

# „der Gasser“

September 2005



Riesentöter Region  
Porsche Club of America



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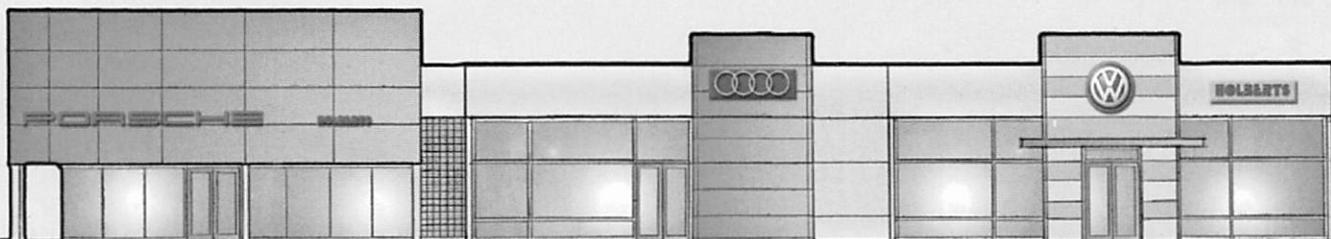
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3 NEW SHOWROOMS COMING SUMMER 2004

# „der Gasser“

September 2005

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Fan Mail Only

## Upcoming Events:

- Sept 10 -11 • *Fall Rally and Concours*  
• Radnor Hunt Concours
- Sept 23-25 • *Driver's Ed @ Pocono • Make-A-Wish*
- Sept 24 • *Delaware Co. Riverfront Ramble Porsche Car Show*
- Sept 28 • *Membership Meeting & Summit Pt. DE Reg.*  
• Performance Automotive, Malvern
- Oct 26 • *Membership Meeting - Oktoberfest and Elections*
- Oct 29 • *Tech Session (Summit Point)*
- Nov 12-14 • *Driver's Ed @ Summit Point*
- Dec 10 • *Holiday Party and Awards Banquet*

### On the cover:

RTR DE participants @ Watkin's Glen

Photographer: Doug Mahoney

„der Gasser“ is published with the goal of being in members' hands on the 15th of the month. Editorial policy is to print as much locally produced material as possible. If we don't get it into this month's issue, we will try next issue or the issue after. Please include SASE if return is required. All material for print should be received by the Editor by the 25th of the month prior to the issue it is to appear. Copy material in electronic format is required although photos may be sent for scanning. Editorial contributions and pictures are welcomed. Address changes should be sent to both the Membership Chair & National. If you are having problems receiving „der Gasser“, contact the membership Chairperson. Classified ads are free to PCA members and are printed on a space-available basis. Ads may be 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. „der Gasser“ is the official monthly publication of Riesentöter Region, Porsche Club of America. Ideas, opinions, suggestions, etc. are those of the authors and do not necessarily reflect the official position of Riesentöter Region PCA. „der Gasser“ is published 10 times a year, monthly with combined January-February and November-December issues.

For the latest information, please visit the Riesentöter Region web page at: [www.rtr-pca.org](http://www.rtr-pca.org)

# *State of the Region*

*Tom Zaffarano, RTR President*

I have been a promoter of our region's Drivers Education program since my first DE event in May of 1999. I can still remember my first drivers' meeting on the deck at Jefferson Circuit, and Mike Andrew's words: 'welcome to your new addiction...you are here to learn how to become better drivers, have a good time, and be safe....'

In my first green student classroom Jim Zelinskie, then our chief instructor, summed up his lecture and discussion with similar words: 'have a good time, listen to your instructors, be smooth, and be safe'. I actually had two instructors that first weekend, both brave men to get inside my car with me...and again the words 'be smooth, be safe' were spoken.

I have never feared for my personal safety while driving in a PCA Drivers Education program, even before I installed a roll bar, safety seats, and 6 point harnesses. Even when I have slid off the track, I feared only for the safety of my car.

That focus has changed for me as a result of last month's Watkins Glen tragedy. We drivers can get hurt, too, in our choice of sport. Fortunately our region's track injury list is small. Still for the ones involved or the ones left behind that list is a large reality....

That said, I do plan to continue my participation in the club's Drivers Education program. To me the DE experience of preparing my car, driving the tracks, and socializing with friends is a quality-of-life experience too special to leave.

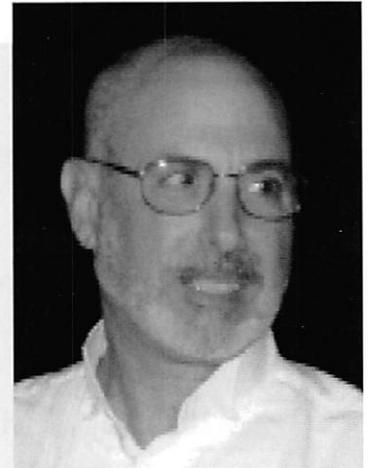
I can't write about the Watkins Glen event without mentioning RTR member Ken Nielsen. He and his family stayed with Eric's daughter Andrea at the Glen for the first two days after Eric's tragic accident and provided comfort and support to her, her brother, and grandmother from Sweden through the week. Ken, you demonstrated the best qualities of our Porsche family.

Below are the club officer's nominations for 2006

President: Tom Zaffarano  
Vice President: Jeff Haas  
Treasurer: Art Rothe,  
Secretary: Terry Minkin,  
Membership: Brian S. Minkin  
Editor: Sandor Ferenczy  
Social: Robin Zelinskie  
Autocross: Patrick Wayman  
Goody Store: Francine Knochenhauer  
Track (Driver's Ed.) Chair: Michael Andrews  
Tech: Eric Haas

The election of club officers will be held at our October membership meeting.

Have fun and be safe....



*Tom Zaffarano*

# The Calendar

## Monthly Member Meeting

Sept. Member Meeting

Social 7:00      Wednesday  
Meeting 8:00     28 Sept 2005

Performance Automotive  
3239 Phoenixville Pike,  
Malvern, PA  
610.695.9545  
www.performanceautomotiveinc.com

(Visit website for directions)

Food & Refreshments

## October Member Meeting

Social 7:00      Wednesday  
Meeting 8:00     26 Oct 2005

*RTR Annual Elections &  
Oktoberfest*

The Bent Elbow Tavern  
582 S. Bethlehem Pike  
Fort Washington, PA  
215.646.2228

Food & Refreshments



## Social Events

Delaware County  
Riverfront Ramble  
Porsche Car Show

12PM to 4PM

Saturday September 24th  
(Rain Date September 25th)

In Conjunction with Dining On The  
Delaware, Featuring Food Prepared  
by some of Delaware County's Finest  
Chefs.

Peoples Choice Concourse

Marcus Hook Community Center  
@ Market Square Memorial Park Rt  
452 and Delaware Ave.

20 Car Limit - Register Early  
Contact Donna Broderick:  
mdbroderick@comcast.net  
or 215-491-4360

If you are to late to be one of the 20  
cars on display you can still come and  
enjoy the cars, the food and socialize  
with you fellow club members. You  
will have to park in adjacent parking  
lots (there are several) and walk to the  
display area.

Riesentöter Family Picnic  
@ Flat Rock Park

11.00A-4.00P

Saturday  
15 Oct 2005

Pre-register for \$10/adult -  
RobinGZ@comcast.net

## Track • DE • Autocross

DE • MAW @ Pocono

23-25 Sept 2005

1.800.POCONOS

\*\*\*The Make-a-Wish event will be  
held at the Ramada Inn Pocono (570-  
443-8471) and reservations should be  
made there now because rooms are  
limited. That's where the banquet  
will be held on Saturday night Sept  
24th. To reserve you just mention the  
Porsche Club - the rate is \$89.00 per  
night + tax.

Summit Point DE  
Registration

7:00P

Wednesday  
28 Sept 2005

Performance Automotive  
3239 Phoenixville Pike,  
Malvern, PA  
610.695.9545  
www.performanceautomotiveinc.com

Tech Session - Summit  
Point

9.00A-2.00P

Saturday  
29 Oct 2005

Performance Automotive  
3239 Phoenixville Pike,  
Malvern, PA

# Past, Present & Future

Hi Gang! It's been a very busy August, so I'll be brief.

July's Membership Meeting was held at Knopf Porsche in Allentown. Dave Helmer, Ralph Puia and our own Jim Sangiorgio (RTR Member) welcomed us to their new and recently completed sales and service facility in Allentown. To highlight the event, a "festival of German cuisine" was available for all to indulge. Great food! Mark Reynolds, our "charitable events" chairman outlined the activities of the upcoming "Make A Wish" Driver's Ed event to be held at Pocono in September. This year's MAW events have the makings of being our best MAW DE yet. It is our hope that all RTR members will participate in some way to help us achieve our goal for this worthy and very caring charity. Thanks again to Dave, Ralph and Jim at Knopf for being

our host.

Our September Membership Meeting will be held at Pete & Paul's "Performance Automotive". RTR Members Bob & Shannon Turgeon will be on-hand to share with us their adventures on "The Ring". Registra-

## Monthly Meeting News

*Jeff Haas, RTR Vice-President*

tion will be held for our last Driver Ed event of the year (Summit Point). Social with food and refreshments will be from 7:00P to 8:00P. The meeting will begin at 8:00P.

See you there!

### *Delaware Co. Riverfront Ramble Porsche Car Show*

Saturday September 24th – 12PM to 4PM  
(Rain Date September 25th)

- In Conjunction with *Dining On The Delaware*, Featuring Food Prepared by some of Delaware County's Finest Chef's.
- Peoples Choice Concourse

Marcus Hook Community Center at Market Square Memorial Park  
Pa 452 and Delaware Ave.

20 Car Limit - Register Early - Contact Donna Broderick:  
mdbroderick@comcast.net or 215-491-4360

If you are to late to be one of the 20 cars on display you can still come and enjoy the cars, the food and socialize with you fellow club members. You will have to park in adjacent parking lots (there are several) and walk to the display area.

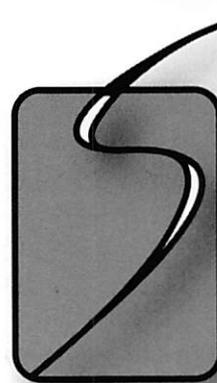
## Porsche Drivers Wanted

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# Porsche Car Show & Dining on the Delaware

## Membership News

Brian Minkin, RTR Membership Chair

On Sunday July 10th the last New Members Breakfast Gathering for the year was held at the Evans Restaurant Chain once again came through with a table to seat all 19 of us together. The only thing that topped the good service and food was the great conversations that traveled around the table about Porsche Cars and the members' interests in club activities.

Even though there was a chance to get a guaranteed slot in the Fall MAW Pocono DE, several of the new members who attended simply met acquainted with the club and the following. The lucky winner of the drawing, Mark Fox. I would like to thank those who attended these breakfasts for their enthusiasm and support. (Petsy Zaffarano, Tom Weber, the Seal, Dominick and Amelia), Matt, Brian Rosenstein, Brian Daulton, Sandy and Art Bielby and David

is on a roll. RTR has grown from 1321 members earlier this year to 1363 members on the July Roster. Welcome to all those who are new members in 2005 and please come out and join RTR for one of our many fun events. There is still plenty to do in 2005 with 2 more DE events, tech sessions, the fall rally, autocross, a membership meetings and the holiday on the horizon.

**ON VACATION**

who made this final breakfast of 2005 such a success. The enthusiasm of those attending has made this an event that will definitely be continued in 2006.

Spent the day out on the Delaware Porsche Car Show and Food Festival. Look for the ad in this issue of der Gasser and register early to be one of the 20 cars to participate in this fun event.

Club membership

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- ♣ PA State Safety and Emissions Inspection
- ♣ Hard to find parts available

# Part 2: Driving the Nordeisbleife: Nürburgring, Germany

Bob Turgeon, RTR

Our trip began with a glee-filled phone call from Darren Mingis (another Reisentoter member) while we were boarding our international flight. He and his driving partner, Gene were putting in a good word for “east-erners” on the Hohenheim raceway even before we had arrived. They and the other Ring school attendees had already arrived in Germany. Unlike in the United States, Europeans do not have restrictions on the public accessing their incredible racetracks. Termed “public access days” Hohenheim raceway allows any and all vehicles to lap the track for a few euros at whatever speed they can handle. As Darren found out, this even includes ATVs (yes, All Terrain Vehicles). During a lapping session, Darren was cut off by a crazy ATV on street tires (heavily modified). We quickly learned that Germans love their motorsports, whether driving the family wagon or a GT3 RS. The racetrack is a simple, much employed option in their recreational activities.

We arrived bleary eyed, mid-morning German time. On our minds were: Luggage, customs, and rental car. The first two went splendidly. We opted for a different rental car company than the group with the hopes there would be a nice 3-series available. Unfortunately, arriving on the later side left the pickings slim and a manual 6 speed BMW diesel 320D station wagon was the best we could sweet talk our way into. We quickly realized that momentum was going to be the key to driving the Nurburgring.

We encountered a few issues leaving Frankfurt Airport terminal, namely getting out. (Note to self: “Ausfahrt” means exit, this is not a town or name of a highway.) I think we circled the terminal twice before we figured out how to actually leave! The navigation system that came with the car, fondly named “Janet” by the end of the trip, became our best friend though. Initially

skeptical, by the trip’s end we completely relied on her and used the map only once in awhile, just in case. Frankfurt to Trier on paper looked to be a good distance, but with the autobahn’s unrestricted speed zones we were able to verify that our little wagon could do 210kph (130mph). An estimated three hour trip was cut to under 2 hours.

In Trier we sought out the BMW group to spend time with the others attending the driving school. Many North American accents could be heard in the lobby when we arrived; it was just a matter of introducing ourselves. Although we were the only faction from the east coast, the crew “west of the Mississippi” was more than welcoming. Most, if not all of the group had been to the Nurburgring several times before and they make it an annual event in their lives. We relied on their experience both on and off the track. They shared their plans with us: Next morning off to Spa Francorchamps in Belgium to watch vintage Grand Prix, back for dinner, then early the next day to the fabled Nurburgring before traffic would close the roads into Nurburg for a huge event at the F1 track.

If the Nurburgring is the most famous track in the world, then Spa must be the prettiest. What a facility! Nestled in the trees, the track itself is perfectly kept. We arrived after a scenic drive through the wine country. Racing had already commenced. We

watched from the grandstand and eventually followed the tunnel to the paddock to obtain a better view. At this time we ran into Hans, a cheerful Dutchman, part of our group who knew his way around the circuit.

“Let’s get a closer look at the pit wall” he suggested.

“What! They’ll throw us out!” I replied.

With a laugh he exclaimed, “This not the U.S; follow me” very reassuringly. We did with skepticism. From our new vantage point, which was trackside, we were maybe three feet from approaching cars traveling at 140mph. I knew at this point, we were in motor heaven. \*sigh\*

Early the next day we parted Trier and headed to Nurburg with a loose agreement to meet the group at the hotel following the DTM race. As we found out, the DTM is the German Superbowl of auto racing and over 80,000 fans pack the grand prix course to watch. Very Nascar-like in that the fans know and cheer both the drivers and auto-makers. We got very lucky and purchased tickets at the venue for turn 12 along the back straight away. We got caught up in the exciting race and another amazing track facility. With air horns blowing and beer flowing, we had a splendid time, all except for the rain. Yes, we encountered lots of it and it was to stay with us through the next day during our first track day. Darren and Gene were having track withdrawals

after 1 day away so had decided to drive public laps at the Nordeshleife while we were at the F1 track. As Darren found out, driving the ‘Ring for the first time is VERY treacherous and without someone to follow is NOT advisable at high speeds.

Our lodging for the entire event was at the Dorint Hotel. This is an older, yet modern hotel overlooking the F1 track. The entire hotel is focused on the track. The décor is track



Image courtesy [www.nuerburgring.de](http://www.nuerburgring.de)

related with F1 cars hanging from the ceiling in the lobby and past race cars attached to the walls. The pub has signatures from present, past and future famous drivers on the walls and ceilings. Even the cable channels include live views of the major turns at the track for "in room" watching.

First day on the Nordschleife: Morning revelry was breakfast 7am buffet style: hard and soft boiled eggs, assorted meats and cheeses, muesli in yogurt, breads and jams, and always more meat than you can stuff yourself with. Juice is a commodity, so we learned to bring our own glass or collect 6 small ones at the table. Nobody's thoughts were really on breakfast though; we were out the door in a jiffy.

All told, there were some 200 drivers from 10 different countries, all eager to learn the line, fidgeting with nervous excitement, attempting to keep the rain from running down their necks. Our instructors included top racers and BMW's chief test driver! Oh, and did I mention Walter Rohrl had made a visit to drive his Carrera GT?

Our orders were to meet on the track at 7:45. As Gene put it, 8am is line up on the track "in echelon". The main straight is almost 2 miles long and from this stage each group of 30 cars embarked to various areas of the track to study, drive, and analyze sections of the track 1 hour at a time, then move to the next section.

Our group started with Hatzenbach, a somewhat winding corner to corner section much like the carousel at Summit, only 5 times as long. (Note to self, map indicates very slippery when wet. Believe any and all warnings when driving in Germany.) Our chief instructor demonstrated this in the rain by sliding down a turn, Gene Kelly style in his sneakers! We began with a lead follow hour through this section, doubling back to the section beginning after each run to change drivers. These were lead follow sessions at speed as it turns out. We had to push to keep pace in our wagon. Still we noticed others had the same problem with their higher horse power vehicles too. Each turn was dissected, with an exact turn-in, apex, track out. Inches count, as usual. When the hour was up, we were off to the next section. Our first day was grueling: 12 hours long and just over half the track completed. Dinner was sobering. We were tired...no, exhausted. Darren confirmed with Shannon "that is was a lot harder than a DE event."

2nd Day: More track sections, rain subsided, speeds increased and our last two hours were a little playful. Normally the school

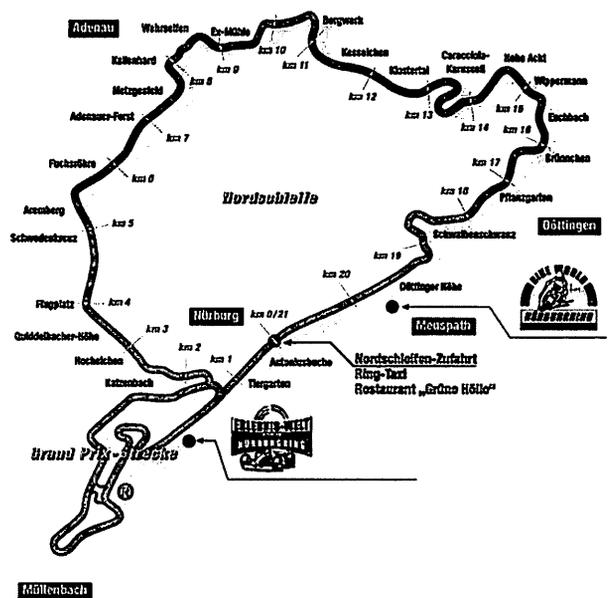
teaches emergency crash simulation by stopping a car using only a guard rail. No brakes allowed. (This exercise was fondly known as Oh S##t, I'm going 85 mph and I've lost my brakes). Unfortunately, we were the last group for this event and the cars (originally new 330i's) had been destroyed by the other drivers. Oh well. Instead we headed to the Nurburgring test facility. In lieu of guardrails, we got the skid pad. This was no ordinary skid pad though. It was a movable plate at the bottom of a hill that whipped your car into a spin. It was your job to correct the skid, then avoid water hazards. In the brilliant sunshine and open, blue sky it was Fun and we picked it up immediately.

The track was open at the end of the day for lapping practice, for cars and super bikes from the school. Shannon and I took turns driving the track at speed, yelling ...er coaching at each other from section to section pointing out both good and bad execution in each section. The track is so large, you actually traverse through several towns, elevated above the surrounding buildings. Very surreal.

Final Day: The focus for everyone is slightly frantic full lap practicing in preparation for the Graded Lap. During the graded lap, instructors are stationed at key turns. You are evaluated on accuracy and speed. I went first and pushed more for speed drifting the car with no traction control or drivers aid. Shannon went second focusing on "the line". Even though it's been thrilling, we were somewhat happy to be done. The banquet that night would be shared with all drivers along with an award ceremony. Our group fared well and took several first, second, and third places in the points category. Shannon's consistent line earned her a third place which was against drivers who had repeated the course several times! Note to self, speed is not obvious in a station wagon, stay a gear down and just run the ideal line. Shannon just said "told you so!".

Our last day at the Nurburgring started with a farewell breakfast and the option to stay and drive the track with the general public who had been waiting for the track to reopen for the past 3 days. With the weather improved, we stayed for several laps. Now for the rules during public

Image courtesy www.nuerburgring.de



laps: #1 only overtake on the left, stay right for faster traffic. #2 see #1, and #3 same as #2. Oh by the way, a ticket can and will be issued should you be tail-ended by a faster car! AFLAC duck responds, errrrr?

The rewards of the school became obvious at the staging area where there was an abstentious display of horsepower. It looked like the cover of an exotic car magazine. We paid for 5 laps and entered the main straight-away letting 500 hp cars and the like go flying by. That was until the turns. Our track knowledge confused 911's, AMG's and M3's. Many were forced to let us by in corners while drifting through the apex. The scary part was the super bikes. Fast on the straight, timid in the corners. Some passes were within 2 ft at ~80-90mph! Oh yes, we did pass a 60ft tour bus in Hatzenbach last corner. The wagon managed some 100 mph corners along with .90g's according to our datalogger. Not bad with a luggage rack to boot! Five laps were enough on a 14 mile circuit. Darren and Gene, track junkies that they are, stayed a little longer, but we both had our fill. I never thought I could say I was "tracked out".

Just as well, the track closed for 3 super bikes to be flat-bedded in with the riders taken away in an ambulance. Not sure how bad, I hope they were okay. Darren reported later that the track promptly reopened following a brief police accident report. Remember, this is public roadway.

So, I don't think this article can possibly express what the experience was like. This was truly motor Disneyland. Next year? European delivery on our car? Hmmmmm. Could be a discussion over dinner. Any east-coasters interested?

# *Riesentöter Family Picnic*

*Robin Zelinskie, RTR Social Chair*

## **Flat Rock Park**

**Saturday, October 15th**

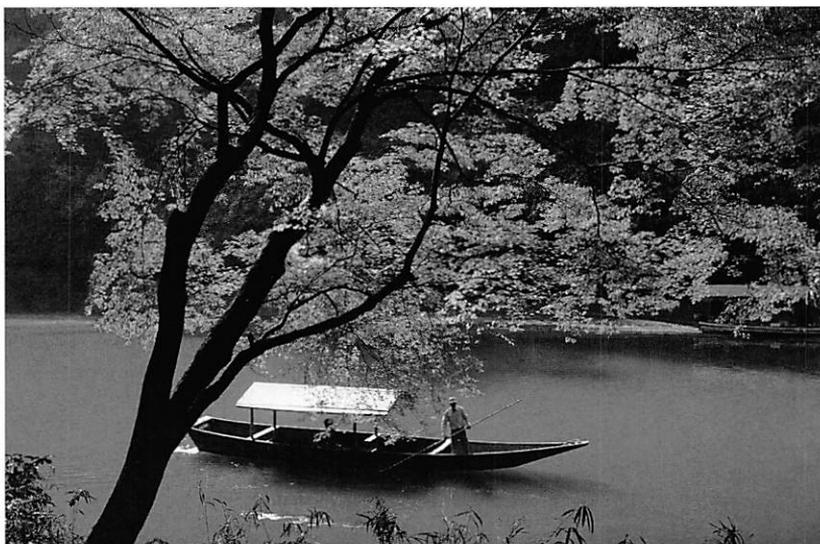
•Rain-date October 16th•

11 AM to 4 PM

Enjoy a barbeque lunch by the Schuylkill River on a beautiful fall day.

Bring your most mouth -watering dessert for our dessert contest!

All you'll need is a chair or picnic blanket and your appetite.



Pre-registration price: \$10 / Adult

(No cost for children under 12)

Pre-register by emailing:

[RobinGZ@comcast.net](mailto:RobinGZ@comcast.net)

(No later than Wednesday October 12th)

Make checks payable to: RTR-PCA

mail to: Robin Zelinskie

644 Store Rd.

Harleysville, PA 19438

Directions:

**From the Schuylkill Exp West** – exit at the Gladwyne exit (Hollow Rd.) and make a right at the bottom of the ramp. Follow the road as it turns left. (River Rd.) The entrance is on the right near the boat ramp.

**From the Schuylkill Exp East** – there is no Gladwyne exit traveling east so exit at the Belmont Ave. exit, make a left at the end of the ramp and another left at the next light bringing you up to the Schuylkill Exp west and follow the directions above.

Day of Event Price: \$15 / Adult

September • 8

# MAKE A WISH<sup>®</sup>



Porsche Club of America

## The Riesentöter Region

*Presents*

**4th ANNUAL CHARITY BENEFIT EVENT @  
POCONO RACEWAY, LONG POND, PA**

**SEPTEMBER 23, 24, & 25, 2005**



Tom Branoff  
Photography ©

# Make-A-Wish @ Pocono

Mark Reynolds, RTR Community Service

The Riesentöter Region of the Porsche Club of America is proud to announce their fourth annual Performance Driving event benefiting the Make-a-Wish Foundation® to be held at Pocono Raceway, Long Pond, PA. This popular heart-moving charity is a non-profit organization dedicated to granting the special wishes of children with terminal or life-threatening illnesses to enrich their lives with hope, strength and joy. Our goal for this fourth year is to raise in excess of \$50,000 for the Make-A-Wish Foundation® with a total of \$134,600 being raised the three previous years. As a matter of fact our successful charity events have been recognized in the US and in Europe, with Riesentöter Make-a-Wish weekend publications appearing in Panorama and in Porsche Club News in France and Germany.

one of the many ways to “share the power of a wish”. We would like to continue to expand the scope of this event to generate more funds for the Make-A-Wish Foundation®, and we are willing to discuss any other programs and venues that could specifically a



Please show your support for these special children and join us at the internationally famous Pocono Raceway. As an added benefit, you will be able to see more than 100 Porsches and other race-prepared cars driving at full speed around the track.. The Riesentöter Charity Driving event includes three full days of action packed driving from 9:00 AM to 5:00 PM each day. Better yet – sign up for a ride with a qualified driving instructor and experience the thrill of driving the track first hand.

The Riesentöter Region is proud to share the power of their racecars in order to Share the Power of a Wish®, and are asking that you support this special event. In attendance will be some families whose wishes came true and will be there to share their stories with you as event participants.

We are asking that you be a part of this exciting three day event. Please consider  
September • 10

grams and venues that could specifically a sponsors needs. Please contact me if you have any questions or would like to discuss this in more detail.

One of many examples of our contributions resulted in being able to send

Kevin to meet with NASCAR driver Jeff Gordon.

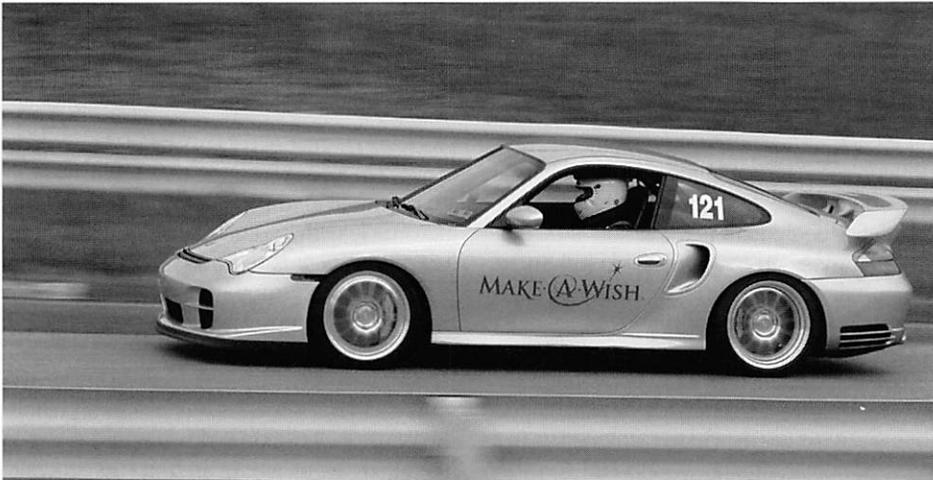
We also sent Chris to St Thomas with his family. Chris sent a note to us that said “Thank you very much for giving us that wonderful trip. It meant a lot to me. It was a blast! All my counts are normal! Thank you again for touching my life and the lives of many other children.”

If you are interested in contributing money or items for our silent auction please contact Mark Reynolds. We'd like

to thank all those that contributed to our success in generating a \$57,000.00 donation to the Make-a-Wish Foundation for 2004. Our Title Sponsor has chosen to remain anonymous but our other sponsors included American Bar & Grill, B&M, Beer Yard, Brey Krouse, Brandywine Porsche, Brubaker RS, Carisma, Inc., CDOC, Desmond Great Valley, Don Rosen, Dougherty Automotive, Race Communications Assoc., G&G Cigars, Goodman Car Audio, Holberts Porsche Audi, Knopf Porsche, Orvis, Pelican Parts, Performance Automotive, PhillySmooth, Quantum Mngt. Svcs., Rennline, Inc., Sculpted Physique, Zygmunt and numerous club members who made personal donations.

Pictured here is one of the parents of a Make-a-Wish child being securely harnessed into the seat of a race car by Jeff Yoroshko (one of our driving instructors)





prior to his high speed ride. Numerous individuals travelled to the track to participate in the rides and this aspect of the event was a huge success. Other activities at the track included breakfasts being prepared by club members, a massage therapist on site, a dinner at the track, and participation by many Make-a-Wish families in rides, parade laps around the track (for those not 18 or older), participation in flagging, and working the pits.

You are welcome to visit the Make-A-Wish Foundation® website <http://www.wish.org> and see for yourself the Power of a

Wish™ that was provided through this worthy charity. I know personally what kind of impact these Wishes make on a small child as my next-door neighbour, John-Russell, was diagnosed with a rare form of cancer when he was two years old. John-Russell was a wonderful child with all the hopes, aspirations, and dreams of any little boy. In 2001 the Make-A-Wish Foundation® granted John-Russell's wish for a playhouse in his back yard. He was so thrilled to get it that he brought everyone over to the house to show them "his new house". He thoroughly enjoyed playing in that house. Unfortunately on Friday, September 20th of 2002, John-Russell died. Although there was nothing we could do to prevent his death - his life was significantly brightened by the efforts of those who contributed funds to the Make-A-Wish Foundation®. <http://caringbridge.org/page/johnrussell/>

It is important to note that, unless specified otherwise, 100% of all contributions go directly to the Make-A-Wish Foundation®.

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# Duck and Cover

Christopher Mahalick, RTR

This month we begin with a rather timeless discussion between Homer Simpson and Ned Flanders in (The Simpsons, episode 3F20 C1996) "Much Apu About Nothing".

HOMER: I'm sick of these constant bear attacks! It's like a freakin' country bear jambaroo around here.

NED: Well, now realistically, Homer, I've lived here for some thirty odd years; this is the first and only bear I've ever seen.

HOMER: Hey, if you want wild bears eatin' your children and scarin' away your salmon, that's your business. But I'm not gonna take it! Who's with me?

And that about sums up the American mentality at this stage of the game. From the 1950s cartoon sharing the title of this column through the Simpsons, the American reaction to adversity seems to lean towards the "Herd and Panic" school of thought. I mean, how did we react to the attacks of 9/11? Well, we came up with an insidiously brilliant plan utilizing five "colors" in order to alert the citizenry as to the probability of terrorist attacks. I know I feel safer. Actually, I've never really felt unsafe. But just to be sure, I rigged up a device in my car that lets me see the alert level at all times. It is a large square that shows the color of the day. That way, if the level rises, I'll know to expect a terrorist lurking about in the produce section of the supermarket.....

And we call the French wimpy??!!

Perish the thought of becoming a little more observant while exercising just a tiny bit more common sense. And we all should be doing that regardless. If you really need a color to state the obvious, please do not sign up for my town watch.

Now on to the cars. I see a rush of folks going out to buy safety equipment these days. I have also been told that some folks are getting out of Drivers Ed. completely. As for those getting out, we could merely guess that they either saw some bad stuff on the track, or have reached the limit of time and expense required from this very labor-intensive hobby.

And all I could say to those folks investing heavily in safety equipment is "Good for you!". Safety equipment offers the best bang for the buck out there. I personally think that it should be required that at least the bare minimum be present prior to one upgrading their chassis or engine. "And as long as that doesn't artificially inflate their egos to the point of driving over their heads, everything is copasetic."

Refer back to "exercising just a tiny bit more common sense". The bigger, penultimate bang for the buck comes from the combination of the most safety equipment possible and large doses of common sense and infallible judgment. Kind of like the old saying.... "Luck is when preparedness meets opportunity".

Ok. So now we are exercising good judgment and our cars have been made as safe as possible. So what are the risks of driving fast in a controlled environment, as opposed to other activities? "Just the facts, ma'am".

- Skiing deaths from 1999/2000 season: 30 (WMS 2000)
- Soccer deaths from 1979 on, Goals tipping over: 24 (CPSC research)
- Golf related lightning strikes 1962 through 1997: 159 (NOAA)
- Boating Fatalities 2002: 750 (US Coast Guard)
- Baseball 1973 through 1995: 88 (CPSC research)
- Hunting in Pennsylvania 2004: 4 (PA Game Commission)

And now for the biggie.

- Highway Fatalities in 2004 - 42,636, or about one every 15 minutes (NHTSA)

Now I don't know about you, but those above statistics all combine to make me want to jump in my car and take a few hot laps around the track. Right this minute. But I'll have to wait till I get to the track to do that. And I will be wearing a flannel shirt, jeans and a pair of

Docksiders. Just as I always have. As a matter of fact, I'm feeling so smug that I may want to attempt to leap from a rooftop on a speeding motorcycle with a parachute on my back. The flaw in this plan is what to do about a three-hundred pound motorcycle crashing down from fifty stories up. Any ideas?

Please don't feel that you have to make the same decision. Activities such as motorcycling, skydiving, bull fighting, driving, and freestyle motocross are all similar in that you generally know for certain whether or not you want to do them. I would find it hard to believe that someone would readily accept a spur-of-the-moment invitation to go BASE jumping.

It's the number of highway fatalities that are amazing. Who would have thought that a cigarette run to the WAWA was statistically more dangerous than fast track driving? I think I may need to buy some safety equipment for the street! Now that's not "herd and panic". That's reality. Of course I will continue to drive a bit more towards the aggressive side while on the street, but that's just plain fun.

Well, hopefully this put things into their proper perspective for once and for all. Don't shoot the messenger. From terrorist attacks to highway fatalities, the bottom line is that you really can't do anything about them, per se. So you may as well do the things you want to do as soon as possible.

The odds actually do point to a likelihood of success.

*RTR has been invited by our neighbors:*

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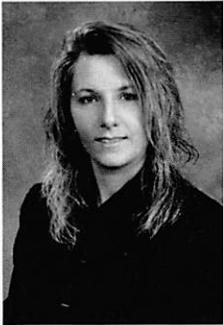


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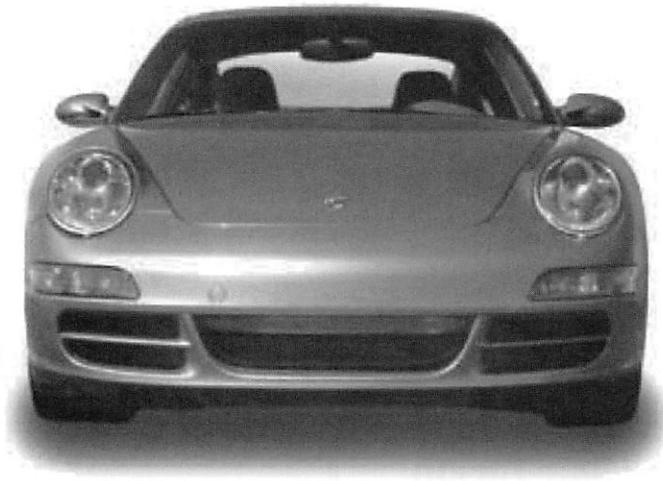
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