

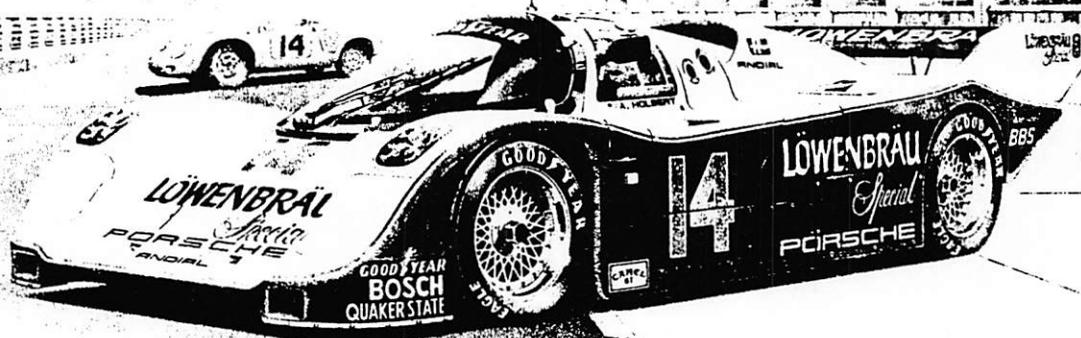
# *der Gasser*

MARCH 2003

*The Carrera GT Arrives  
More Daytona 24 Hour Action  
The Largest RTR Gathering Ever!*



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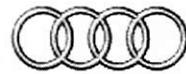
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# HOLBERT'S

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**B**y the time you all read this all the snow should be melted, the birds chirping, and short segments of 50 degree sunshine teasing us into thinking that summer is here.

For those of you that allow your Porsche to hibernate, it is time to pull the cotton cover off, rinse the surface dust, and change the oil. Check the tires, give the battery a zip, and turn your memory into reality for another season.

My hat goes off to those that do not need the above ritual because they drive their Porsches all year. The extreme example is Bill and Miss Vicki, who just put snow tires on their C4S and never miss a beat regardless of weather conditions.

How we approach driving our cars is a tough decision. My thoughts have changed as I have aged and I am not near as hyper as when I purchased my first new 911 twenty-three years ago. I never went anywhere without pre planned parking arrangements. A trip to the shop for state inspection was a major traumatic experience - just wondering what that technician was going "to do" to my car on that dreadful test drive. My first driver's ed event kept me awake for weeks in anticipation of he damage my Baby was about to endure.

Now I actually will park in a lot near to the store I want to enter. It had better be an end space, but I don't fear white lines next to me anymore. I gladly leave my cars for service and pick them up after the work is done - no more waiting room Readers Digests for me. Racetracks are the ultimate relaxation - no one is coming towards you and there are no intersections!

Same cars - same person - different perspective.

It was very enlightening to me during our January members meeting how many people seem overly cautious when the word racetrack was mentioned. But my frame of reference comes from familiarity and experience, and I needed to be reminded of my original attitude and fears.

I have challenged the Exec this year to look at our membership through a different set of eyes, trying to remember when they were new at this PCA thing. Your Region has one of the finest all around programs in the country. Our mission this year is to communicate that properly to ALL of our members, answer those fears of the unknown, and increase our participation.

This is why I asked for a volunteer publicist last year - to grow awareness. We asked John Floyd to help with the business side of Der Gasser, hopefully to allow Jim more creative and artistic time. Your Exec is working very hard to improve your Club experience with each event. Brian has some terrific new ideas to help stimulate membership, Jolene will not let autocross die despite the lack of our own site, and Mike has promised that RTR will again hold a Club Race this year, maybe even two. Great commitment and great excitement.

The new members meeting in March at Holbert's should have some nice new twists. Jack Bair, the PCNA/PCA liaison should be there to provide information on his progress in the newly created position. Please help by answering questions and volunteering your time to any Exec member. We need your support so we know that we are on the right track

The goal is to enjoy your car and your Club. You have to participate to realize that goal. Please, come join us.

Craig



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Cover Photo - The Carrera GT from the Porsche web site.

# Calendar of Events

## MARCH

- 26 Membership Meeting - Holbert's-New  
Member Meeting- Warrington (see pg 3)

## APRIL

- 26 Hershey Swap Meet - see pg 11
- 27 Autocross - Hershey [www.centralpaporsche.org](http://www.centralpaporsche.org)
- 30 Membership Meeting

## MAY

- 10 Tech Session 1 - Holbert's Porsche,  
1607 Easton Rd., Warrington, 9a.m. - 2 p.m.
- 11 Auto Cross Challenge from the Central PA  
Region - Hershey, PA (see pg 6)
- 23 RTR Driver Ed, Advanced Groups Pocono
- 24 - 25 RTR Driver Ed, Pocono
- 28 Membership Meeting

## JUNE

- 8 Autocross - Hershey [www.centralpaporsche.org](http://www.centralpaporsche.org)
- 14 Tech Session 2- To Be Announced
- 25 Membership Meeting
- 28 - 29 RTR Driver Ed, Jefferson Circuit

## JULY

- 19 Tech Session 3 - To Be Announced
- 30 Membership Meeting

## AUGUST

- 1 - 3 RTR Driver Ed, Watkins Glen
- 23 - 24 Club Race - Shenandoah
- 27 Membership Meeting

## SEPTEMBER

- 13 Tech Session 4 - To Be Announced
- 24 Membership Meeting
- 26 RTR Driver Ed, Advanced Groups - Pocono
- 27 - 28 RTR Driver Ed, Pocono North
- 28 Autocross - Hershey [www.centralpaporsche.org](http://www.centralpaporsche.org)

## OCTOBER

- 4 Tech 5 - To Be Announced
- 13-14 Drivers Ed - Watkins Glen Charity Event
- 19 Autocross - Hershey [www.centralpaporsche.org](http://www.centralpaporsche.org)
- 29 Membership Meeting - Elections



Help

Welcome

Our New

Members at

Our Annual

New

Members'

Membership

Meeting at

Holbert's

1607 Easton Rd.  
Warrington, PA

MARCH 26

7:30 Social

8:00 Meeting

### 2003 Track Schedule

Pocono (Advanced only)	May 23, 2003
Pocono	May 24 - 25, 2003
Jefferson Circuit	June 28 - 29, 2003
Watkins Glen	August 1 - 3, 2003
Shenandoah (Club Race)	August 23 - 24, 2003
Pocono (Advanced only)	Sept. 26, 2003
Pocono	Sept. 27- 28, 2003
Watkins Glen (MAW)	Oct. 13 & 14, 2003

See RTR Driver Ed Application on page 13 and  
[www.rtr-pca.org](http://www.rtr-pca.org) for the latest updates.

We are on a roll... or was it just a case of cabin fever... but in spite of the weather February's Membership Meeting had a great turnout. Special thanks to Bill Dougherty and his team at Dougherty Automotive Services for their hospitality.

The March meeting is our New Members Meeting and will be held at Holbert's ([www.Holberts.com](http://www.Holberts.com)). Come meet with your region's elected officials and chair-persons, learn how the club is organized, who does what, why they do it, and how you can join the fun...

Jack Bair, the liaison between PCNA and all Porsche Clubs will be joining us at the meeting. Jack's job is to better the relations between PCA and PCNA. He is a

**Registration for the POCONO Driver Education Event (May 23-24-25) will open at this meeting. Applications will be accepted from 7:00 PM to 8:00 PM ONLY. FYI: Due to the popularity of this event, it could sell out prior TO 8:00 - GET THERE EARLY.**

The April meeting will be held at CJ's Tire and Automotive Service Center, 1405 S.

great guy, very knowledgeable and will definitely add interest to our meeting.

Vince Evans, Holbert's General Manager and our meeting host promises to have at least one Cayenne on display for show and tell.

The meeting will be held Wednesday, March 27, with Social at 7:30, Membership Meeting at 8:00. Address: 1607 Easton Rd., Warrington, PA (215) 343-1600.

Township Line Road, Limerick Pa. Phone 610-409-0400,



Boy, I sure hope Craig is right about the 50 degree weather and all. This morning the chill factor was minus 9. About this time of year I become convinced that we are sliding into another ice age.

Well, this issue of der Gasser will warm you up. Brian Minkin, our Membership Chair, has taken on the challenge of organizing the **largest gathering of RTR members ever**. It will be in June (we should know about the ice age by then), it will include great food and wine, it is offered to members at a third off the gate price, and it's for charity. Man, the planets are aligning for this one! Can it get better? **Yes!** It will include a Porsche Car Show. And you can participate in the show. Brian's planning a big party and you can catch the details on page 5.

As you know, Snidely is back and it's time to sign up. The application is on page 4. Do it now. It's a fun event that always overbooks and those who wait until the last minute are usually disappointed.

More autocross news on page 6. I mis-spoke last month thinking that the Central PA region challenge was the day after the Swap Meet (page. 11). It's not, it's on May 11. Sorry. Great list of autox related web sites that Jolene has put together, too.

RTR's own, Barry Corke, reports firsthand from the Rolex 24 Hours of Daytona with a great article and some of his own

pictures on page 8. Across from that on page 9 is the cover story - an update on the Carrera GT about to be shown in Geneva. What a car.

Chris Mahalick is back with another slightly out of kilter tale about his VW. He makes my job of finding quotes easy. Again, another entertaining, informative story. Great job, Chris.

I received a press release in the form of an article about the Alpine Motorsports Club. It was so well written and I found the idea so intriguing that I ran the entire release and even pulled some pictures from their web site. What a great concept. Check it out on page 12.

Spring *must* be coming with the Driver Ed application on page 13. Speaking of Driver ED, our zone is sponsoring one at VIR. Not many details but a web address can be found on page 11.

And finally, a remembrance on page 5 to the fallen astronauts and how the accident touched a fellow PCAer.

Thanks and have a great month,  
Jim

p.s. Still lookin' for a new editor (pg 5).



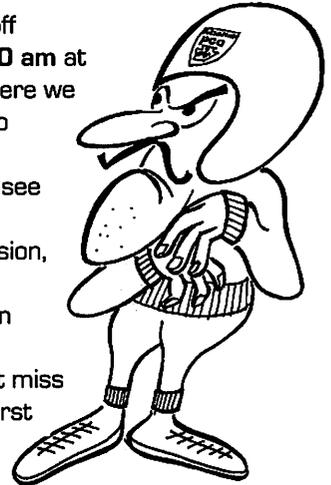
# The Snidely Whiplash Fourth Annual Trek to the Track for the Faint of Heart

(continued from February)

Snidely

All of my devious details for a special day at Pocono Raceway on Saturday, May 24<sup>th</sup> are finally coming together. As stated last month, we will meet for breakfast at one of the two convenient area restaurants and caravan to the track by 9:30 or so. My friends, Ken Souser and Jolene Schwartz have agreed to help me this year. Ken will greet you at **7:30 am** at the Charcoal Drive-in in Allentown, just off the Northeast Extension of the PA Turnpike on Route 222. Jolene will greet you at **7:00 am** at Otto's Restaurant in Horsham, 1 mile from the Willow Grove exit of the PA Turnpike. Here we can indulge in a great breakfast if you like and then drive our favorite cars up to Pocono International Raceway and register for a day packed full of Porsche fun and education.

There you can see many members preparing their cars, ask tons of questions, and see many of your friends turning laps. A lunch coupon for you and your guest will allow you to dine amongst the merriment. In addition, there will be a classroom instructional session, a flagging opportunity out on the circuit, an actual tech session, and finally, after the last run-group, a series of laps around the track that you drive under the guidance of an RTR instructor...All this to be followed by an end of the day get together with all the participants where you can discuss the day's experiences with fellow enthusiasts. Don't miss this neat opportunity to "see for yourself," all for only \$25.00. So don't delay...only the first **20** cars will be able to participate! Fill out the form below and return it with your check for **\$25.00** today! Be sure to look for more details next month.



Snidely

## APPLICATION for the FOURTH Annual Snidely Whiplash Trek to the Track

Attention: G. Frederick Bonsall, 437 High Street, Bethlehem, PA 18018  
(610) 866-0505 (W) (610)868-8827 (H) bsaia@fast.net

Dear Fred,

Count me in. I want to be among the **twenty** car limit for this special event!

I will be coming alone. \_\_\_\_\_

I will be accompanied by \_\_\_\_\_

I will meet for breakfast on Saturday, May 24, 2002 at:

Otto's Restaurant, Horsham \_\_\_\_\_ **7:00 am**

Charcoal Drive-in, Allentown \_\_\_\_\_ **7:30 am**

**REQUIREMENTS:** You must have a valid driver's license,  
Be at least 18 years of age,

**Riesentöter reserves the right to refuse any application**

Name: \_\_\_\_\_

Street: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Home Phone: [ ] \_\_\_\_\_ Work Phone: [ ] \_\_\_\_\_

E-mail: \_\_\_\_\_

PCA Region \_\_\_\_\_ PCA Member # \_\_\_\_\_

Porsche Model & Year \_\_\_\_\_ Color \_\_\_\_\_

I understand that this is a **driver's education event** and I will abide by the rules. I certify that I have no physical or mental disorders which might affect my ability to safely participate in this event.

Enclosed, please find my check for **\$25.00** made payable to **RTR-PCA**. Which includes a meal ticket for myself and a guest.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

## An Unforgettable Sunrise

by Ted Lazarides, Lone Star Region

A handful of us were gathered around a car trailer listening to Jack Turner give his usual admonitions about passing zones here at Texas World Speedway. It was a spectacular February sunrise in East Texas. The chill of the morning slowly giving way to the sun's warmth.

As we gazed into the clear sky we were treated to the spectacle of a Shuttle landing. The contrail curved over the horizon reminding us of the immensity of space and the roundness of our blue planet. We were filled with awe at the wonder of American technology. We were proud to be Americans and looked forward to buckling ourselves into our cars and driving fast. Life was good.

Slowly, however, the sunrise didn't seem quite right. The bright spot at the tip of the streaking meteor split in two, then split again. It was beautiful, yet it didn't feel right. Unbeknown to us we were watching seven souls touch the face of God. The beautiful display was, sadly, or perhaps not, witness to resurrection.

The sun continued its clockwork dance among the heavens and we got into our cars and drove. We watched the news and looked up at the sky and drove. Some of us choked back a tear, said a prayer and drove. Nothing really mattered that much. It was an unforgettable sunrise.



## Wanted

Editor for this mag. Some knowledge of software an advantage and the desire to take der Gasser to the next level a must. Contact anyone on The Exec [page 16].



## Membership News Largest RTR Porsche Gathering Ever

by Brian Minkin, Membership Chair

I would like to welcome all the new & transfer members who joined Riesentöter in January of 2003. The region had 26 new members and 1 transfer from another region this month and this brings our membership to 1339 members. I encourage all the new members to enjoy the benefits of membership in our very active region and look forward to seeing you at an event.

This month I thought I would share some statistics about the cars our membership own and cherish. We have 58 members with 356's, 672 with 911's, 48 with 930's, 42 with 993's, 26 with 996's, 31 with 914's, 19 with 924's, 50 with 928's, 131 with 944's, 15 with 968's, and 217 members with Boxsters. It would make quite a show if we could bring all these cars together in one big parking lot someday.

Much to my surprise this dream of all our members' cars gathered together in one place is going to come true. On Sunday June 8th 2003 The Wegmans Great Tastes Culinary Festival which is held at Cedar Beach Park in Allentown has offered Riesentöter Region a way to show our stuff. They can provide parking for as many vehicles as we can gather in the form of a Porsche Car Show. **I am challenging the Riesentöter membership to join me in Allentown and show our club spirit by gathering as many RTR Cars as possible in one place for one day.** My goal is to gather at least 50% of the member's cars, that's 669 Porsche cars for this event.

Participation in this historic gathering will require a \$25 per person entry fee that will include food and wine tasting privileges at the festival. The fee they charge at the gate is \$36 per person, so we are receiving a great value as an incentive to be part of this historic gathering of Porsche cars. Part of the money collected in entry fees to the festival is donated to the Marguerite Hessinger Breast Cancer Awareness Fund. Last year they raised \$12,500. Their web site is <http://www.wine-dine.org/highlights.html> if you would like to know more about the festival. Applications to participate in this historic gathering of Porsche cars will be in the next issue of der Gasser and also available on the web. Participation will require pre-registration so we know how many cars to anticipate.

Ken Souser is organizing a display of historic, classic, and unusual Porsche cars to be on display at the event for all 3 days the festival runs, June 6, 7 & 8. These cars will be guarded 24 hours a day so safety of the vehicles should not be a concern. Ken is also organizing a top-side concours as part of the gathering with a separate entry fee for those who want to participate in the concours. The concours will have awards for all winning cars in all classes. Call Ken at 610-966-4391 or email to [kenSouser@aol.com](mailto:kenSouser@aol.com) if you want to consider having your car in the display.



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## Auto Cross News

by Jolene Schwartz, Autocross Chairperson

We had an enthusiastic group turn out for the auto cross introduction session. Lee Volpe did a terrific job explaining the basics of auto cross and how much fun it is. Lee has a lot of autocross and racing experience and shared many funny and enlightening stories with the group. All serious questions got answered and everyone left looking forward to their first autocross event. RTR is still in search of an autocross site; several new locations were suggested which I will follow up on. Many thanks to all who helped make this a successful event.

## Auto Cross Challenge

There is an Auto Cross Challenge set up against the Central Pennsylvania Porsche Club for May, RTR members will caravan to Hershey.

**Date** - May 11, 2003.      **Place** - Hershey Park Lot, Hershey Pennsylvania      **Cost** \$20/driver  
**Times** - Registration 8:30      Tech Inspection 9:00      Racing Starts 9:30

Please e-mail Jolene at [marketvisions@msn.com](mailto:marketvisions@msn.com) before May 1<sup>st</sup> if you will be participating in this event or have any questions.

## Auto Cross Connections

There are a number of car clubs who run autocross events and have open registration, so until we get a site of our own, check out the dates and locations that work for you from the links below and give it a try.

1. Central PA Porsche Club - <http://www.centralpaporsche.org> Events held at Hershey Park, PA
2. Northern New Jersey Porsche Club - <http://vista.pca.org/nnj> Events held at the Meadowlands Lot, NJ
3. Northeast Chapter of National Auto Sport Assoc - [www.nasanortheast.net](http://www.nasanortheast.net) Events held at the Meadowlands Lot, NJ
4. The M Club - [www.themclub.net](http://www.themclub.net) Events held at the Meadowlands Lot, NJ
5. Brandywine Motor Sports Club - <http://www.autox4u.com/palm/bmc.htm> At Glasgow High School Parking Lot, DE
6. Northern New Jersey SCCA - <http://autox4u.com/nnjr.htm> At Old Bridge Raceway in Englishtown, NJ
7. South Jersey Region SCCA - <http://autox4u.com/sjersy.htm> At Camden River Sharks Lot, NJ
8. The Philadelphia Region SCCA - <http://www.autox4u.com/philly> At Boeing lot and Nazareth Raceway in PA
9. PHA Hill Climbing - [www.speednation.com/hillclimb.htm](http://www.speednation.com/hillclimb.htm)
10. PA's Autox Page - <http://www.autox4u.com>  
 Provides information on the sport of auto crossing and a comprehensive schedule of autocross events.

\*\*\* A One-Time Event - Mazda Rev It Up  
 - [www.mazdarevitup.com](http://www.mazdarevitup.com)  
 Autocross a Mazda6 - Philadelphia  
 July 18-20



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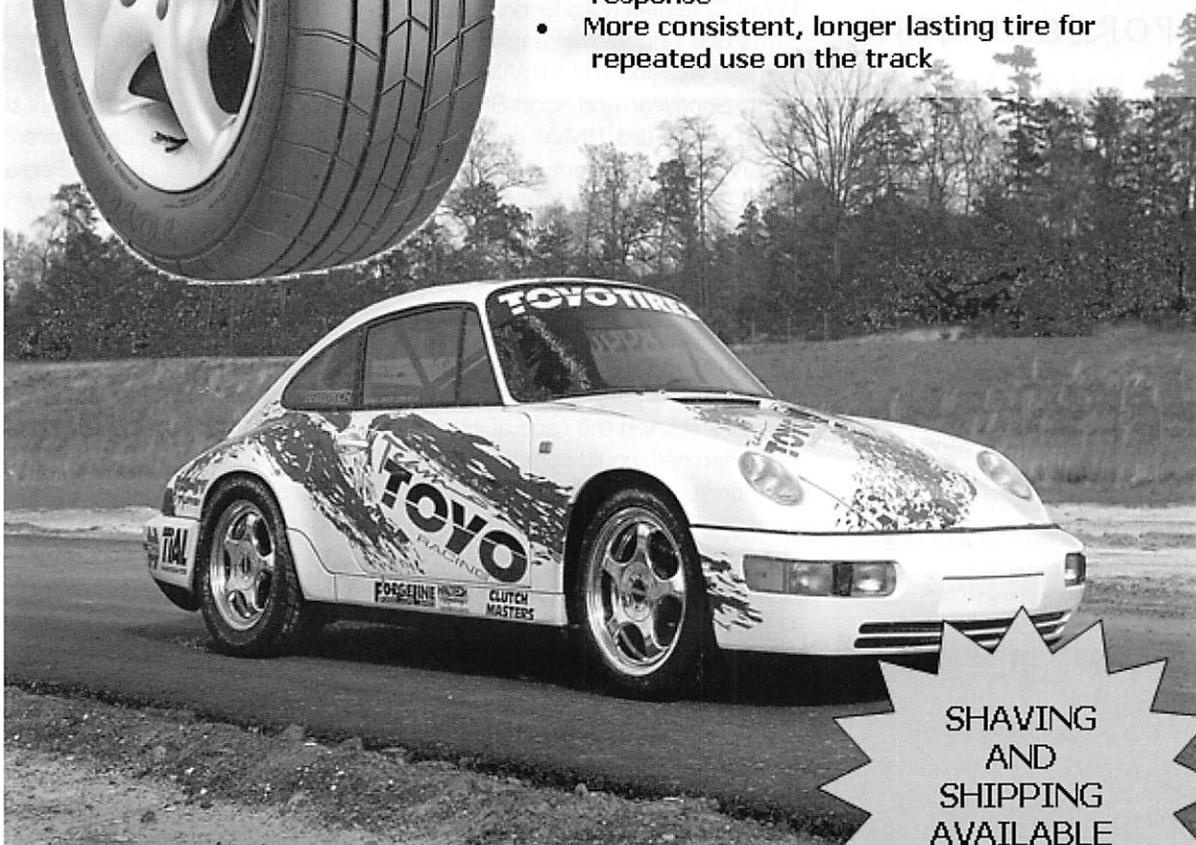


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## PORSCHE TRIUMPHS AT DAYTONA

Test & Photos by Barry Corke, RTR

The 41<sup>st</sup> running of the Rolex 24hours at Daytona was held on February 1<sup>st</sup> and 2<sup>nd</sup>. This year's race saw the introduction of the Daytona Prototypes. This new class was announced one year ago and the first examples were seen in this year's race. The Daytona Prototypes were envisioned to pro-

IN COMPLETE  
CONTRAST, THE  
#66 PORSCHE GT3R  
FROM THE RACERS  
GROUP DROVE THE  
WHOLE 24 HOURS  
FREE FROM  
MECHANICAL  
PROBLEMS.

duce a class of car that would be affordable to private entrants and not just the auto manufacturers spending very large budgets. It is anticipated that a car can be built for less than \$500,000.



Briefly, the Daytona Prototypes are mid-engined coupes with a flat bottom and a closed cockpit. They are configured with a common rear wing and utilize an independent suspension with adjustable shock absorbers. The engines are production based and available from several manufactur-

ers. Normally aspirated 3.6 liter Porsche engines were approved to be used in the class. Parity between the approved engines was maintained by regulating the compression and RPM limits. Brumos developed a Porsche powered Fabcar, two of which were entered in this year's race. #58 with drivers

David Donohue, Mike Borkowski, Chris Bye, and Wayne Jackson. Hurley Haywood, J.C. FRANCE, Scott Goodyear and Scott Sharp drove #59. Ford, BMW, and Toyota entered other Daytona Prototypes.

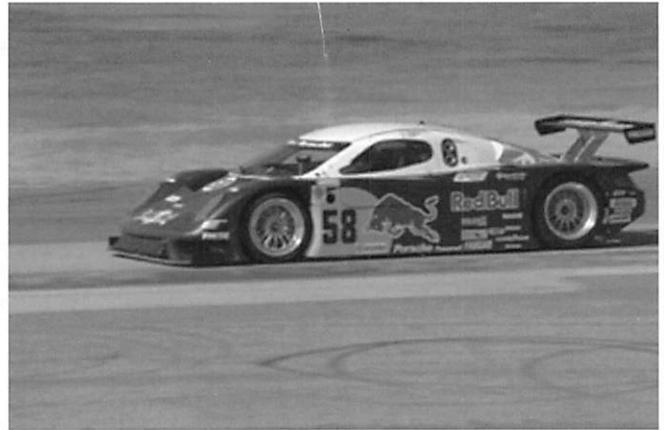
The GT class included a very strong group of Porsche entries from the Racer's Group, Orbit Racing, Rennworks Motorsport, and Marcos USA. Porsche's competition was primarily from Ferrari and BMW. A total of 44 cars started the race of which less than half would complete the 24 hours.

Following the 1pm start the Daytona Prototypes ran strongly and proved to be very fast. Unfortunately, this early promise

was not to be realized. The cars were significantly less economical than the GT Porsches as well as being prone to mechanical problems during the 24 hours. The Multimatic Ford eventually finished first in class and fourth overall. One of the Porsche Fabcars was able to finish despite several mechanical failures.

In complete contrast, the

#66 Porsche GT3R from the Racers Group drove the whole 24hours free from mechanical



problems. Their pit stops went without incident and all of the drivers managed to avoid incidents with their cars. Over the course of the 24 hours #66 gradually increased the lead over the chasing Ferraris. The 360 GT Ferrari driven by Larror. Kellenens, Mowlem, and Baldi held on to take second in class and second overall. The bright blue #66 driven by Kevin Buckler, Michael Schrom, Timo Bernhard, and Jorg Bergmeister finished the 24hours unadorned with any evidence of body damage or mechanical problems. The race strongly enhanced the reputation of the 911. Kevin Buckler continues his phenomenal progress in sports car racing following his class win at the 2002 Le Mans as well as the award of the Porsche Cup.

The Porsche GT3R entered by the Rennworks Motorsports (#83) upheld the domination of the GT class cars and finished a creditable third in class and third overall holding off the charging Multimatic Ford Prototype. The drivers of #83 were Standridge, Steranka, van Overbeek and Murray. All of the drivers are from the USA.

This was the first overall victory for a 911-based car since 1977 at the 24 Hours of Daytona. Hurley Haywood, John Groves, and Dave Helmck drove the Porsche Carrera that won the 1977 race. This 2003 race included Hurley Haywood driving one of the Porsche Fabcars.

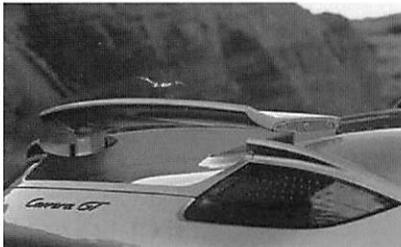


# World Premiere for Carrera GT at the Geneva Salon

Porsche High-Performance  
Sports Car with  
Technology of the Future

*(from the Porsche web site)*

Stuttgart, Germany. With the development of the Carrera GT, Dr. Ing. h.c. F. Porsche AG, Stuttgart, has not only unveiled the technological possibilities available today in sports car construction, but the high-performance sports car also gives an insight into Porsche technology that might possibly be deployed in the future. The car will make its debut in March at the Geneva Automobile Salon, where it will be on public display for the first time ever. At first glance, the optics and overall build of the Carrera GT betray that its origin lies in motor sport. Porsche's latest sports car



creation has a thoroughbred racing engine. The ten-cylinder engine with dry-sump lubrication is based on the 5.5 litre V10 naturally-aspirated engine that was developed especially for racing activities. To suit mass production, technicians at the Development Centre in Weissach have increased the displacement to 5.7 liters. The maximum output is 450 kW (612 hp) at 8,000 rpm, the maximum torque 590 Nm (437 ftlb.). The Carrera GT enters whole new dimensions in terms of driving performance. It attains a maximum speed of 330 kilometers per hour and accelerates from zero to 100 km/h in 3.9 seconds. The Carrera GT completes the sprint from zero to 200 km/h in 9.9 seconds. An individually developed, manual gearbox, comprising six gears, ensures optimal transmission of the drive power.

The specifications demanded a consistent lightweight construction and that the designers should concentrate on the most essential features of a sports car.

With a length of 4.61 meters, a width of 1.92 meters, a height of 1.16 meters and a wheelbase of 2.73 meters, the roadster has a dead weight of 1,380 kilograms. A new construction concept was developed for the first time for road and racing vehicles - both the monocoque and the entire sub-frame are made of carbon-fibre reinforced plastic (CFRP). Its functional and formal unity distinguishes it from all previous creations. Porsche has applied for a patent for this trailblazing principle. Carbon is the only material that, after complex processing, can meet the prerequisites needed to combine top-class driving performance and driving dynamics with minimum weight at maximum rigidity.

With attainable speeds of more than 300 km/h, aerodynamics plays a crucial role. To achieve as high output coefficients as possible [so-called "downforce"], the Carrera GT has an underbody geometry that can only be found in similar

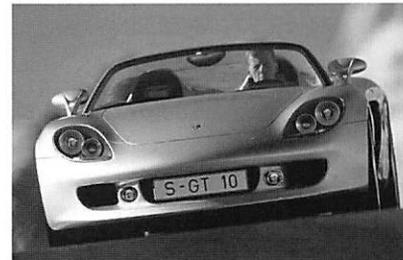


form in thoroughbred racing sports cars. The underbody is completely cased in carbon fibre and provides an additional suction effect thanks to its rear diffuser and flow chan-



nels.

The Carrera GT is decelerated by the Porsche Ceramic Composite Brake (PCCB). Porsche has supplied this component since 2001 and is the first manufacturer to include it in a mass-produced vehicle (GT2). A global innovation takes care of power transmission: the PCCC (Porsche Ceramic Composite Clutch). The PCCC's high efficiency,



small dimensions and enormous endurance set it apart.

The Carrera GT's extremely light magnesium wheels are produced in a very special forging process and deployed for the first time in a mass-produced vehicle. The tires with very large treads were especially developed for the Carrera GT - with front dimensions of 265/35 ZR 19 and 335/30 ZR 20 to the rear.

The new Porsche roadster possesses a simple-operation roof system. It consists of two individual carbon-fibre, lightweight shells (each weighs only 2.4 kilograms), which can be accommodated in the front luggage compartment.

The first Carrera GT models produced at the Porsche plant in Leipzig will be delivered to customers at the end of 2003.



## The Re-Birth of Thrashy

by Christopher Mahalick, RTR

A 911. Toyo Proxes. A bad winter. A bad combination. I live on a hill and after one too many "Tunturi Ralli" style entries into my driveway it became apparent that I needed a winter car. But it would have to be German, would have to be a five speed.....and would have to come in at under a thousand dollars. On the road.

NOT TO SOUND  
SNOBBY BUT I'D  
BUY A SEPTA PASS  
AND A GLOCK  
BEFORE DRIVING  
AN AMERICAN  
VEHICLE.

With these requirements in mind, I called some of our local dealerships and asked the following: "Do you have anything out in the bullpen for a thousand or less?, German?, Five speed?". Well, based on the responses I received I may as well have been asking for an Armani suit in a Bosnian thrift shop. One salesman offered me "A nice Ford Tempo - with whitewalls," Not to sound snobby but I'd buy a SEPTA pass and a Glock before driving an American (or Japanese, for that matter) vehicle. Don't get me wrong. I love this country. So much in fact that I fully intend to continue to buy the best product at the best price; in a free and open market. I think folks have died in the past to provide us with that privilege.

So in desperation I began calling Porsche and VW shops to see what they had. Only this time the approach was, "What do you have on the lot that you just hate and want to see go?" I lucked out, as one of our club members that reminds me of Ridgemont High's Jeff Spicoli (minus the smoke, "I will

get you Mr. Hand") had an '88 Volkswagen Jetta on the lot. It had a newer transmission and clutch and best of all, it ran. He offered it to me at a price that was almost free. It's obvious that Mr. Spicoli has made an impressive deposit to "the favor bank". The car was far from clean, the grill was strewn across the back seat, but it looked like it would fit the bill. So of course I took it.



Since it had been outside for the past decade and leaked everywhere, there was a healthy buildup of mold and mildew on the bottom half of the rear door panel accompanied by a dampness that completely permeated all porous surfaces. While driving home I actually contemplated stopping to buy a surgical mask in order to preserve my health. So I lit up a cigarette instead. I figured that a good cleaning and a carton of Marlboro lights would give the car that "homey wood smoked Vermont ski lodge" scent we all know and love.

The first thing you generally want to do with a used car is clean the engine. This allows you to spot leaks quicker. It also provides a crash course on your vehicle's electrical system due to the fact that you will inevitably get some impor-



tant wiring wet to the point of malfunction. I enjoyed that familiar adrenaline rush/hot flash combo when I turned the key and the

engine refused to start. So the only thing to do was embark on the painful process of electrical diagnosis, which I refer to as the "Bataan Death March". In this case it was nothing more than a wet distributor cap. It's usually not that easy. Once the engine was clean, dry and running, the next steps were to replace the rear struts and brakes, hook up the hood release cable, re-attach the front grill, along with continuous cleaning. It sounded pretty easy. Actually, the rear struts were pretty easy. It was the rear drum brakes that had me questioning my place in the universe, drawing me dangerously close to an emotional breakdown. I was about to consult a psychic for a tealeaf reading when the answer came from above: "Loosen the emergency brake cable, stupid". That's about the depth of my spirituality.

IT WAS THE  
REAR DRUM  
BRAKES THAT  
HAD ME  
QUESTIONING  
MY PLACE IN  
THE UNIVERSE.

Finally seeing light at the end of the tunnel I was able to take the car for its Pennsylvania state inspection. Other than needing rear tires and the exhaust system tightened up, the car passed with flying colors, and "Thrashy" was re-born.

Thrashy is my fifth Volkswagen and even after twenty years of driving them, I am still amazed at how well they perform. At 137,000 miles Thrashy still runs great.

The driving experience:

First and foremost, there is no other make of car out there that can endure prolonged, violent beatings like a Volkswagen. You can spank these puppies like a belligerent stepchild all day long and noth-

*continued on page 15*

## 27th Annual Porsche-Only Swap Meet

Saturday April 26, 2003  
HersheyPark, Hershey, PA

This is the largest Porsche swap meet in the country.

7:30 - 4:00

Event is held rain or shine  
No charge for admission. Parking is \$5.  
Porsche car corral  
"Peoples Choice" concourse.  
Vendor pre-registration ends March 25th  
Sponsored by Central PA Region

Contact Steven Baun  
(717) 932-4473  
Fax: (717) 932-1284  
e-mail: sbturbo@aol.com or  
www.centralpaporsche.org

ALSO

911T Technical Session/tech quiz with Ed Mayo  
(PCA early 911 advisor)  
Wash-n-Shine (The Commoners) Concours  
Prizes awarded for both events  
911T Registry  
www.911t.org or thelancials@msn.com

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*Dealer Principal*

### Zone 2 Driver's Ed at VIR

I wanted to let you all know that registration is now open for the Zone 2 Driver's Education Event at Virginia International Raceway. The webpage is [www.pca.org/zone2](http://www.pca.org/zone2)

Manny Alban, Zone 2 Rep.



Zone Note

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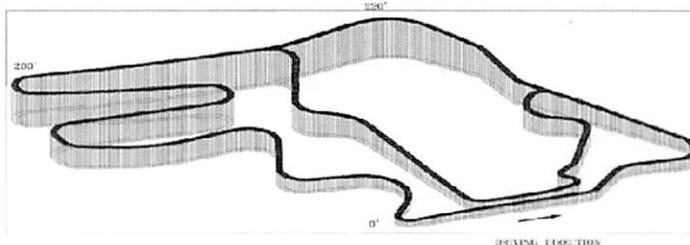
## A Driving "Country Club"?

by Bill Gilbert

THOSE OF US WHO OWN PORSCHE'S IN THE U.S. FREQUENTLY WISH WE HAD THE OPPORTUNITY TO DRIVE THEM WHERE THEY WERE DESIGNED TO BE DRIVEN: THE OPEN ROADS OF EUROPE. BUT ONLY A LUCKY FEW OF US GET THAT OPPORTUNITY.

But what if there was a nearby venue where you could drive your Porsche as it was designed to be driven? That is the dream and now the plan being realized by long-time PCA member Richard Muller, Jr. As detailed in a recent issue of Automobile magazine, Dick's Alpine Motorsports Club will be joining a nationwide trend of "Country Clubs for Cars".

His plan sounds simple: build a road course where any automobile enthusiast can drive unrestricted by speed limits, oncoming traffic, sleepy drivers, etc. In other words, a country club for driving: instead of fairways and greens, straightaways and corners. Where the clubhouse talk will be about driving technique



rather than driving distance: i.e. braking points, apexes, and lines vs. hook, slice and the break of the green.

Those of you who have experi-

enced a Driver's Education event will feel right at home: Dick plans to model Alpine's operations on those from PCA Driver's Education. In other words, a safe environment for drivers of all skill levels, from beginner to instructor.

As you might imagine, creating a MotorSports club, especially here in our crowded backyard, is very challenging. But Dick has overcome a large number of obstacles so far and intends to overcome the remaining ones during the next few months. Here are the details.

What is Alpine MotorSports



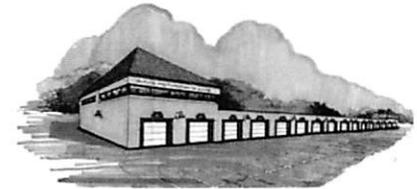
Club? A place where members can drive on a world-class, private 2.8-mile road course, designed by Alan Wilson—the preeminent designer of road courses in the US, if not the world. Driving will be in 20-25 minute sessions similar to a Driver's Education run group. Another similarity: drivers will be assigned to groups based on their experience and ability, ensuring safety and fun for everyone. One difference with a Driver's Education event: you can call the day before and schedule your time, or just show up: exactly like scheduling a tee time at your favorite golf course [but probably easier]. Each group will run approximately once per hour—providing lots of driving time, if you are so inclined. (A special note for PCA Driver's Education

enthusiasts: the Club will be available on a limited number of dates for local PCA clubs to rent as another

way to enjoy the facility).

Safety considerations will be paramount. First, cars will be required to undergo a tech inspection. On track driving will be over-

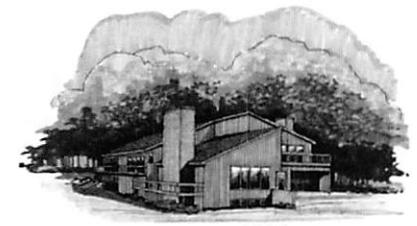
seen by professional flaggers and stewards, including a "track marshal" who will enforce the rules (if the technology can be made to work, Dick would like to also have video monitoring at each corner



Garages

station). Passing will require a signal and be limited to straightaways. The state of the art course design features ample run off areas with limited use of Armco and clear sight lines.

Of course, a number of Country Club amenities are planned including an Alpine-inspired clubhouse, full exercise and recreation facilities (including tennis, swimming pool, walking/jogging trail, and video games), spectacular Concours grounds, etc. But perhaps more basic: the design calls for a driver and family-friendly environment with



Clubhouse

pleasant surroundings. For example, the restroom facilities will be attractive (for both sexes). There will be safe and pleasant play areas for kids. A nice picnic area. And food that you will actually want to eat. In other words, an environment that is quite different than the ones at many existing tracks.

So where is this dream to be created? Eldred Township, PA: an hour or, at most, two from your garage. The site has to be seen to be believed: a plateau that nestles up against the base of the ridge called Blue Mountain. Plenty of elevation change to allow for a challenging road course (no, the course doesn't actually use the steep slope of the mountain) and a nice flat area for the pits, clubhouse, and recreation areas. All overlooking

continued on page 16

# Riesentöter PCA Driver Education 2003 Application

<u>EVENT</u>	<u>DATE</u>	<u>FEES - Student</u>	<u>Inst</u>	<u>Open Date</u>
* Pocono East Course	May 23	\$90	\$90	March 26
Pocono North Course	May 24, 25	\$180	\$90	March 26
Summit Point	June 27	\$90	\$45	April 30
Jefferson Circuit	June 28, 29	\$180	\$90	April 30
** Watkins Glen	August 1, 2, 3	\$280	\$140	May 28
*** Shenandoah	August 23, 24	\$180	\$180	June 25
* Pocono South Course	Sept 26	\$90	\$90	July 30
Pocono North Course	Sept 27, 28	\$180	\$90	July 30
Watkins Glen - MAW	Oct 13, 14	\$220	\$110	August 27

Please circle the event you wish to enter.

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

- \* The Pocono East and South course events are for white run group and above.
- \*\* Registration to the Glen event includes dinner on Saturday night; however seating is limited to 160. Extra dinner tickets are available at \$40 each. The first 160 requests will get seating.
- \*\*\* The Shenandoah event is a club race with only one DE group open to red or black run groups.

**REQUIREMENTS:**

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

**ENTRY DATE:**

If you register within 14 days of an event, please add \$20 for late processing.

**SEND TO:**

Chris Mahalick, 510 Fletcher Road, Wayne, PA. 19087. 610-909-7968

**REFUNDS:**

Refundable if **Written Notification** is received two weeks prior to the event.

**TECH INSPECTION:**

Your car must be inspected, no more than two weeks prior to the event, by an approved tech inspection facility.

***Riesentöter reserves the right to refuse any application***

Please print

Name \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Home Phone ( ) \_\_\_\_\_ Work Phone ( ) \_\_\_\_\_

PCA Member # \_\_\_\_\_

Porsche Model and year \_\_\_\_\_ Color \_\_\_\_\_

E-Mail Address \_\_\_\_\_

List the number of days you have done at the following tracks:

Pocono \_\_\_\_\_ Watkins Glen \_\_\_\_\_

Jefferson Circuit \_\_\_\_\_ Summit Point \_\_\_\_\_

Other \_\_\_\_\_

What was the last run group you ran in at a Riesentöter event? \_\_\_\_\_

Riesentöter issued car number \_\_\_\_\_

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

Signature \_\_\_\_\_

**Your registration will not be processed without payment enclosed.**

**EMERGENCY CONTACT INFORMATION**

Contact \_\_\_\_\_ Relationship \_\_\_\_\_

Address \_\_\_\_\_

Day Phone # \_\_\_\_\_ Evening Phone # \_\_\_\_\_

Family physician \_\_\_\_\_

Day Phone # \_\_\_\_\_ Evening Phone # \_\_\_\_\_

# der Gasser's CLASSIFIEDS

## PORSCHEs FOR SALE

**63 356B Coupe**, Project for vintage racing or occasional street use (not a good candidate for restoring). Rollbar, bare interior. Pictures at



<http://www.grube.com/356> \$4200 obo. Tom Grube, cell ph 610-909-1059 or tom@grube.com Wayne, PA 2

**70 914-6**, All numbers match, #9140432167, 2.0 Liter engine #6405423, transmission #7502187 Type 914/01, PCA member 3rd



owner. Recent work includes floorpan restoration, suspension rebuilt & powder coated, new wheel bearings, brakes rebuilt, transmission rebuilt, new clutch & flywheel, carbs rebuild by Otto's, new alternator, pressure fed tensioner upgrade, gas tank sealed & repainted, Optima battery, exhaust powder coated w/new correct 914-6 muffler. Original restored 14" Fuch's, new Bridgestone RE940's, halon extinguisher, original interior in excel. cond, steering wheel professionally recovered. Needs paint and misc body repairs. \$16,000 firm. Pics & info at jon-watkins@mail.charter.net. 1

**76 911S**, 53K All original car, CIS, upgraded tensioners, coil and alternator, new injectors. Trans and shifter perfect. Engine seized after



rebuild but ran very strong with some leaks and smoke before that. All it needs is a good long block to be nice again. Body and paint very good no rust, garaged. Dash and gauges perfect, no headliner or rugs, seats from another car in poor shape. \$7900 mpcm@erols.com 6102789447 3

**83 928S**, 1/2 price sale! 5spd, about 85K miles, silver blue interior, front sport springs, new clutch hydraulics, Devak Aluminum radiator, custom 3 inch exhaust, with the factory

manuals and timing belt tensioner tool. \$3250 Looks nice runs great! Ted Heinritz 610 265 1684 Heinritz@nswccd.navy.mil 2

**87 911 Carrera Coupe**, 50,500 miles, black /black leather, front spoiler, whale tail, new Alpine in dash CD & 6 disc changer w/amp,



pwr: seats, side mirrors, locks & windows, sunroof, AC, original window sticker \$44,000+ when new - now \$26,500. Garaged and fully serviced with records. Contact: John Panizza, 468 Wharton Road, Exton, PA 19341; 610 363-6003 x125, 610 563-0209 or jpanizza@gentera.net. 3

**91 911 Turbo**: Blk ext, int removed painted blk, 2820lbs, Cup Suspension, Big Red brakes, Kinesis K28, Spacro EVO seats, TeamTech



Belts, fully welded cage, GHL headers, RSR Splitter, GT2 with EVO Carbon Fiber Wing, Powerflow/K&N air filter, ltd slip, lightweight fly, too much to list. \$53,000. Will e-mail pictures. Chip Grimes: Malvern, PA 610-389-3352 or chip@fsgflooring.com and atgrimes@comcast.net (please use both addresses) 2

**93 RS America**, WPOAB296XPS418047, Red/Blk. 16K miles, 2nd owner, all options, ltd spli, A/C, sunrf, radio. New tires, fresh Mobil One. \$43,500 Fred Brubeker, 334 N 14th St, Allentown, 610-434-8778(d), 610-797-9298 (e) 3

**94 968 Coupe**, Black/Black, orig. owner, mint cond., never seen snow, garage kept, M030 susp. updgrade with 17" wheels, lim. slip. diff., 19,000 mi., Asking \$28,000, Ben Deratzou,



5270 Bowood St., Center Valley, PA 18034. 610-282-4169. 3

'99 Carrera 4, Zenith Blue w/Graphite Grey, Power Leather Seats, 18" Turbo Wheels, Hi-Fi, Am/Fm w/CD, LoJack, 7 yr/75,000 Extended

Warranty, Original Owner, 9,000 miles, Excellent Condition. MSRP \$79,000 Asking \$59,000. James Pesci Doylestown, PA. home: 215-348-5845 cell: 267-474-6817 jmpesci@comCAT.com 2

**00 BOXTER S**, Excellent Condition. Ocean Blue/Savanna interior w/blue top. "S" has been kept out of the snow, seen limited rain, been babied and garage kept. This car, being a "S", has the bigger engine, 6 speed, "Big Red" brakes and improved suspension. Digital AM/FM/CD, windscreen, Litronics, cruise, 18" Turbo Look Wheels w/crests & Pirelli Tires. 16K miles and under Warranty until Jan. 2004. \$39,500 deboerner@nursingcarservices.com for more info and/or pictures. Dave Boerner Doylestown, PA 18901 cell #267.664.0922 2

**02 986 Boxster S**, Arctic Silver/Black Leather, 6 speed, PSM, Sport Package, Heated Seats, 17" 996 Wheels, CD changer, 8,100 miles, Factory warranty until May 2006, \$44,950. Bill Cooper, 1148 Saint Finegan Drive, West Chester, PA 19382. 610-793-9345. barrett356@comcast.net 2

## PORSCHE THINGS

**87 928S Wheels**, frt & rear, org phone-dial style w/silver crest, gd cond. \$200. Jeffrey Benner, 610-740-2131 pager 1

**Wheel & Tires**, (2) Fuchs 16x6 w/Blizzak 205/55R16 snow tires & (2) Fuchs 16x7 w/Blizzak 225/50R16 snow tires. Wheels are in good cond and tires have less than 500 miles. Willing to sell seperately. \$400. Joe Schreiber. (215) 968-3549. jschreiber@adelphia.net 3

**911: 7:31 ring and pinion set**. For 915 gearbox, electric or mechanical speedo. Perfect condition, magnafluxed and polished. \$600/BO. Mitch Reading, 610 715-3532. MReading@muhlenberg.edu 2

## OTHER STUFF

**02 Volkswagen Passat Estate Wagon**, Dark Green Pearl/beige velour interior, 5 speed, Sunroof, Alloy Wheels w/ Michelin Pilots, bun warmers, Monsoon Sound System w/CD changer. Always serviced with Mobil 1, like new, bumper-to-bumper factory warranty 'till July 2005. \$20,900. Bill Cooper, 1148 Saint Finegan Drive, West Chester, PA 19382, 610-793-9345, barrett356@msn.com. 2



**Have a picture of your item published.**

Just send along a picture. E-mailed ones are best but we'll try to run whatever you give us.

## Trashy *continued from pg 10*

ing breaks. Volkswagen must have known all along that the majority of their cars would end up in the hands of eighteen year old testosterone junkies intent on making every drive a re-enactment of the European Touring Car series. Sure you have a bunch of these cars in the hands of Deadheads and pipe-smoking, left-wing pseudo intellectuals, but the main provenance seems to be the performance minded driver. A cursory glance through any car magazine reveals a plethora of bolt on parts available for Volkswagens from simple cosmetics through ready to install sixteen-valve engines. The tuning possibilities are seemingly endless.



When it comes to driving a Volkswagen, forget everything they taught you in Drivers Ed. They are a waaay different beast than the Porsche. To start with, you have only eighty-five horsepower on tap. As a result, the gas pedal has only two positions: ON or OFF. It is imperative to constantly employ full throttle in order to maintain forward momentum. As for cornering, feel free to yank on the wheel mid-corner to put the car where you

want it. It won't slide. Equipped with extremely ineffective brakes, don't even give braking in a corner a second thought. You won't slide. I promise. The basic technique for cornering is pretty simple. Come into the corner as hard as possible and STAY ON THE GAS. If you feel any sliding just slip your left foot onto the brake pedal and apply pressure, at the same time holding down the gas pedal with the right foot. The idea here is to get as much weight onto the front outside tire as possible. Eventually, it will hook up and pull you safely through the turn. Great fun!! As for foul weather handling characteristics, Thrashy claws through snow without so much as a slide. Must be that awesome "sneaker print" laid down by those thirteen inch tires.

Another advantage to driving Thrashy is that now I get to be the aggressive one out on the streets. Whereas I usually park my Targa as far away as possible, it is now safe to take that 3/4 spot in front of the WAWA without fear of door damage. And here's a message to all you Suburban driving, cell phone talking, Soccer mom drags on society: "Just try me!!! I'll put this thing in a ball before letting you out in front of me. And don't even think about that left hand turn on Lancaster Ave. In fact, if you edge out towards me, I will swerve right back at you".

God, I love driving a beater. "Freedom's just another word for minimal monetary loss", to [mis]quote Janis Joplin.



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# April's Membership Meeting - CJ's Tire and Automotive Service Center

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7:30 Social  
8:00 Meeting

## HELP



### Who Owns this car?

It's a good looking '85 Carrera with 113K miles on it that someone is looking to sell. The problem is I have lost the classified ad. Please contact the editor.



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**PUBLICIST**

Der Gasser is published with the intention of being in members' hands on the 15th of the monthly. 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 month or the month after. Please include a SASE if return is required. All material for print should be received by the Editor by the 25th of the month previous to the month it is to appear. Copy material in electronic format is required although photos may be sent for scanning.

Address changes should be sent to both the Membership Chair & National. If you are having problems receiving der Gasser contact the membership Chairperson.

Classified ads are free to PCA members and are printed on a space available basis. Ads may be mailed, e-mailed, or faxed to the Editor, are limited to auto-related items, and are subject to editing. Pictures of items may also be printed. Please send with e-mail or via U.S. Postal Service. Contact Editor for Commercial Advertising Rates. Editorial contributions and pictures are welcomed.

**der Gasser** is the official monthly publication of Riesentöter Region, Porsche Club of America. Ideas, opinions, suggestions, etc. are of the authors.



Visit the Riesentöter web page at [www.rtr-pca.org](http://www.rtr-pca.org)



and surrounded by beautiful hills, trees, and streams.

At this point, we come to the question you have been waiting to ask: when is this dream going to become a reality? Or is it just a dream? The first part of the answer: the target is to open the Club for the 2004 season and membership interest is now being solicited. The second part: Dick has spent the last two years building and developing Alpine, so this is not a half-baked idea. It is real, with detailed course design (down to the exact dimensions, runoffs, grading, etc. sufficient to begin construction: i.e. a 500 page manual), engineering, environmental analysis . . . enough that Alpine has received "preliminary plan approval" from the Township. (Preliminary means more than you might think: it took over 12 months of hearings, detailed presentations, and numerous studies. As a result, Alpine expects to get final plan approval as soon as it submits the final drawings and a few state permits cited in the preliminary plan). So this process is on

track.

Of course, nothing worthwhile is simple and a project of this magnitude must satisfy many objectives. One is being a good neighbor for local residents, businesses and organizations. To that end, Alpine has offered use of its facilities to the local schools and police departments for Drivers Education, to the Rescue Squad, and to the Volunteer Fire Company including an annual charitable event for their benefit. And the Club is designed so that it will be out of sight and hearing of the local community.

Despite all of these efforts, there are opponents to the Alpine project who have filed a court challenge. As with most such situations, predicting the outcome cannot be done with certainty. But the Alpine team feels they have a strong case and expect to overcome the challenges.

Another part of the development efforts is raising the needed financing. As might be expected, explaining the unique aspects of the Alpine business to potential investors and banks

requires creativity. After all, country clubs for golfers are well understood; a country club for drivers isn't—yet. But Dick looks at this as just the next step in the journey – a journey with a realized dream at the end.

He is encouraging all automotive enthusiasts to visit the club's website and add their name to the mailing list for future updates. Even better, from his perspective: reserve a membership. Dick has designed numerous incentives for those who sign up early. But one incentive may not be so obvious: all of us who are looking for more opportunities to drive our Porsche want Dick and the Alpine Team to succeed. Whether your perspective is PCA Drivers Education or just a nice "sunny, Sunday" destination, facilities which meet your needs are few and far between. Only someone with Dick's perseverance can create the facility of our dreams in our backyard. So give a fellow PCA member a hand: add your name to the supporters list on the Website.

([www.alpinemotorsportsclub.com](http://www.alpinemotorsportsclub.com))



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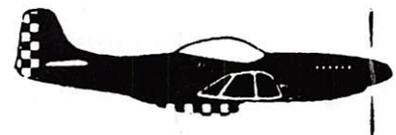
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