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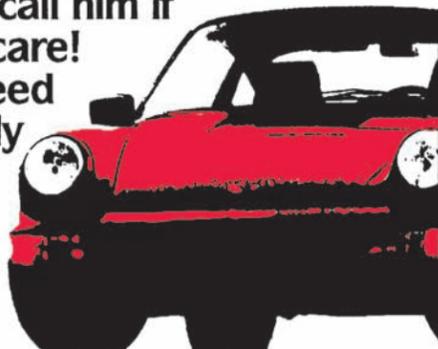


# DER GASSER

JANUARY/FEBRUARY 2010

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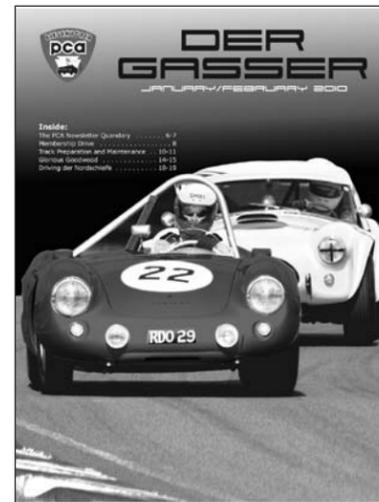


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## On the Cover



Glorious Goodwood! Kurt Englehorn's nimble 1954 Porsche 550 Spyder coming out of the Chicane and about to be rapidly overtaken down the Startline Straight by Kevin Kivlochan's brutal 1964 AC Cobra.

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## Submissions

The deadline for submission of materials is the 10th of the month preceding bi-monthly publication. Please e-mail submissions to editor@rtr-pca.org with "Der Gasser" in the subject line.

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

# DER GASSER

A bi-monthly publication of the Riesentöter Region  
 Porsche Club of America

JANUARY/FEBRUARY 2010

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## Unsubscribe from Der Gasser

Why unsubscribe? Other than it's a green thing to do by saving a few trees a year, you'll be saving the club printing and postage costs. And you won't miss out getting your Der Gasser, since we'll put you on our Digital Mailing List and send it direct to your e-mail Inbox.

Let's talk about savings. By mailing fewer copies we can use the saved money to subsidize more RTR events. Also, usually by the time you get Der Gasser via snail-mail, the PDF of the newsletter has already been uploaded days before for your reading pleasure. If you're like most of us, you already have bookshelves groaning with Porsche club materials. Let us take the strain —you can download Der Gasser anytime from the Web site and you can check back issues as well.

Yes, you can! E-mail Membership Chair Marty Kocse at membership@rtr-pca.org to unsubscribe today—put "Unsubscribe Der Gasser" in the subject line. We'll put you on the e-mail list and notify you when Der Gasser is ready for your download – thanks!

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**All prices are for 6 issues of our bi-monthly publication.  
 Thank you for your interest!**

## State of the Region 2010 From the Riesentöter President

Well, the election is over, thank you to all our supporters. Let's all remember, we are a Porsche car club so let's get back to fiddlin', drivin', trackin', enjoyin' and shinin' our Porsches!!

Your VP, Joe Asher, and I returned from the Zone 2 meeting with a couple of updates: PCA National is working on a phone application. The beta version will be on the I-Phone. Zone 2 will host its annual DE on March 12-14 at VIR. The Hershey Swap Meet is scheduled for April 24. A vintage club race called the Jefferson 500 will be held at Summit Point on May 1-2. The PCA National 2010 Parade will be held from July 3-9 in St Charles Illinois at a beautiful resort. Lastly, the Zone 2 Club race is scheduled for June 25-27 at Virginia International Raceway. Volunteers are always needed for the race; contact your Zone 2 rep if you wish to volunteer.

Your newly elected representatives are here to improve our club for everyone. A special thank you to all those who have dedicated their time and energy thus far, be it a few months, one event or over several years. The club is as excellent as it is today because of each one of you. That said, if you wish to get more involved, step forward and talk with any one of the executive team and we will gladly find a rewarding task/duty/chore/position that will allow you meet all sorts of new people and become more active in the club.

2009 was a good year for us once again with respect to charities. We gave over \$25,000 in total. Our own Planes and Porsche AutoX event in Reading raised over \$6K for Lou Gerhrig's (aka ALS) disease while our October Driver Education event at NJMP raised almost \$20K for Make-A-Wish through our garage sale, the auction and the Taste of the Track participation. Thank you to all the vendors and contributors that donated their time and money.

The track program keeps a lot of members involved, our newly formed ski trip, drive and dines, wine tours, a picnic and our yearly banquet are all held in an effort to keep each of you interested in some way, shape or form. Our monthly meeting attendance continues to grow and we hope to keep that trend going forward. For 2010, we are putting together another survey similar to the 2009 survey. Look for the link shortly; we want hear from you. Several wine tours are being planned and even a possible RTR race at NJMP. Our finances are now back in order and we still work to make continued improvements and instituting multiple checks and balances. Our bylaws, executive meeting minutes and discount policies will continue to be published on the Web. Something that I have not seen since being in the club is a Concours. I know many of you have beautiful cars, either restored or not, sitting in your barns/garages/basements/heated living rooms . . . this year may be the year to bring them out. Please feel free to reach out to us and let us know if you are interested in attending, volunteering, judging with or without your car. Planning is under way.

Lastly, communication with the general membership is key to a fun and vibrant club for everyone. Through the newsletter, the Web, and e-mail blasts we will attempt to continue to keep in touch with all the members and try to get you and your Porsche out for something fun with Riesentöter.

**Graham**



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## From the Editor's Desk

Happy New Year! Thank you for the opportunity to be the new Der Gasser editor. As indicated in the last survey, I too noticed Der Gasser was getting better with each new issue – good work Maureen and crew and thanks. With a little help from my RTR friends, I'm sure we can generate new content that will continue to interest our readers. Please feel free to contact me at editor@rtr-pca.org with any article ideas. As editor, I won't be able to make each and every event or get-together so, if you would like to be a contributor and write up your experiences, I'm sure you'll receive a receptive audience. Don't forget the online forum as a way to make yourselves heard. I will be checking the "General Discussion" area and "Der Gasser – Letter to Editor" topic regularly...

Hooroo!

*Dan Newton*

## Letter to the Editor

Hi Maureen and Ken,

I just received my November/December copy of Der Gasser and want to congratulate both of you on a phenomenal job of dramatically elevating the quality, content, photography and design of this important RTR member publication.

With the far flung geography of the Riesentöter Region, Der Gasser is really an essential communications vehicle to keep members informed of "happenings" in the region. I personally regret you are not continuing, but all RTR members owe you a debt of gratitude for your outstanding work.

And Ken, Jody and I love the Season's Greetings cover of the latest issue. We have seen that Guards Red 911 Turbo someplace before!

Best personal regards,

*Loren Hulber*



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# The PCA Newsletter Quandary – Print or Pixels?

By Jill P. Beck, Porsche Club of America, National Newsletter Committee Chair

The Regional newsletter is the lifeblood of the PCA. Unlike our venerable national magazine, *Panorama*, which offers club information in broad strokes, the Regional newsletter offers members detailed information about PCA activities on a local level. Our Regional newsletters provide all of the ingredients needed to generate participation, excitement and member retention. Newsletters also offer members an avenue for selling their cars and a place to buy Regional goodie store items. While the methods for producing newsletters have changed dramatically over the last 50 years, printed Regional newsletters have regularly arrived in members' mail boxes serving as the tangible link between the PCA and the individual Region member.

## Advantages and Disadvantages

We are all familiar with the traditional printed newsletter. Electronic newsletters, on the other hand, are available in two basic forms—PDF and e-Newsletter. The PDF newsletter is essentially an electronic form of a printed newsletter, it is created in the same fashion and looks identical to your printed Regional newsletter—but it arrives in an electronic PDF format. The PDF file can be e-mailed or downloaded from your Region's Web site. A majority of PCA Regions currently offer a PDF version of their newsletter in addition to the printed version.

An e-Newsletter is an e-mail-based document. It can be either HTML or text format or a combination of both. It looks a lot like a regular e-mail, just longer with some basic formatting. It typically is delivered directly to your inbox although copies can be made available on the Region Web site. An e-Newsletter is typically less formatted than your average newsletter, contains fewer photos (included photos will be lower resolution) and it may have Web links to additional content or photos.

## What Are The Implications?

So, the big question is: should PCA Regions abandon their printed newsletter in favor of an electronic newsletter? My instinct tells me the answer is no. It may be a cost-effective decision, but it's not a good marketing decision. Research consistently shows that the best solution is when printed and electronic newsletters are used to complement one another—this could mean a Region supplements their monthly newsletter with e-mail blasts, or a Region decreasing their printed newsletter to a quarterly publication, while sending out an electronic newsletter during the interim months.

[editor] With all of the research and discussion, one very important question remains. What do our members want? Riesentöter prepared a survey last year. One of the questions asked members how they would prefer to receive their newsletter—print, PDF, or an e-Newsletter. The result was overwhelming—continue to receive the printed newsletter.

*Reproduced and edited with the gracious permission of Jill P. Beck. The full text version of the Regionfocus article can be found on the PCA Web site at [http://pca.org/portals/regionfocus/RF\\_21-1.pdf](http://pca.org/portals/regionfocus/RF_21-1.pdf).*

<b>PRINTED NEWSLETTER</b>	
<p><u>PROS</u></p> <ul style="list-style-type: none"> <li>• Arrives at your home or business</li> <li>• No hardware needed to read</li> <li>• Can be read away from the computer</li> <li>• Easily shared with others</li> <li>• Can be displayed at Region events and function as Regional marketing pieces</li> <li>• Can be distributed via local Porsche dealership for recruiting purposes</li> <li>• Perceived value – print newsletter is something members can touch and feel</li> <li>• Has a sense of permanence – can sit on someone's desk or coffee table for days</li> <li>• Many find it more comfortable to read print on paper than on a computer screen</li> </ul>	<p><u>CONS</u></p> <ul style="list-style-type: none"> <li>• Cost – expensive to layout, print, and mail</li> <li>• Can't be updated as quickly or as often</li> <li>• Typically B&amp;W only; budget often doesn't allow for color printing</li> <li>• Production times can be lengthy – varies based on newsletter size and editor experience</li> </ul>
<b>ELECTRONIC PDF NEWSLETTER – DOWNLOAD FROM WEB SITE</b>	
<p><u>PROS</u></p> <ul style="list-style-type: none"> <li>• Can update frequently for little or no cost</li> <li>• Can include unlimited color</li> <li>• Length is not an issue</li> <li>• Format matches the Region's print newsletter; appearance familiar to members</li> </ul>	<p><u>CONS</u></p> <ul style="list-style-type: none"> <li>• Not everyone uses the Internet</li> <li>• Connection speed impacts the amount of time spent online downloading the file</li> <li>• User must make the effort to go to the document from the Region's Web site</li> <li>• Doesn't save much on production time (when compared with print version)</li> <li>• Needs to be printed to be read away from the computer</li> <li>• Lacks a sense of permanence</li> </ul>
<b>ELECTRONIC PDF NEWSLETTER – DOWNLOAD FROM WEB SITE</b>	
<p><u>PROS</u></p> <ul style="list-style-type: none"> <li>• Little or no cost to produce</li> <li>• Can update frequently for little or no cost</li> <li>• Can include unlimited color</li> <li>• Length is not an issue</li> <li>• Can send frequently for little or no cost</li> <li>• Production time can be shorter vs. producing a print or PDF newsletter</li> <li>• Can contain live links to the Region's Web site</li> </ul>	<p><u>CONS</u></p> <ul style="list-style-type: none"> <li>• Not everyone has e-mail access</li> <li>• Region may not have e-mail addresses for all members</li> <li>• What is the process for members without e-mail addresses?</li> <li>• Have to contend with software or network spam filters</li> <li>• Challenging to get through the clutter of e-mail in the recipient's inbox</li> <li>• If text only, it may be considered boring</li> <li>• Less easily read away from the computer</li> <li>• E-mails are easily deleted – lacks the sense of permanence</li> <li>• Has little perceived value – particularly to the older generation</li> </ul>

# Help Riesentöter Build Membership

## Join the membership drive to increase our club's numbers

You can help our region grow. Photocopy this page to include the PCA application below. Make a few copies and keep them in each of your cars. When you see a Porsche owner hand them a flyer and invite them to join, or leave a flyer on the windshield.

We are currently the second largest region in PCA Zone 2 (1349 members behind #1 Potomac's 2075 members). We are ranked #10 in the U.S. (#1 is Northern New Jersey with 2209 members). Help our club to become #1!

PCA Membership Application	Car Information - Porsches Only (*required)
Please type or print neatly. You must own (co-own) or lease a Porsche and be 18 years of age or over to apply for membership.	
Prefix <input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <input type="checkbox"/> Miss	Car #1: *Year _____ *Model _____
Name _____	*Body Type _____ *Color _____
Address 1 _____	*VIN# _____
Address 2 _____	License Plate# _____ State _____
City _____ State/Province _____	Car Used: <input type="checkbox"/> Daily <input type="checkbox"/> Pleasure
Zip Code _____ County _____	Maintenance: <input type="checkbox"/> Self <input type="checkbox"/> Dealer <input type="checkbox"/> Independent
Home Phone _____	Average number of miles driven annually _____
Work Phone _____	Car #2: Year _____ Model _____
Fax _____	Body Type _____ Color _____
E-Mail _____	VIN# _____
<b>Region Designation</b>	License Plate# _____ State _____
Region _____	Car Used: <input type="checkbox"/> Daily <input type="checkbox"/> Pleasure
<b>Some regions also require additional membership fees/ application fees. These are assessed directly by the regions.</b>	Maintenance: <input type="checkbox"/> Self <input type="checkbox"/> Dealer <input type="checkbox"/> Independent
Regions will be assigned based on where you live, however you can specifically designate to belong to any one of our PCA regions.	Average number of miles driven annually _____
<b>Regional Endorsement (for region officer use only)</b>	Note: if you have more than two Porsches you can attach additional pages with your car information.
Your local region can accept and endorse the application to send to the national office.	<b>Payment Information</b>
Region Officer Name _____	Term of Membership:
Region _____ Date _____	<input type="checkbox"/> 1 Year (\$42) <input type="checkbox"/> 2 Years (\$82) <input type="checkbox"/> 3 years (\$120)
<b>Membership Demographics</b>	<input type="checkbox"/> Check Enclosed (payable to: Porsche Club of America)
Birthdate _____	<input type="checkbox"/> Visa <input type="checkbox"/> Mastercard <input type="checkbox"/> American Express
Occupation _____	Card Number _____
Marital Status _____	Expiration Date _____
Spouse's Name _____	Cardholder Name _____
Name and Age of Child(ren) _____	Signature _____
<b>Family or Affiliate Member</b>	For Overseas members: Expedited mail delivery of your Porsche Panorama is available for an additional \$30 per year. Please check box if you wish to use this service and add \$30 to your payment. <input type="checkbox"/>
You can designate one family or one affiliate member as part of your membership. This person must be 18 years or older.	<b>How did you learn about PCA?</b>
Family Member Name _____	I would be interested in learning more about PCA's Register Groups:
or Affiliate Member Name _____	<input type="checkbox"/> 356 <input type="checkbox"/> 911 Carrera (1974-1975)
Relationship to Member _____	<input type="checkbox"/> 912 & 912E <input type="checkbox"/> 914 & 914/6
<small>The information collected on this application is used exclusively by the PCA and its regions for conduct of its activities. PCA does not release any individual membership information to any one or any organization outside of PCA and its regions.</small>	<input type="checkbox"/> 928 <input type="checkbox"/> Boxster
	<input type="checkbox"/> 968 <input type="checkbox"/> 911T (1969-1973)
	<input type="checkbox"/> Jagdwagen (Type 597) <input type="checkbox"/> 924/931 (1976-1982)
	<input type="checkbox"/> Porsche-Diesel Tractor <input type="checkbox"/> D'leteren Roadster
	<input type="checkbox"/> 944 TurboS/1989 <input type="checkbox"/> RS America
	<input type="checkbox"/> 944 Turbo <input type="checkbox"/> 911 Speedster
	<input type="checkbox"/> 944S2/944S <input type="checkbox"/> Cayenne

Mail your completed application to: PCA Executive Office, P.O. Box 1347, Springfield, VA 22151-0347 or apply online at [www.pca.org/welcome](http://www.pca.org/welcome).

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- Access to PCA's exclusive members-only social networking community.

### Membership eligibility

Membership is open to all Porsche owners, co-owners or lessees, who are 18 years of age or older.

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### Member perks

When you become a PCA member, you become a member of the largest independent, single-marque club in the world. It's only fitting that you get a few perks, right? For starters, you will receive a subscription to Panorama, PCA's monthly magazine. You will also have access to these additional benefits:

- Discounts from many local and national merchants, including Tristate Porsche dealers, for Porsche-related products, parts and services (this is worth the cost of membership alone).
- Subscription to our award-winning monthly magazine, Porsche Panorama.
- Free classified ads and access to our exclusive members-only marketplace, The Mart.
- Exclusive access to our Tech Q&A area where our experts are available to answer your questions.
- National and regional events including concours, autocross, driver's education, rally, and tours.
- Access to PCA Club Racing, our nationwide racing program for all Porsche models.
- National activities including Porsche Parade, the PCA's annual national convention gathering.
- Access to club-sponsored gatherings including select ALMS and Grand-Am races.
- Valuation Program to help you establish the value of your Porsche for insurance purposes.
- Group tours to Germany with unique PCA member access to the Porsche factory.
- Exclusive access to our annual members-only raffles.

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# Track Preparation and Maintenance

By Joe Fabiani

At the end of the year, or before the DE season, I like to take stock of what my car was lacking, or what I thought it needed to be more competitive for the next season. Performance rebuilds, exhaust upgrades, chips/ECU reflashes, and comprehensive performance upgrades may be on your agenda. Regardless, certain systems on the car should get thoroughly checked for maintenance and safety as often as possible.



Joe and the Fabspeed team

**Braking system** – depending on usage and time on the car, braking systems can be completely overhauled, or just bled with the addition of new pads. I typically check my stainless lines, pads, rubber boots, and pressure bleed my brakes before I head out. On my 993 I like to get my ABS pump bled for a super hard brake pedal. After a couple of seasons I have my calipers rebuilt. If you have an old car with small stock brakes you often have to rebuild calipers biannually if you are movin' and they are getting smoked. Or consider upgrading to larger calipers and rotors to better dispense the heat.

**Transmission** – I flush and fill my transmission on my track car annually with the appropriate fluid. The 993RS gets Mobil 1 Synthetic ATF. Adjusting parts and lubricating your car as required will keep you running and not working at the race track. I had the transmission upgraded internally with 993

Cup car gears and, with regular oil changes, I have never had any issues.

**Engine** – I closely inspect my entire engine. If the car is getting on in years I will remove the intake system, exhaust system, and ignition system and check everything. Perhaps new spark plugs, wires, cap/s, and rotor/s are needed. Oil leaks and other issues can be identified and corrected. Make sure your throttle cable and other cables give you WOT (wide open throttle) and will not fail. I change my oil and both filters. Don't be cheap on spark plugs, cap/s, and rotor/s, or wires. An engine failure is way more expensive. Think dyno—I have a 1995 993 cabriolet which dynoed at 277HP to the wheels. A more recent dyno showed it was down 28HP and had pre-ignition detonation. The caps, rotors, and plugs were good. But the original 13 year old plug wires were shot and only 1 plug was firing of 2 in each cylinder, causing detonation. With new wires power was 280HP and the car was so happy! Get your car(s) dynoed at some point and compare the data for similar makes and models. You may be surprised on what you can find or fix to make your car run better.

**Interior** – I give the interior a thorough clean. I check all the hardware on my rollbar. I check my rollbar (or cage) for any cracks. Make sure all belts, seats, and seatback braces are in good condition and have the correct dates for the coming year's use.

**Exterior** – I clean all my glass thoroughly. I detail the entire car and give it 2 coats of RejeX polymer coating. Permatex make an incredible clear glass coating that blows away Rain X.

**Suspension** – I check over the entire suspension. After many years, I completely

disassemble the entire suspension system and rebuild everything. For example, I had ERP solid bearings installed on my 993 suspension system. Eventually the solid steel bearings develop play after sand, grit, and dirt eat them up. They can freeze up, or just be sloppy, and the car can take on an "evil attitude" in terms of handling. You have to spend time and money on these things or you will have a failure, or just have a bad handling, no fun car. I know that no one wants to read this, but we all know that at some point you should scrap your suspension components and install new parts.

**Driver training** – my goal was to try to get better and faster each and every year when I was gung-ho and out there 25+ days per year. If you have the time and money, Bob Bondurant and others have High Performance Advanced Drivers training courses that are

valuable no matter how much seat time you have had, or how big your ego has become. Other quality cross-training is to go to Advanced Drivers Education days and have one of the instructors drive your car with you riding "shot-gun," and vice versa.

**Other stuff** – get the trailer inspected and tow vehicle maintained. Get fit and lose 15 pounds!

Also, any magazine shop or book store will also have books like Carol Smith's *Prepare to Win* and *Engineer to Win*. These include ideas and checklists that you can follow.

Joe Fabiani has been a PCA member since 1986. He is the founder and owner of Fabspeed Motorsports and continues to be an active participant of PCA Drivers Education and Club Racing. Learn more about Fabspeed at [www.fabspeed.com](http://www.fabspeed.com).

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## Glorious Goodwood or Cross One Off The Bucket List

By Dan Newton

The Goodwood Revival relives the golden age of racing between 1948 and 1966, when the Goodwood Motor Circuit was in its heyday. The most recent Revival featured a "Swinging '60s" flavor as they celebrated Flower Power, Carnaby Street, mini-skirts and, of course, the iconic Mini. Fifty years after the first Mini rolled off the line, The St. Mary's Trophy grid of 30 Minis saw a line-up of star drivers such as Rauno Aaltonen and Bobby Rahal, up against gentleman drivers such as Rowan Atkinson (Mr. Bean), together with a mix of ratbags who seemed to have ancient grudges to settle with quite a bit of argy-bargy.

The 3 days of the Revival were also a celebration of Sir Stirling Moss who had just turned 80. As you may know, his professional driving career ended at Goodwood involving a horrendous shunt in 1962.

Nowadays, that doesn't stop him taking his old OSCA out on the track in anger.

The wonderful thing about the Revival is that the organizers have captured the whole period thing perfectly. Most everyone dresses in the styles of the 40s, 50s, or 60s. There are go-go dancers and swing bands. In the

olden days you could walk the paddock and talk to the drivers. At the Revival you still can enter the paddock and see and (with the owner's permission) actually touch a vintage car that may be worth a couple of million quid. Overhead you have more period machinery such as Spitfires and Hurricanes entertaining the crowds with their aerobatics.

Check out the stalls for an authentic vintage driver's suit, or look into a garage that looks as though the mechanic has just stepped out to get some fags in 1955. There's a barber shop where a bovver boy's getting short-back-and-sides. Mods and Rockers tour the circuit with their Vespas and Lambrettas—and never a



*Sir Stirling Moss in his 1958 OSCA FS372 being overtaken before the entry into the Chicane by a 1959 Lister-Jaguar 'Costin'.*



*A Spanish-built Messerschmitt BF-109 joined Spitfires, Hurricanes, P-51 Mustangs, a Lancaster bomber, and a Vulcan bomber in the skies over Sussex.*

switchblade is flashed. And all this with a whiff of Castrol R racing oil in the air. They should bring that back as a men's aftershave!

In the actual races, the drivers pulled no punches and had no hesitation shutting the door or doing a bit of rubbing, with all the restoration costs that must entail! Of course, there's danger too. An open-top Austin-Healey ended upside down (driver OK). A Ford GT-40 rear ended a Lola-



*The sound and fury of a herd of Jags, Astons, Ferraris, and more contesting the Freddie March Memorial Trophy. An RGS-Jaguar Atalanta leads the way. Note the rare Kieft-De Soto to the right of shot.*

Chevrolet T70 Spyder during the Chichester Cup (much anguish – check YouTube.com – keywords: Goodwood Revival 2009 crash). One of the residents of our B&B had the wheel come off one of his Scarabs (bad, bad mechanic) with a resultant rapid trip to the banking, a sore head, bruised ribs, and a repair bill that will really hurt. Other than the Monterey Historics (still on the Bucket List), where else can you see, hear, feel, and smell this stuff?



*A pristine Porsche GT1 in Mobil livery (with an F40 Ferrari in the background) at the Bonhams auction.*

Got one on your Bucket List you want to share? Or have something planned for the near future? Drop me line at [editor@rtr-pca.org](mailto:editor@rtr-pca.org) and let's see if we can't get an article out of you!

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## Drivers Education Schedule 2010

Jefferson/Shenandoah (*to be confirmed*) . . . . .April 16-18 (Fri/Sat/Sun)  
Pocono . . . . .May 14-16 (Fri/Sat/Sun)  
NJMP Lightning . . . . .June 11-13 (Fri/Sat/Sun)  
Summit Point (*to be confirmed*) . . . . .July 8-9 (Thurs/Fri)  
Watkins Glen . . . . .July 30-31/Aug 1 (Fri/Sat/Sun)  
Pocono . . . . .Sept 18-19 (Sat/Sun)  
NJMP Thunderbolt . . . . .Oct 22-24 (Fri/Sat/Sun)

## Autocross Schedule 2010

*No dates available at time of publication . . . . .TBA*

*Please note: check upcoming Der Gassers and the Web site for more details. For registration and payment for Drivers Education and Autocross events go to [www.MotorSportReg.com](http://www.MotorSportReg.com).*

## Monthly Meeting Schedule

*Meetings start with a social hour at 7pm, unless stated otherwise.*

**February 24** – Holbert's Porsche, 1607 Easton Rd. (Rt# 611), Doylestown, PA 18976.

**March 27** – Dougherty Automotive Services. Note: this will be a breakfast meeting, with social starting at 9 am. Note also that Dougherty's address will have changed. New facility is 17 Hagerty Blvd., West Chester, PA 19382. Continental breakfast will be provided, sponsored by Lee Giannone and Debbie Cooper. There will be discussion on the logistics of the proposed Concours.

**April 28** – Vision Porsche, 2746 Bernville Rd., Leesport, PA 19533. BBQ will be supplied.

**May 26** – Knopf Automotive, 3401 Lehigh St., Allentown, PA 18103.

## Upcoming Social Events

**Join us for our second annual Drive and Ski on Saturday, February 13.** 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. The group rate is: lift ticket only \$35.00, lift ticket and ski rental is \$57.00, lift ticket and a snowboard rental is \$61.00 (the group rate is a deal, a lift ticket non-group rate is \$49.00). To receive the group rate all checks should be made out to "RTR" and received no later than 8 February 2010. You can mail your checks to: Joe Asher, 2470 Ironwood Dr., Jamison, PA 18929. Questions: [asher681@hotmail.com](mailto:asher681@hotmail.com). Also Pocono, Central PA, and the Delaware regions will be joining us this year. 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. Josh Dodd has volunteered to be the contact for Allentown area members at the Allentown Turnpike entrance. Contact Joe at [asher681@hotmail.com](mailto:asher681@hotmail.com). For more info, call 1-800-GOT-SNOW or [www.snomtn.com](http://www.snomtn.com).

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# Driving der Nordschleife mit Pistenclub e.V.

By Christopher G. Karras

Freezing rain. Briefing in German. Driving a right-hand drive Renault Megane R.26R. Flags look the same, though. I hope there is no standing water on the track... The Nordschleife: the Nürburgring's 12.9 mile Northern Loop with no fewer than 77 corners, several 1,000+ yard elevation changes and many blind, downhill, decreasing radius turns. The course widely considered the toughest, most dangerous, and most demanding purpose-built race track in the world. The course former world champion Jackie Stewart called "The Green Hell." And the course on which I was about to drive my rental car early Saturday morning.



How did I get there? Porsche enthusiasts throughout the world are amazingly friendly. A fellow with whom I took instructor training last spring at Watkins Glen heard I was relocating to London and put me in touch with an enthusiast there who added me to a group who did track days together. Their last event of the year was the November exclusive day sponsored by a German driving club, Pistenclub e.V. I registered by fax with the note that I would "pay in cash on the day." If the weather was too bad our group would just drink Bitburger beer and return to London.

Friday afternoon one of the group collected me from my London office in his 997 C2 and we set off for the Ring. Once we wended our way through central London and reached the motorway I was surprised at the speeds we could maintain. Previously I had flown to Frankfurt or Düsseldorf and then driven to Nürburg, but even with a 20-minute wait for a Channel shuttle we arrived sooner than had I flown. A testament to the power of a 997 and Richard's willingness to trust the speed camera warnings downloaded to my TomTom SatNav.



After a cold supper with a few Bitburgers and a fitful sleep anticipating a day of bad weather, our group met over a traditional German breakfast. Richard then drove me to RSR Nürburg to pick up my rental car, a Megane R.26R. Renault built 450 of these cars. They are identified by the modification of the regular suspension and removal of the following: rear seats, passenger side airbag, climate control, fog lamps, headlight washers, rear windscreen wiper and most of the soundproofing material. The deletions, along with fitting a carbon fiber hood, polycarbonate quarter and rear windows and a

titanium exhaust saved the R.26R 271 pounds. This car feels like a proper race car and much like my GT3 left stateside. With street tires, the R.26R was just the thing for a slippy (as the English say) track.



We paid our fee in Euro notes and for 20 minutes listened to emphatic German that we surmised was the driver briefing. The organizers waved familiar yellow, red, yellow/red striped, and other flags. When the German presentation ceased us English speakers were summoned to a corner of the cafe for the five-minute English version. No flags were waved and no "wet line" discussed, but we were cautioned that the track was wet and traction would be limited. Unlike the procedures for Riesentöter DEs, on the Nordschleife car windows are required to be closed. "Point bys" are given by using the turn signals to indicate the side of the track the car overtaking is to use. There are

so few marshals that each car is issued a yellow flag. In case of an incident, the driver is meant to run up the track, find a suitable vantage point and wave their yellow flag to warn other drivers until the safety vehicles arrive.

The Nordschleife readily accommodates more than 250 cars for a race and more than that for an exclusive track day. The freezing rain kept our numbers down to no more than 40 cars, and the number diminished during the day as the rain continued. My front-wheel drive car on street tires was sure-footed in the rain. No car overtook me that I did not see later planted on the Armco, but then I did not see many cars on track at all. The base fee to roll a safety vehicle is €150 and replacement Armco run around €31/meter (x2 or x3 for the many segments that have tiered Armco). Closing the circuit for an hour costs €1,350. The Nordschleife is less forgiving than The Glen and contact is generally more expensive, but completing each lap without incident is also that much more rewarding.



Rain or shine, the Nordschleife is worth the trip. For a fly-over lap, go to youtube.com and plug in the following words, "Nurburgring" "Nordschleife" "fly-over"—you'll get a hi-res raster map (1:11500 scale) approximately overlaid on 3D terrain in Google Earth Pro. The flight camera is guided by an invisible GPS track sampled at one measurement per second.



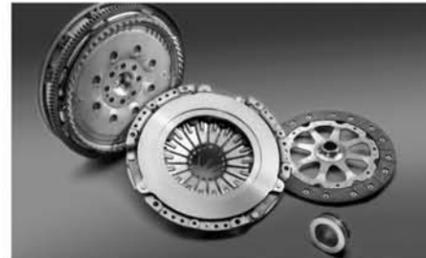
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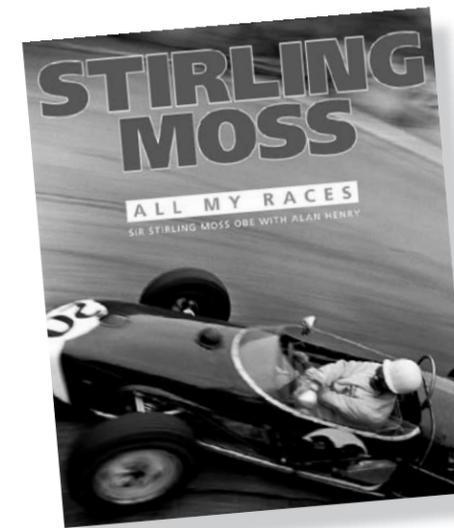
## Book Review

By Dan Newton

### Stirling Moss: All My Races

Written by Stirling Moss OBE with Alan Henry

Often said to be the greatest driver never to win a world championship. "Who do you think you are, Stirling Moss?" is the question UK police officers are still most likely to ask of a speeding driver. Stirling Moss is still the most famous name in British motor sport, despite the successes of Britain's recent F1 drivers. In September 2009, Sir Stirling Moss OBE celebrated his 80th birthday and to mark the occasion his new book, *All My Races*, was launched.

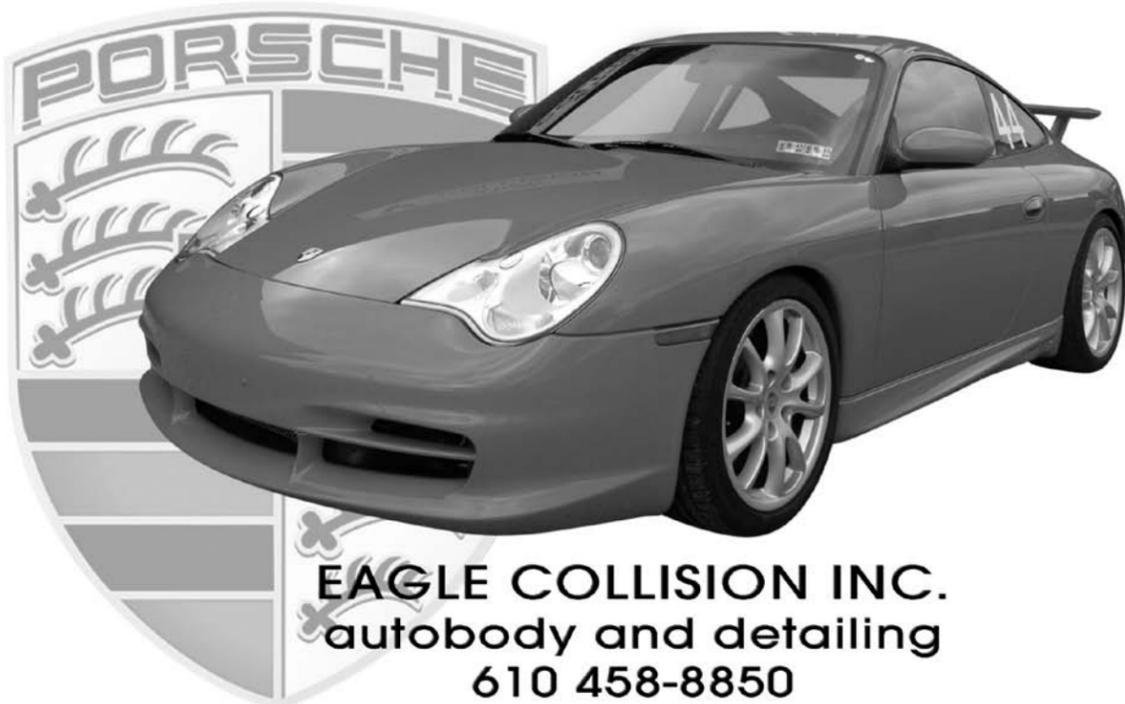


Written in collaboration with motor sport journalist, Alan Henry, *All My Races* describes in Sir Stirling's own words each and every one of the 529 races he entered. His remarkable career began in 1947 and ended with a horrific crash at Goodwood in 1962. Anecdotally, Sir Stirling has said he retired too early and in hindsight thinks he could have gone on racing competitively into the 1970s. Maybe a World Championship could have been his? We'll never know. In this book he carefully describes each of his races. He was able to do this since he kept meticulous diaries throughout his career. Spiced with minutiae and anecdotes, *All My Races* is a unique perspective on the golden age of motor sport.

This new book contains much new material and many fascinating insights. Sir Stirling's words are complemented by 75 color and 225 black and white illustrations and there is detailed data for every event. Sir Stirling won 16 of the 66 World Championship grand prix he started. As well as Formula 1 races he took part in Formula 2, Formula 3 and sports car events. Driving everything from 500cc single-seaters to Jaguar saloons, Sir Stirling competed in races, hill climbs, rallies, endurance runs, and attempted world speed records. Of his 13 races in Porsche machinery (550 Spyder, F2 718, RS60, RS61) he had 6 wins against some stiff competition.

I was lucky to pick up a signed copy of *All My Races* at last year's Goodwood Revival. Here Sir Stirling was tearing about competing in the Lavant Cup driving his own 1958 OSCA FS372 and having a great time being feted by the crowd. You can tell he still loves the thrill of the track! But for those Colotti gearboxes, I say he would have had a World Championship. Relive his exploits and get a hold of his book at [www.stirlingmoss.com](http://www.stirlingmoss.com).

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## “Not Just For New Members” Breakfast

By Michael and Donna Broderick;

Pictures Jim Ansbro

Whoever would have thought a last minute idea, coupled with the weekend after Thanksgiving, would

have drawn close to 50 participants for a new members/members meeting at Sweet Lorraine’s in Peddler’s Village?

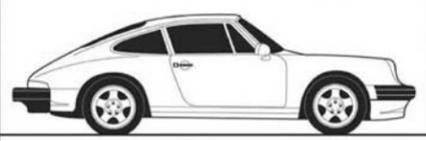
It turned out to be a great day, great place, great food, great people with GREAT cars! Only thing missing was a great ride through the countryside. Next year??????



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President Graham Knight, Social Chair Rita Hancock, and Vice President Joe Asher were amongst many members welcoming first timers



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