Joe will send out an email blast with more details in December 2009.

Corrections/Clarifications

In the September/October issue, the P-car in the cover shot was incorrectly identified as a 930; it is really a 993. Ken apologizes for any confusion. Hey – give us a break guys – we work on this at night when we're both tired!

In the Blink of an Eye...

By Scott Lictus

Riesentöter is a collection of souls who are passionate, obsessive even, about Porsches. Some drive garage queens that never see rain, others have dedicated track cars proudly wearing the heavy patina of many track days. No one likes to see the classic 911 silhouette scarred. Even less, no one who loves Porsches likes to see a 993 on a flatbed with the hood pushed nearly back to the windshield pillar. Standing in the showroom at Vision Porsche watching my beloved Aventurine Green Carrera arrive at their facility, the knowledge of the near miss finally hit home.

Impact!

May 13, 2009 started out as just another lovely spring day. Home early from the office for a dental appointment, I thought, "I haven't run the 993 in a week or so, what a great day to get a bit of seat time in, warm it up, charge the battery and take the long way." The car fired eagerly and we were off. The open sunroof was a blessing with the warm breeze and strong spring sunshine pouring in. I made a mental note to myself as I turned left onto Faust Road — the local *carabinieri* like to sit just over the rise a half mile down the road and the speed limit is 25 — so I better behave.

WHAM — The swiftness of the impact took me completely by surprise. One second I was motoring down a quiet country street in an immaculate 1995 Carrera, the next I was shaking my head to reorient myself after impact. The air bags were both blown and a fine powder and odor of accelerant were wafting through the cabin. My 993 had stalled and I switched the key off. The car and I had been thrown backward several feet from the impact with a Geo Tracker which had swerved left into my travel lane without warning. The driver's side front corner took the brunt of the hit and the Geo was smoking severely from the radiator's direct hit and a pool of coolant was spreading in front of the vehicle.

As I realized I was unscathed save for a small patch of road rash on my forearm inflicted by the steering wheel airbag, the 16 year old driver of the Geo — one of my neighbors I would later discover — tumbled out of her car completely unhurt and inconsolable.

As the initial shock of the impact wore off, the routine maintenance of an auto accident took over. Traffic stopped and cell phones called 911 and the fire department. Volunteers began to warn traffic and nearby

homeowners ran to see what happened. Police, ambulances and flatbeds arrived in the well rehearsed dance that takes place at a crash site. Insurance details, apologies, and acceptances were exchanged. My wife knew there was something odd when I was dropped off at our house — by the other driver's stepfather no less — and there was no Porsche in the garage...

A time for reflection:

A head on collision at a closing speed of 50-60mph creates a lot of released kinetic energy. It's truly a miracle that no one was hurt. That's a credit to the integrity and safety systems built into any modern automobile, particularly in Porsches. Air bags, seat belts, crumple zones all worked perfectly to deflect the impact around the passenger compartment. As both doors were sprung, one could trace the shock wave around the car. The cabin retained 100% integrity and was, save for the air bag residue, untouched. It is a testament to Porsche's engineering that, save for the slight road rash on my forearm, I was completely unscathed and was able to take my daily driver to the salvage yard that evening and take the pictures that accompany this article. I had no medical bill and didn't miss a minute of work.

The Aftermath:

The next morning, I stopped to see Chris Halvin, a long time acquaintance at Vision Porsche, to wait for the car to arrive at the body shop to begin the claims adjudication process. Based on my long experience with Vision, that's where I asked my insurance company to have the car evaluated. When the car turned the corner on Vision's flatbed, we both simply stared as it went by and he restated that although he was sorry the car was in such obviously bad shape, how fortunate I was to have been driving such a superbly designed car.

The claims process went as smoothly as it could have. Initially, I was concerned as the car was nearly 15 years old, that financially, I was about to take a severe beating. Both Travelers (my insurer) and State Farm (the other driver's coverage) recognized the unique value of a low mileage, pristine 993. Financially at least, I'd be OK when the claim was completed. Additionally, I was able to buy the salvaged car from State Farm and resell the intact vehicle to dc Automotive — a well known Porsche salvage facility in North Carolina — to improve my financial position post claim.



Thanks to the Riesentöter family:

Through the entire claims process, Vision Porsche, operated by long time Riesentöter enthusiast Craig Rosenfeld, proactively looked out for my interests. They kept the car inside during the entire claims adjustment process and worked with dc Automotive's contract carrier to arrange pick up and transfer to the North Carolina facility. Chris Halvin made sure my personal effects were secure and to my delight, pulled a couple of small items, the nose emblem and the tool kit, from the car as mementos of my proud ownership. Tim Holt of Holt

Motorsport and Bill Boys of Possum Hollow Motorsport provided counsel with respect to expected value and the feasibility of repairing the car. To all of you I am grateful.

To all my Riesentöter colleagues, remember, buckle up and appreciate your Porsche. It's ready to protect you in any unexpected situation. This experience has convinced me that Porsches are the most superbly engineered automobiles on the planet and now the long search for a replacement is beginning. Hmmm, those new DF1 Cayman S's look like the spiritual successor to the 993. Might be time for a test drive....



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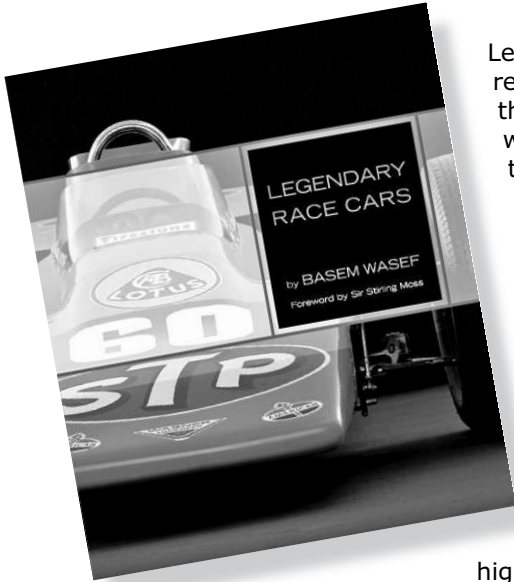


Book Review

By Jim Sangiorgio, RTR

Legendary Race Cars

Written by Basem Wasef



Legendary race cars don't typically come out of the box perfected and ready to level all comers. In fact, most of the legendary race cars in this book had more than their fair share of "teething" problems. Some were so bad in fact that all involved almost gave up completely on them before they even raced. But one thing they all have in common is that they evolved through equal parts dogged determination and a fair level of insanity.

The Author Basem Wasef gives a snap shot of each of these legends and explains rather poignantly how the cars went from a gleam in a designer's eye to class-leading racecars. The hardcover book, 175 pages in length, dedicates between five and six pages to each car. With a foreword by racing legend Sir Stirling Moss, the book steals your attention right in the beginning.

Each car has one theme in common — it was state of the art of that era. It truly is an eclectic mix of cars. Like Prego sauce, "it's in there." From the Marmon Wasp, to off-road beasts like the high flying Big Oly, to early era F1 cars, sports cars, and yes, even the famous ground thumping Greer Black-Prudhomme top Fuel Dragster.

Wasef did not forget Porsche, and included the undriveable and scary early 917. It darted from one side of the track to the other at 200 plus miles per hour. Racers such as Jo Siffert and Vic Elford said "no thanks" after testing the car at Spa race circuit in Belgium. But then the 917 later became unbeatable after John Wyer's chief engineer, John Horseman, came up with a solution to the 917's stability issues.

The Porsche 956/ 962C is also mentioned because it was the company's first totally redesigned race car in nearly a decade. The 956/962C went on to dominate the world sports car stage including the IMSA series and sent many competitor's designers back to the drawing boards.

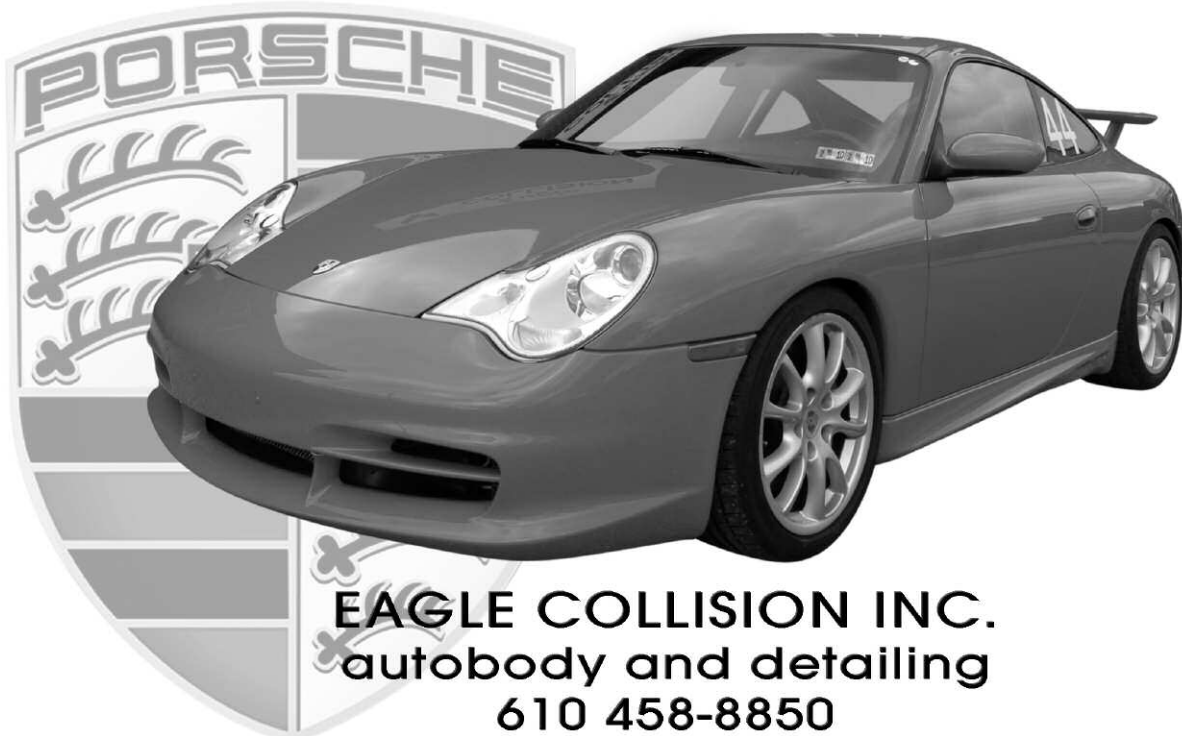
The author traveled the world in search for what he felt were some of the most significant, if not beautiful race cars. His previous book "Legendary Motorcycles" allowed him to lay the foundation and credibility for him to do this new book. The book has a nice mix of color photographs and archive black and white. The lucky guy even got to tour the actual factories in which these works of art were evolved. He also gathered his information from museums, historical personal collections, and by visiting The Goodwood Festival of Speed where he met Sir Stirling Moss. Tough gig, huh?

The one message that I garnered from the author's work is that the cars were only part of the "magic recipe." If it not for the courage of the pilots, the engineering prowess of the designers, and the villainous Lady Luck, these works of art may never have been born. Both driver and engineer pushed the limits of physics, often with dire and tragic consequences. The early days of racing lost so many great drivers, such as Jim Clark, Ronnie Peterson, Alberto Ascari, to name but a few. Wasef acknowledges this throughout the pages of this beautiful book.

The book is also peppered with stories about racing moments that illustrate race car drivers' tenacity and reverence for one another. One story in particular gave me goose bumps when I first read it. The race was the French Grand Prix at Reims, which was one of Juan Fangio's last races of his F1 career. Mike Hawthorne, driving his Ferrari, was getting ready to lap Fangio in his outdated Maserati 250F. Hawthorne suddenly slowed his Ferrari and tucked in behind him. When asked later what happened, Hawthorne simply stated "no one laps the Maestro."

I believe this book would certainly be a nice addition to anyone's coffee table collection. One thing is for sure, it will stir controversy as to why the author did not include this car or that car. But, again, the title is not the Worlds Most Legendary Racecars, but Legendary Racecars. And in my opinion, he certainly chose well.

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My Pockets are Empty But My Porsche Is Happy

By Christopher Mahalick, RTR

Wow! Can you believe all that has happened since we last got together? Health Care, the wars in Iraq and Afghanistan, Trillion Dollar Bailouts, Cash for Clunkers? Not to mention all the deaths — John Hughes, John Updike, Ted Kennedy, Les Paul, Jim Carroll; and let's not forget "Gidget", the annoying Taco Bell mascot, who would never have seen fifteen if ever near my heel or the wheels of my car.

Yet again, during this frenzied period, I find myself almost broke. And no, it is not for lack of employment. While the company I work for is following the latest distasteful trend known as outsourcing, I somehow still have a job. Seems it used to be India where corporate pieces of dirt went to exploit an outrageously underpriced labor market, but now they seem to find the Philippines to be much cheaper. I am sure there is a special place in hell for these greedy excuses for human beings, we currently call the "Executive Ruling Class". It is probably right next to the Serial Killer wing.

A full-on Heroin addiction is probably cheaper than being in the throes of car and motorcycle "collecting". Collecting being in quotes, as when one refers to a "collection", it is assumed that a minimum of one example is currently in running order. But not mine. There are now three disassembled motorcycles and one disassembled Porsche residing in the garage.

Now a reasonable person would assume that the answer is simple. Just go out there and establish an order, and then finish your projects in the order selected. Sounds good on paper, but there are quite a few variables left out of the equation. Come on now, you don't think that the garage is all cleaned up, just awaiting my arrival? Presently, it looks like a hoard of Huns have come through and ransacked the joint. So in order to get started on the projects a major garage cleaning must be undertaken. Which is a precursor to the real work. Oh man, I am getting the "OCD Shakes" just thinking about it.

So of course I have been doing what any other mentally unstable human would do in the same circumstances. Ordering parts online. Which is definitely characteristic of the avowed procrastinator. I mean, why engage in the act of dirtying one's hands, when the same level of accomplishment can conceivably be achieved with a couple of mouse-clicks? Don't laugh, spending copious amounts of cash on big boxes of parts really makes one feel like "the job is just wrapping up".....

Which is why I am currently broke. "But look at all the pretty boxes". So it is now time to get down to work. Time to put on all the pieces from all the boxes. If a part is in my possession, then it is time to be bolted onto its intended recipient. All boxes must be emptied!

I figure to start with my 1984 911 Targa. When last dropped off at Spicoli's shop for a routine PA State Inspection, it was found that one of the rear wheel bearings had seen better days. This being the case, I naively figured that I would do the job myself, learning in the process. And since I am really anal about maintenance, I decided to replace both sides while I was at it. And a rear caliper needed a rebuild, so might as well do both. And then the engine was really filthy, so of course, was treated to a full clean. And you know, the fender wells were looking a bit dirty, so they were scrubbed clean. And then there was that leaky oil line that I have been ignoring for the past seven years. But the crowning glory was having a CV Joint fall apart upon removal. I mean what else is there to be repaired or replaced? Oh, the rear rotors and pads, if you must ask.

And despite the fact that I have dropped the engine three times already, the knowledge of quantum physics required to understand the inner workings of a rear wheel bearing is astounding. Or it could be that I just have never done this before. And it is so frustrating. Like working in the dark. I feel so at the mercy of the Bentley manual and my fellow club

members. I just hate working out of my comfort zone. But I will persist and eventually conquer this beast.

So it looks like I'll be heading out to the garage today to drain the oil, and get ready for a valve adjustment. And another club member has offered to come by next week to help unravel the "Pandora's Box" of the rear bearing carrier. So if everything works out OK, I should have it all done in the next couple of weeks. With the car then being ready for another five years or so of violent, prolonged beatings.

Which leads us to the Suzuki GT-750. Some traditional nicknames for this motorcycle are "Water Buffalo" and "Kettle". Some newly updated nicknames that I have developed for my particular charge include: "Satan", "Satan's Spawn", "The Major League Pain in the Ass", "The Problem Child"..... the list goes on and on. This project has fought me tooth and nail every step of the way. From ordering the wrong shocks to the leaking base gasket, everything that could go wrong, has. The latest tragedy is that the Stainless brake lines I ordered to top off the rebuilt hydraulics, are two shy of complete. Apparently, I ordered the set for the prior year's model, and now the vendor is not even responding to my email enquiries. Urgh!! And all I ever wanted was a "simple" old-school café bike!

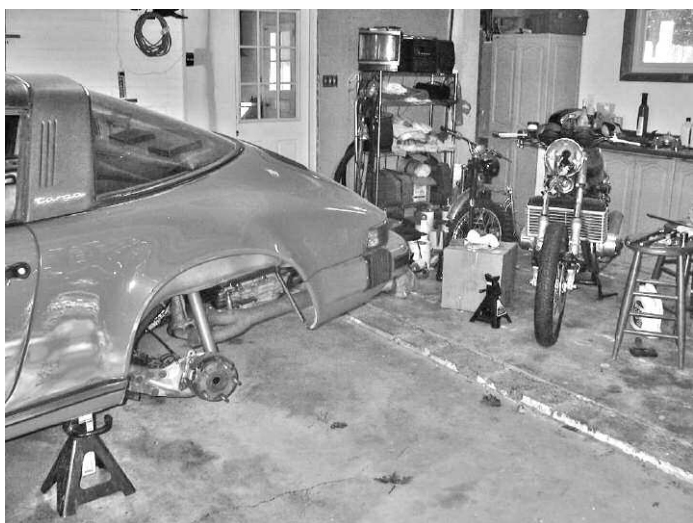
Next up on the anxiety tour is a 1965 Suzuki "Hillbilly" K15. "Wouldn't it be neat to own a classic old bike that we could one day show at the Radnor Concours?", I asked a buddy of mine one evening while most likely under the spell of the "Yeungling Haze". And as fate would have it, this fully complete 1967 Suzuki Hillbilly soon came up for sale on Craig's List. And it even ran! For about a day. And a year later, I am still tracking the gremlin in the electrics. And yet have a bunch of new parts for it. Just no spark.

And did I mention that I have "investment partners" in both of these motorcycles? I mean, if I ever ask you to invest in one of my "motorcycle ventures", just run. Far away! If only for your own financial well being. Seems like I am no "lightning bolt of ambition" when it comes to putting things back together.

Oh, and there is one more motorcycle that is not even mine! Somehow, I have become the babysitter for a 1973 Honda CB-350. It was brought here one day with the best of intentions. Yet almost two years later, it sits languishing in the corner.

I really need to buckle down and get back to work. These projects need to be completed if only to bolster my sagging self-esteem. But then again, I've gotta stop smoking, stop drinking, go on a diet, watch my cholesterol, really apply myself.....

I need a nap!





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