



DER GASSEK

FEBRUARY 2013





From the Editor's Desk:

Well it's been a year since Scott, David, Jeff and I started to work on Der Gasser and this is our eleventh issue. During that time we have been able to move to a digital format and update the look of Der Gasser as well.

Der Gasser continues to evolve; in fact as I write this, Scott Duvall (our design and formatting wizard) informs me that he is experimenting with some new looks for Der Gasser. He has been the creative genius behind putting each issue together. And both Jeff Walton and David Newton are talented writers who really have a passion for the craft and get really charged up when they write their articles and feature stories.

Earlier this month Jeff Walton and several of his employees finished rebuilding the RTR website. Jeff and his team design and build websites for banks and other financial companies. His team looked at many successful websites from other PCA clubs and worked to emulate the best features of some of these sites. In addition to his team listened to feedback from the RTR Executive Board and club members on not only what we wanted the website to look like, but most importantly how we wanted it function. We wanted it easy for all of our members to use and easy for the Board to update. Jeff gave many of the Board members the ability to update several parts of the website instantly so that we can provide you with the most up to the minute club news and information.

Another project we are working on during the next few months is submitting issues of Der Gasser and the RTR website for judging in the national PCA contests. While we did not set out with the main goal of competing, we would like to see how our work stacks up against the other regional PCA clubs. The competition will help to make us better at what we do and ultimately enable us to deliver the best regional Porsche content to our members. Both Der Gasser and the RTR website exist for you in order to help keep you informed on club news and most importantly enhance your Porsche experience.

Safe Driving,

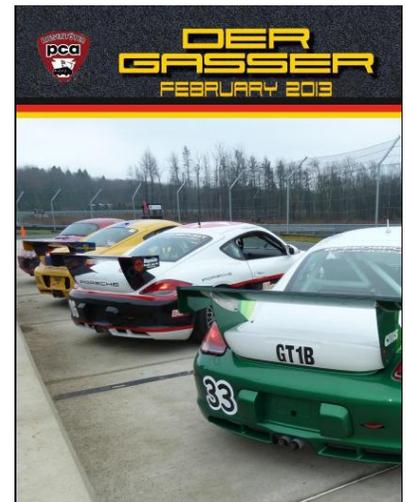
Dave Hathaway
PCA, RTR Editor, Der Gasser



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— On the Cover —



Cayman Interseries at Monticello Motor Club. Photo by David Newton.

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DER GASSER

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the Riesentöter Region
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Updating Your E-mail

Frequently we send e-mail blasts out to the membership to remind everyone about upcoming events. These e-mails are not sales oriented, but strictly for the benefit of our membership. This database is for Region use only and will not be released to other parties. It's simple! Go to the Porsche Club of America Web site at www.pca.org. Sign in through "MEMBER LOGIN," then go to the tab "MEMBERSHIP" and scroll down to "MEMBER SERVICES" and click "MEMBER RECORD." Click on the pencil icon to the right of your information to edit, then scroll down and click "SAVE." You're done! Note: to avoid conflict with spam filters, enews@enews.pca.org should be added to your address book.



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Membership Report

Submitted by Paula Gavin, Membership Chair

Please join us in welcoming the following new members to the Riesentöter Region:



New Members

<u>Member's Name</u>	<u>Town</u>	<u>Model Year</u>	<u>Vehicle Model</u>	<u>Month Joined</u>
Blake Doney	Malvern, PA	2007	Cayman S	January
Rick Hartman	Newtown, PA	2013	Carrera S	January
Steve Jacobs	Meadowbrook, PA	2013	Panamera	January
Stuart Magloff	Furlong, PA	2012	911 S	January
Sean Marley	Philadelphia, PA	2012	Boxster	January
Dennis Murphy	Malvern, PA	2002	911	January
Larry Roy	Parkesburg, PA	1982	924	January

Transfers

Barbara Del Nero	Philadelphia, PA	2006	Cayman S	Peach State
Robert Pandaleon	Bethlehem, PA	1989	911	Connecticut Valley
Michael Panisak	Wayne, PA	2009	Cayenne	Metro New York
Dmitry Sadkhin	Langhorne, PA	2013	Boxster S	Central PA
Hughes Walsh	Lansdale, PA	1969	911 E	Northeast

If you know of a fellow Porsche owner who has not joined the Porsche Club of America (PCA), please encourage them to do so. They can visit the PCA [website](#) for more information on joining along with the benefits of becoming a PCA member. They can also contact our membership chair Paula Gavin via e-mail at membership@rtr-pca.org.

February Anniversaries

35 Years

Bill Cooper

25 Years

Donald Jacobs
Donald Perkins
Craig Shecter

20 Years

Bruce Holenstein
Steve Voulopos

15 Years

Craig Conover
Philip Gow
Loren Hulber
Lionel Ifil
William Massa
Ken Souser
Robert Wilderman



10 Years

Dwight Anderson
George Doolittle
Aaron Driben
Edward Ingle
Jane Kirby
Pat Nolan

5 Years

Michael Klinger
Rita Hancock
Joseph Readon
Rodney Sandmeyer
Goeff Smith

We would like to welcome our newest inductees to that special group known as the 20 Year RTR Fossils. Not only have they met this notable distinction, they will also receive a special T-shirt to commemorate this remarkable milestone. All inductees should contact Paula Gavin at membership@rtr-pca.org to receive their official and highly stylish RTR Fossil T-shirts. Without further ado, here is the list of our 2013 Fossil Inductees.

Bruce Holenstein

Mark Burkit

James Mehling

Ben Deratzou

Seth Wolf

John Kessock

Steve Schueren

Richard Owens

Hans Schweikert

Louis Parrotta

Mike Andrews

Steve Voulopos

Timothy Holt

Brian Smith

Robert Paradis

Ronald Banas

Robert May

Alan Kozak

Robert Azarik

Glenn Allen

Jonathan Raines

Rolf Hofer



Porsche of the Month

Each month we will be featuring a Porsche owned by one of our members. If you are interested in having your car featured in an upcoming issue of Der Gasser, send an e-mail with the description of your car using the format shown below along with one or two pictures to: editor@rtr-pca.org. The file size should be no larger than 1 MB each in size. We'll edit the photos to fit the page.

Owner: Art McHugh
Member Since: 2006
Model: 1986 944 Turbo
Current Miles on the Car: 243,900
Exterior Color: Mexico Blue/Black
Interior Color: Faded
Date Ordered: unknown
Date Delivered: unknown
Dealership: Purchased used with 98,000 miles on it.
Modifications:

Racing Engine from SSI Performance:

- Pauter connecting rods
- JE Pistons
- Polished Crank Shaft
- Baffled Oil Pan
- Ported Cylinder Head

Lindsey Racing:

- Super 75 Turbo Charger Injectors
- Mass Air Flow Meter
- Tial Adjustable Waste Gate
- Intercooler Upgrade
- GHL Motorsports 3-inch Stainless Exhaust System

Additional Modifications:

- Kinesis K-27 wheels
- Cool Performance Brake Kit
- Billstein Escort Cup Suspension
- Sparco Evo 2 Seats, Steering Wheel, and Harnesses

- MO 30 Sway Bar Kit
- Corner Balance and Track Alignment
- Brey-Krause Harness Bar
- Hawk Racing Pads

Notes:

I started down the slippery slope of modifying the car when I started to participate in DE in 2006. The car runs well and is a ton of fun to drive both as a street car and a track car. It's all the Porsche I can afford.





RTR Upcoming Events

Submitted by Wendy Walton, Social Chair



Monthly Membership Meeting Schedule

Wednesday February 20th - Membership Meeting at McLaren Philadelphia (1631 West Chester Pike, West Chester). Meet at 6:30 for social with dinner followed by our meeting at 7:15.

Wednesday March 13th - Membership Meeting at Fab Speed (155 Commerce Drive, Ft. Washington).

Thursday April 18th - Membership Meeting at Porsche of Conshohocken (1312 Ridge Pike, Conshohocken)

For questions or more info, please contact Jeff Walton at vicepresident@rtr-pca.org.

Not Just for New Member Breakfast

Please join us for an RTR Brunch on Sunday April 14th at Shoo Mamas Farm Fresh Cafe (66 E Street Rd, West Chester), 10am. Kindly arranged by Mike and Donna Kling. More details to follow as the date gets closer.

Save the Dates

Saturday/Sunday February 23-24

Third Annual Tech Tactics East (170 Commerce Drive, Easton) - Tech Session hosted by PCA Nationals. Format is the same as past years with speakers and technical presentations. Registration for this event is currently open on www.motorsportreg.com. Fee is \$50 and includes continental breakfast and box lunch. Details are available on both the PCA website, www.pca.org and our Riesentoter site, www.rtr-pca.org.

Saturday, April 20th

The Central PA Region of the Porsche Club of America is once again bringing its world-famous Porsche-Only Swap Meet to Hershey, Pennsylvania, on. This is without exaggeration the largest event of its kind on the planet. It typically brings nearly 650 vendors, around 1,000 Porsches, and over 6,000 visitors from all over the world together in Hershey every year.

If you're seeking an obscure Porsche or an obscure part for your Porsche, this is your best chance to find it. Every dealer and Porsche packrat in a 250-mile radius will be bringing their odds and ends for sale or swap. You'll see exotic Porsches found nowhere this side of Stuttgart, and Porsche personalities ranging from PCA muckety-mucks to (sometimes) celebrities like Jerry Seinfeld. As always, we'll feature a People's Choice Concours, and Sunday autocross, too!

- Reserved Porsche-Only Parking for over 900 cars
- All-paved parking lots
- Gates open 7:30am & close 4pm
- ATM within 10-minute drive
- No pets allowed on the grounds
- Porsche Corral for private sales. Just \$25/car. No pre-registration necessary!
- Event held rain or shine
- Free Admission. Parking \$15/car
- On site food, beverage & clean bathrooms
- People's Choice Concours
- Reserved Parking Available for Porsche Caravans.

[Contact us!](#)

Saturday July 20th

Doylestown Car Show, www.doylestowncarshow.com . More information on this event to follow later this month from Donna Broderick. If interested in joining us and parking together, please contact Donna at mdbroderick@verizon.net.

PCA Upcoming Events



2013 Porsche Parade: June 23-29, Traverse City, MI

Grand Traverse Resort



Parade is the “big” Porsche Club event of the year: our annual national convention. Parade has a potpourri of activities and club members from all across North America come together for this once a year extravaganza to participate in a week of competitive events, to socialize and enjoy their cars, with seminars and tours adding to the event’s variety. For many club members, Parade is their big vacation for the year. It provides them with an opportunity to see new parts of the country as well as to visit with PCA friends that they only see once a year, at Parade!

The term “Parade” evolved in August 1956, when 64 enthusiastic entrants gathered at a suburban

Washington, D.C. motel for four days of Porsche enjoyment and friendship. A “parade” of Porsches through the countryside caused everyone to refer to the event as the Parade and the name has stuck. The current size of our convention makes a true parade of cars logistically difficult but we still do it when we can, and it is always a sight to see. Additionally, there are many other events to keep you occupied, please see the other pages in this section to get an idea of all the fun waiting for you.

Besides entrants, representatives from the Porsche factory in Stuttgart, and from Porsche Cars North America also attend, along with numerous automotive-related spokespeople. *Porsche Panorama*, the official magazine of PCA (and occasionally other national publications) publicize the event and the results.

Any member in good standing is welcome to attend the Parade and enter the four major competitive events. Along with them, CAFP and JPP members may also attend and compete in the four competitive events. CAFP (College Age Family Program) are children of members 18-24 years old. JPP (Junior Participate Program) are children of members who are 16-17 years old. Other immediate family members are also welcome and encouraged to attend, however they may not enter the four major events. Complete details on entrant eligibility may be found in the [Parade Competition Rules](#).

Parades are typically held in the summer, and each year the Parade moves to a different part of the country. Locations range from downtown locales to remote resort areas. Each year is unique. If you would like to see a Parade in your local area, please contact the [National Parade Committee Chair](#)

The Parade is a full week of fun that contains everything great about PCA. Come out and enjoy the party!

Sign-up will be announced soon on the PCA Website. www.pca.org

Drivers Education

Submitted by Paul Walsack, Track Chair

The mission and purpose of the Riesentöter Drivers' Education (DE) Program is to provide a safe, structured and controlled teaching and learning environment. The PCA DE Program is designed so that participants can improve their driving abilities and acquire a better understanding of vehicle dynamics and driving safety.

Participants will experience first-hand the capabilities of high performance automobiles in a controlled, closed-course environment and acquire skills that will enhance safer vehicle operation in all driving situations.



Our instructors will teach you to drive your Porsche the way it is designed to be driven. Riesentöter DE schools are run in a safe and controlled environment on a closed course. Like any new sport, your instructor will guide you into this exciting world of high performance driving. These weekends are great sources of stories for the Monday morning coffee break. You will have dreams about various turns and wake up with memories of your instructor yelling "brake!" or "don't lift!" These schools are truly the only safe way to learn the engineering dynamics that went into the development of this famous racing marquee. However, it is noted that Riesentöter DE events are not racing, nor preparation for racing. No times or standings are recorded, and no awards or prizes are received by the participants of Riesentöter Driver's Education events; just a lot of fun and camaraderie. Any conduct considered by the Riesentöter club to be either unsafe or inconsistent with the spirit or purpose of the Drivers' Education Program will not be permitted. This approach keeps the events safe for all participants!

If you are a first-timer, you should read the Riesentöter [Drivers' Education Manual](#) prior to your first event, as it will help to familiarize you with the Riesentöter Driver's Education experience. You can download a copy of the Riesentöter Drivers' Education Manual in PDF Format by visiting our website.

There is a lot of good stuff in this publication. The manual will also introduce you to the topics that will be discussed in the classroom, as well as acquainting you with Registration and Tech requirements and procedures

Want to learn more? Contact the Track Chair, Paul Walsack at track@rtr-pca.org

2013 DE Schedule

April 17, 2013 Track: NJMP Thunderbolt (Advanced Only) Registration Open Date: February 18, 2013	Safety Tech Date: April 6th	Innovative Racing Tech Inc. 319 Commerce Court Suite 101 Limerick, PA 19468 (610) 639-6724
May 17-19, 2013 Track: Pocono North Course Registration Open Date: March 18, 2013	Safety Tech Date: May 4th	Dougherty Automotive 17 Hagerty Blvd. West Chester, PA 19382 (610) 692-6039
June 7-9, 2013 Track: NJMP Lightning Registration Open Date: April 8, 2013	Safety Tech Date: May 25th	Tillson Motorcars 2097 North 63 rd Street Philadelphia, PA 19151 (215) 473-6400
July 26-28, 2013 Track: Watkins Glen Registration Open Date: May 27, 2013	Safety Tech Date: July 13	Dougherty Automotive 17 Hagerty Blvd. West Chester, PA 19382 (610) 692-6039
August 20, 2013 Track: NJMP Thunderbolt Registration Open Date: June 24, 2013	Safety Tech Date: Aug. 10	Possum Hollow 481 Schuylkill Road Phoenixville, PA 19460 (610) 933-6868
September 13-15, 2013 Track: Pocono (Full Course) Registration Open Date: July 15, 2013	Safety Tech Date: Sept. 1	Knopf Automotive 3401 Lehigh Street Allentown, PA 18103 (888) 437-9168

Drivers Education cont. from pg. 10

October 18-20, 2013
Track: Summit Point
Registration Open Date: August 19, 2013

Safety Tech Date: Oct. 5 at

Meehan Transmission
1938 North Broad Street
Lansdale, PA 19446
(215) 885-5123

All registrations are through www.motorsportreg.com

Note: Registration opening date is for PCA members. Registration for non-PCA members will open two weeks after PCA member registration opens.

Safety Tech Information

In order for you to bring your car to the track to participate in driver education events you must make arrangements to have your car tech inspected. Tech inspections must be completed no more than two weeks prior to the event.

Tech inspection Rules

Riesentöter Members must have their Porsche inspected by an authorized Riesentöter Tech Inspector.

Driving Instructors must have their car inspected by an authorized Riesentöter Tech Inspector for each event.

Non-Riesentöter PCA Members must have a technical inspector authorized by your region inspect your car. Please have our RTR Tech Form signed and stamped. The RTR Tech Form is available on our web site.

Non-PCA Members: If you reside within twenty-five miles of Philadelphia, your car should be tech inspected by a certified Riesentöter tech inspection facility or at our tech session (see above). If you reside in the state of Pennsylvania but outside the 25-mile radius of Philadelphia, your car can be inspected at a certified Pennsylvania inspection facility. If you reside outside of the state, your car must be tech inspected by a professional repair facility that specializes in your marquee. A RTR tech form is required, which must be signed and have the car VIN on the form along with a receipt for the services rendered.

2013 Speed Council Members

Track Chair- Paul Walsack

Chief Instructor- Steve Meenan

Assistant- Myles Diamond

Co-Chief Instructor- Brian Minkin

Safety Chair- Jim McCombs

Registrar- Marty Kocse

Assistant- Steve Landstra

Assistant- Adam Kocse

Drivers Education Rule Change for 2014

Any car with internal engine or electronic modifications, with suspension modifications (shocks, springs, control arms) or tires with a UTQG rating of 100 or less (unless OEM) must have harnesses with appropriate seating. Harnesses may be attached to either a harness bar or roll cage.

Here is a partial list of the most common tires with a UTQG rating of 100 or less:

Hoosier R6 & A6 and wets

Goodrich G Gorce R1 & R1S

Hankook Ventus Z214

Yokhama Advan A048

Toyo R 888 & RA1

Michelin Sport Cup (unless OEM)

Kumo Ecsta V700, V710, W710 and Victor Racer V700

Michelin Sport Cup ZP (unless OEM)

Pirelli P Zero Corsa

Michelin Sport Cup R1S (unless OEM)

AACA Museum Porsche Exhibit

By Dave Hathaway, Editor



Photo Credit: Michael Furhman

The Antique Automobile Club of America (AACA) Museum is celebrating their 10th Anniversary in 2013. The first exhibit of the New Year will be Porsche Style & Design which opened on January 25 and will run until April 28, 2013.

The distinctive form and features of Porsche vehicles is revered by car lovers from around the globe. This exciting display will highlight a vast number of Porsche road and race cars, including variants of the 356, 911, 914 models, as well as some more modern cars, as part of this fabulous exhibit that encompasses the full history of Porsche and to kick-off the 50th Anniversary of the highly celebrated 911. View the very best examples of both air and water-cooled production models, unique prototypes and famous racing versions which dominated the world's race courses for decades.

This exhibit will display numerous products from Porsche – the design firm, and Porsche – the sports car manufacturer, that enabled the company to succeed and prosper. While Porsche profited as an engineering design firm, its worldwide fame came from the achievements of its sports cars, an admired style on the highway and a winning design on the race track.

Some of the Porsches scheduled for the show include:

- 1955 356 Continental Coupe
- 1956 356A Speedster
- 1958 718RSK race car
- 1959 356A Carrera GS Coupe
- 1963 901 (911 prototype)
- 1963 Elva MK VII race car (Porsche powered)
- 1964 356C Carrera 2.0 GS Cabriolet
- 1964 902 (912 prototype)
- 1969 911T
- 1970 914-6
- 1970 914-6GT race car
- 1973 911RS right-hand-drive coupe
- 1973 911RS light weight coupe
- 1973 911RSR race car replica
- 1977 930 Turbo
- 1980 Porsche Indy car
- 1985 Royale-Porsche GTP race car
- 1986 959 coupe
- 1995 968 coupe

Save the date of **April 19th** for a special event function with great food, beverages and a special guest speaker Karl Ludvigsen here Karl is a world renowned automotive author who recently won the highest honor in automotive journalism, for his book ***Origin of the Species***. Karl will be on hand from 6-10 PM. This is a special, ticketed event that is part of the kick-off from the world-famous Central Pennsylvania Porsche Swap Meet that is being held in Hershey on April 20. Tickets purchased by **February 28th** will be at a discounted cost of **\$75.00 per ticket**. Tickets will be **\$85.00 per ticket** beginning **March 1st**. Karl will be giving a presentation based on his 2012 award-winning book "***Porsche-Origin of the Species***". He'll also be signing copies of this current book, as well as his other automotive history books including the acclaimed "***Porsche: Excellence Was Expected***". Books will be available at the event. For further information, please call (717) 566-7100 or visit **Error! Hyperlink reference not valid.**

Monticello: A Day at the Track

By David Newton, Contributing Editor

As the new season approaches and thoughts turn toward spring, road trips and track days, we offer our Der Gasser readers this unique off-season issue that features our usual monthly columns with a common theme: a recent visit to the Monticello Motor Club by your Der Gasser editorial staff. We hope you enjoy this issue as much as we did creating it!

Nestled in the foothills of New York's Catskill Mountains lies the village of Monticello; "little mountain" if we lived in Italy. Named after the famous home of Thomas Jefferson and located in the town of Thompson, the county seat of Sullivan, its history dates back to 1801 when a turnpike was authorized to connect the Hudson River to the Delaware. Long after the project ended, it remains a modest community, offering the visitor activities such as hiking, camping, hunting and fishing in the summer, and the usual winter sports when snow blankets the foliage. There are quaint bed and breakfasts and small hotels in the area, eateries and antiquing; very much what you would expect from a peaceful community in the southeast quadrant of New York state, ninety-some miles from the din of New York City.



But Monticello conceals a secret; a treasure really, a pot of gold at the end of the proverbial rainbow. It is the home of perhaps the finest automotive concept conceived by man. I'm exaggerating maybe (a little), but just off of route 42 south of state 17 might just be the finest racetrack in the country, Monticello Motor Club (MMC). Not just because Jeff Gordon, Scott Pruett and Patrick Long say so. Or that it was co-designed by Brian Redman (world-famous driving champion and winner of 77 races in 12 countries), and Bruce Hawkins, the preeminent architect of next-generation racetracks. Maybe because it boasts 4.1 miles of race-grade asphalt, or perhaps because of the member benefits and exceptional facility described in more detail in Dave Hathaway's article "Every Club Needs a Driving Range" later in this issue. No, the distinction of this track my friends, is that it is a private resort; a playground for racing enthusiasts. I'll pause now and let that notion marinate...

To appreciate fully what I do now, I'll fill you in on how the Riesentöter Der Gasser staff found its way to Monticello Motor Club last fall. Over the summer, Dave Hathaway and I attended a Bucks County Exotics (BCX) parking lot meet (mentioned in his "Saturday Morning" article in the August Der Gasser). BCX invited us to the Performance Garage in Frenchtown, New Jersey for a tour of their fantastic facility. As a special bonus Jonathan Wein, VP of Membership at MMC, came to the event to present a video tour of this amazing club and then raffled off a "day at the track" complete with instruction. I should have paid for the pizza, because I did not win. But the very thought of this brilliant concept had Dave and I spinning our collective gears. With little in the way of conscience or hesitation for that matter, we contacted Mr. Wein to see if his facility would be interested in this special feature issue you are reading now.

Jonathan and I spoke several times since then; the hope was to get your crack Der Gasser writers a chance to visit the facility and experience the Monticello Motor Club firsthand. To be honest, I wasn't expecting a great deal from the Monticello folks; much like begging backstage passes to a Rolling Stones concert with the promise of bringing cake. But to my surprise, they were not only open to the idea, but truly enthusiastic. A few calls back and forth and an invitation was extended for the final member race of the season at the end of October. The four of us (Dave, Jeff Walton, Scott Duvall and I) eagerly exchanged messages crafting the content and format for this feature.

Saturday, October 27th finally arrived. Regrettably, Scott had a previous commitment and was not able to attend. Given all the work he puts into the Der Gasser issues, I hoped he could join the contingent, but the date of course was cast; the three of us would have to endure without him. I got up before dawn and was on the road by 5 am. I made my way northeast from Northern Chester County, Pennsylvania; traffic on an early Saturday not so much the threat it could be later in the day. A few messages to Jeff and Dave indicated that they were ahead of schedule as

Monticello: A Day at the Track cont. from pg. 13

well. Jeff and I hooked up at a 24-hour diner in Milford, New York for some coffee and refueling (the breakfast kind). Milford is a charming town even in the dark, with old-school hospitality. The diner could have come right out of the fifties. Our Caymans caught some attention in the parking lot; they sat there like two UFOs next to a few pickup trucks and a Plymouth Valiant. The waitress called us 'hon' as she refilled our coffee, and the local regulars talked quietly about the weather, eyeing the two strangers at the counter. We finished up and were back on the road in no time, arriving at our destination to find Hathaway already there, chatting pleasantly with a member who arrived in a motor home.

A huge custom-welded stainless steel gate of the MMC logo (split, forming the two halves), opened to the security booth where Jonathan had left our names. The booth was an office of open glass, with tollbooth gates on either side. We hadn't even entered the facility, and the intended impression was already delivered. This was no ordinary club. The attendant let us through, with instructions to wait for him to arrive. We anxiously paced, anticipating the day as dawn attempted to burn off the looming mist. We were not left long however; Jonathan appeared in the same Porsche GT3RS he had brought to the Performance Garage earlier that summer.

We followed him from the entrance, and made our way to the clubhouse. Immediately, we were treated like honored guests. I met Ari Straus, President and Partner, who welcomed and thanked us genuinely for our efforts and attending the event. We talked only briefly, since the morning was well underway, but I found the exchange unrushed and engaged. You can't help getting caught up in this place. The energy spills from every crevice, from the principals to the club staff and the members themselves. Whatever nerves I battled earlier, disappeared as I wandered comfortably through the club as if I'd been a member all my life.



Monticello: A Day at the Track cont. from pg. 14

Everyone I spoke to was friendly, emitting the same level of excitement and enthusiasm. I guess in a place like this, how could you not? This was like a snow-day, with all the anticipation that comes with it. Jonathan gave us a quick but thorough tour of the clubhouse and garage, and then we left the staff to their busy morning. Members were arriving, contracts were being signed, tables and chairs assembled in the meeting area; everyone focusing on the matter at hand. We wandered freely through the garage, clubhouse and pit area in front of the building. There were representations of Ferrari, Porsche, BMW; some rare machines and even some astonishing Ferrari replicas. A wall of Interseries Caymans lined the pit rail in front of the clubhouse and being Cayman owners, we were astonished to discover there was precious little difference between these race-prepared machines and our very own stock models.

If there could be anything negative to report on the day, it was the weather. It was cool and damp, and a section of the track surface was in poor condition as an unfortunate oil spill occurred the day before. Not for the lack of cleanup effort; the MMC personnel brought in sand, hosed down the track with water trucks, and did everything they could to wash away the slick, but as we all know oil and water do not mix. We began to hear early comments that the track was tricky, and at 8:30, there was no sign of sun to heat up and dry the surface so that the cars could lay down some rubber and improve the concerning conditions. At the drivers meeting there was an unmistakable emphasis on safety. No track records would be broken today. PCA-like passing rules were in effect and no aggressive stunts would be tolerated. After all, no one wants to see anyone hurt.



I was there in the meeting area, admittedly distracted by the activity, when the room suddenly came alive. Radios crackled with MMC personnel running toward the pit. A staff member with a walkie-talkie launched across a meeting room couch and bolted out the door in the same direction; the meeting ceased immediately. The members sat quietly. There was no need to comment. We knew an incident had occurred. A driver had lost traction on a turn in a warm-up and skidded off the track. I want to emphasize emphatically that this ended up as a minor event. And I also want to point out that the three of us were greatly impressed by the response; immediate and appropriate. Shortly

thereafter, it was announced that the event was to be rescheduled for the following weekend due to the safety concerns.

Jonathan approached the three of us shaking his head. He seemed as disappointed as we were. But we all concurred it was the right thing to do. He extended an invitation the following Saturday for the makeup. Ironically, a ton of rain was needed to wash the oil off the track, and Hurricane Sandy was on its way up the coast. We all know what happened after that. Although Monticello was spared the catastrophic damage that affected a large portion of the Northeast, the makeup event was eventually and appropriately canceled.



A fairly elaborate lunch was served, and the three of us sat there planning this issue. If members were upset by the cancelation, they surely didn't let on. Some came quite a distance, and I expected some grumbling. But the mood remained jovial and people happily enjoyed the facility and each other's company. As for the three of us, we were of course disappointed; we'd hoped to get our Caymans out on the track for parade laps and capture some video for

Monticello: A Day at the Track cont. from pg. 15

our readers. But here we sat eating lunch in this fantastic clubhouse, shoulder-to-shoulder with members and staff who share a passion for racing, an obsession for cars, and a level of energy I have never experienced.

Jonathan sat with us for a while, then left for a moment and came back as the membership began to disperse. "Can I at least give you guys a ride around the track in the Range Rover?" he asked. "Hell yeah!" we responded in unison. We all climbed into the Rover and entered the track from the pit area. Oddly, driving around at a reduced speed gave me a unique opportunity to observe this extraordinarily designed racetrack. With more than four miles of asphalt and over 450 feet of elevation change, the unique design offers a driver a culmination of nearly every rise and turn you would expect to find on any other major track in the country. He took us to the garage and skid-pad area and pulled over to let us out and walk around. In just one of the member garage-warehouses was a literal car-show full of Ferraris, Porsches and BMW's in various stages of race preparedness; all on battery chargers and at the ready for their owners. Just outside was the popular Go-kart area for members' children. And the actual staff driving coaches, not former Pizza-Hut deliverers and ex-gas station jockeys instruct these kids. We loaded back in the Rover and finished the tour. Jonathan showed us the north pits, and pointed out many of the future facility plans for the club. Given what we'd seen so far, there is no doubt in our minds these plans will come to fruition.

The day sadly came to an end, and although we were not able to get track time in our Caymans, it did not diminish the fact that we'd had a rare look at such a fantastic facility, and spend the day as if we were members. Jonathan dropped us off back at the clubhouse, and then the three of us parted ways; the long drive home certainly a bit more daunting than the trip up. I was leaving earlier than expected with plans to take the long way home, which offered more twisties than the straight shot of Pennsylvania Interstates 80 and 78. Not for the lack of trying on Jonathan's part, scheduling conflicts and winter settling in prevented my return.

As I exited beyond the impressive steel gate, I pulled over and got out of my Cayman to look back at this former airport, still amazed that this place even exists. I took some final pictures; more as proof than anything else, got back into my car and glanced once more through my rear-view mirror. I let out a deep breath and pulled away as I began to craft this article in my head. How do you depict something that can't be compared to anything else you have ever witnessed? How do you describe a new color? A new flavor? I knew my biggest challenge would be effectively expressing this experience so its uniqueness could be understood. Like describing Disney World to a five-year-old before their first visit. Monticello Motor Club is something you have to see to believe, as I do now. I can only tell you my friends, I have been to Oz and no one can convince me this day was just a dream.



“Destinations”

by Scott Duvall, Assistant Editor

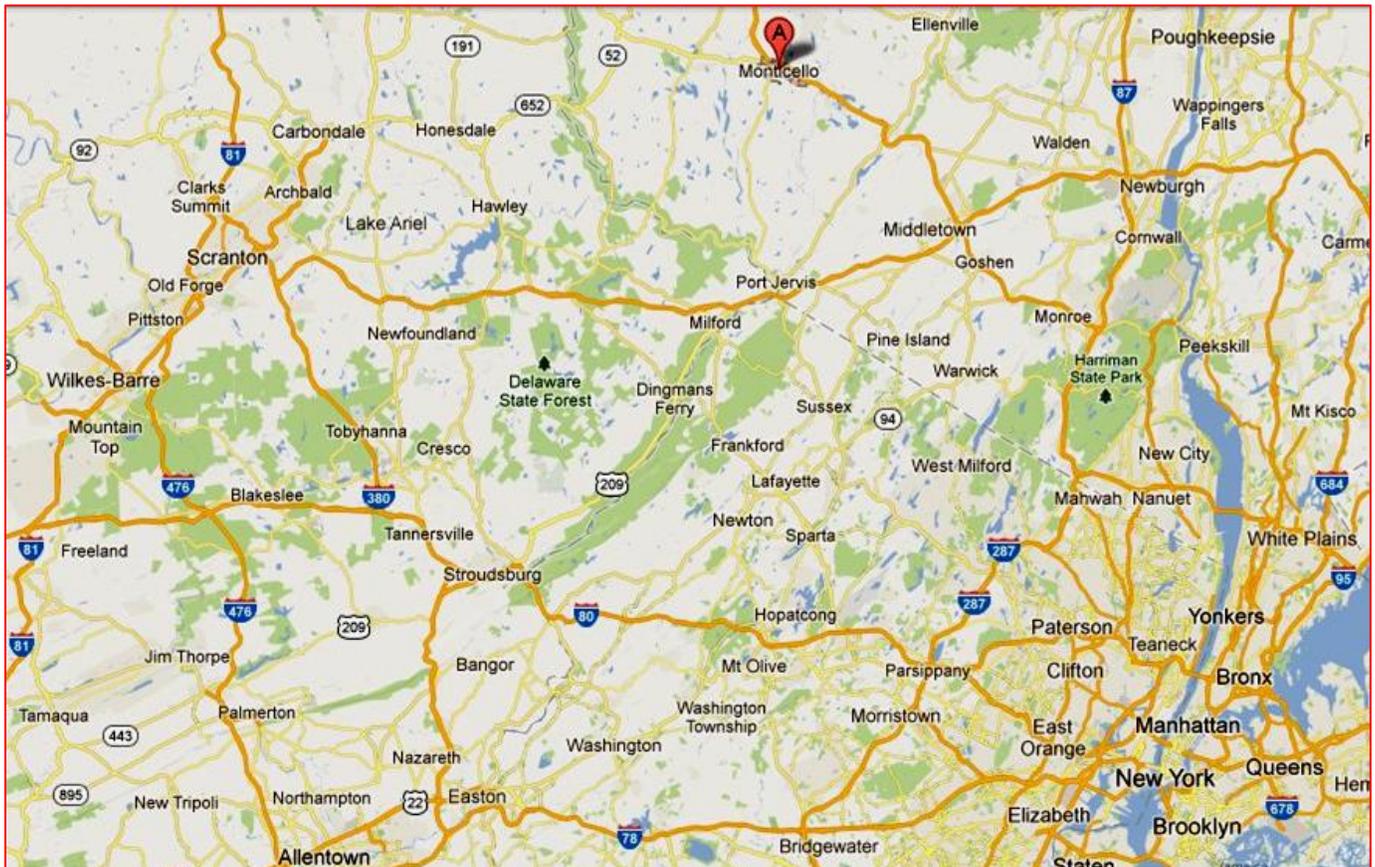
Welcome to a new series in *Der Gasser* that will showcase our member's favorite roads and destinations. Our staff encourages you to send us a brief write up of your favorite Porsche drives to share with our members. We hope to perhaps inspire you to take a new excursion or visit a place that may become your new favorite.



Monticello, NY

Alright, this is a little weird. It's the first time since maybe High School when Mr. Jenkins gave me an assignment on Idaho that I've been asked to write about a place I haven't actually been. I would have liked to make this run but other commitments kept me away so I missed out. David Newton gave me some insight to the destination and I did a little digging so here we go.

Where is Monticello? Good question, so I've thrown a map below to give you some perspective.



From route 80 you can nab 209 north up to 17 west to get there. You can see on the map Port Jervis and Milford located somewhat close together on the way up. I'll mention a little more about them later on.

Monticello, pronounced "mon-tah-sell-oh" for no apparent reason, is a "village" in the town of Thompson in Sullivan County, New York. It was named after Thomas Jefferson's residence in Virginia. It was the brain child of two brothers, Samuel and John Jones, who had been entrusted to help determine the route for a new turnpike back in 1801 connecting the Hudson River and the Delaware. After purchasing a bit over 1,800 acres the new turnpike route was finalized and conveniently ran straight through the site they planned for a village on their property. By 1813, there were twenty houses in Monticello as well as various places of business. The village was incorporated on April 20, 1830.

Destinations continued from page 17

The village has seen its share of good and bad times through the years but today is known for its Monticello Raceway, which in its heyday attracted people from all over the northeast. Now the raceway has been turned into a casino, hosting electronic slots as well as horse racing. Just seven miles away is Bethel Woods Center for the Arts, site of the 1969 Woodstock Festival. Several structures in town are listed on the National Register of Historic Places, including The Bennett Family House, Rialto Theater, and St. John's Episcopal Church and Rectory. Also located nearby, which is the main subject of our February issue is the Monticello Motor Club.



I'll be leaving the Motor Club descriptions to Dave and David, instead keeping to the area itself.

Port Jervis is a city on the Delaware River in western Orange County, New York. The communities of Deerpark, Huguenot, Sparrowbush, and Greenville are adjacent to Port Jervis, and the towns of Montague, New Jersey and Matamoras, Pennsylvania face the city across the respective state borders. From late spring to early fall many thousands of travelers and tourists pass through Port Jervis on their way to enjoying rafting, kayaking, canoeing and other activities in the Delaware Water Gap National Recreation Area and the Upper Delaware Scenic and Recreational River and the surrounding area. In August 2008, Port Jervis was named one of

"Ten Coolest Small Towns" by *Budget Travel* magazine. Port Jervis is also the last stop on the 95 mile long Port Jervis Line, which is a commuter rail service from Hoboken, NJ and NYC.

Port Jervis lies near the points where the states of New York, New Jersey and Pennsylvania come together. South of the Laurel Grove Cemetery, under the viaduct for Interstate 84, are two monuments marking the boundaries between the three states. The larger monument is a granite pillar inscribed "Witness Monument" and dated 1882. It is not on any boundary itself, but instead is a witness for two boundary points. On the north side (New York), it references the corner boundary point between New York and Pennsylvania that is located in the center of the Delaware River 475 feet (145 m) due west of the Tri-State Rock. On the south side (New Jersey), it references the Tri-State Rock 27.5 feet (8.4 m) to the south.



The smaller monument, Tri-State Rock, marks both the northwest end of the New Jersey and New York boundary and the north end of the New Jersey and Pennsylvania boundary. It is a small granite block with inscribed lines marking the boundaries of the three states and a bronze National Geodetic Survey marker at the triple point, where you can stand in three states at once. It also marks the northernmost point of New Jersey. The current Tri-State Monument is a replacement for the original monument erected in 1774, which was important in resolving the New York - New Jersey Line War. So there you have it, a little background on the area. Next up Dave, with a great write-up on the Motor Club.



Every Club Needs a Driving Range

By Dave Hathaway, Editor

The concept was really simple and I thought to myself why hadn't anyone else thought of this before? This was like a country club for golfers, but for automotive enthusiasts who wanted a private track to drive on whenever they wanted to. Think of a high-end private golf course but replace the links with 4.1 miles of twisty asphalt with 450 feet of ups and downs. The brochure I picked up at a presentation for the Monticello Motor Club had the perfect tag line on it, "Every Club Needs a Driving Range".



The Monticello Motor Club (MMC) was founded in 2008 as North America's Premier Automotive Resort and Private Race Track for enthusiasts, from complete beginners to professional racers. Located just 90 miles from Manhattan, the country club is the perfect getaway for the motorsport enthusiast.

Members enjoy a variety of activities, from nearly unlimited open-track driving including the MMC racing series, special member-only events, including the MMC-exclusive test drives in some of the world's most unique automobiles which include a Bugatti Veyron, Gumpert Apollo, and the Lexus LFA. Now open for its fifth season, the Club has expanded its offerings with a new clubhouse complete with classrooms, kitchen, bar, pro-shop, members' lounge, locker rooms, attached temperature-controlled garages as well as individual private garages.

The soul of Monticello Motor Club is the road course, comprising 4.1 miles of race-grade asphalt that was built to test a professional racecar driver, but designed to be safe for the first-time club member. Co-designed by racing legend Brian Redman (77 wins and 12 championships), and Bruce Hawkins, the preeminent architect of next-generation racetracks, the road course is set on 175 wooded acres of undulating terrain and incorporates the following features:

- Grand corners reminiscent of great European tracks
- Over 1.5 miles of straights, some of the longest in North America
- 450 feet of thrilling elevation changes
- A total of 22 unique turns including hairpins, increasing, and decreasing radius
- 12 different configurations



With over four miles and a variety of layouts, the course is capable of operating as three independent circuits that can run simultaneously. With so many configurations possible, it would be like coming to a new venue every time you visit.

MMC is, first and foremost, a private motorsports country club where members come first, enjoying almost unlimited track time and first-class amenities. MMC does not rent out the track to other clubs or private parties. This ensures that members get as much track time as they want and that the track does not get too crowded when it's in use. Members have access to a brand-



new \$4 million glass clubhouse overlooking the pit area, private concierge services, an on-site service center, private storage, and a fleet of 30 track-dedicated cars, from twenty 556 HP Cadillac CTS-V Coupes to two Spec Porsche Boxsters, ten Spec Mazda Miatas, a Radical SR-8, Lotus 2-Eleven, Supercharged Lotus Elise, and a Ferrari 430 Challenge car. Additionally, members have access to safe, heated car storage facilities, full automotive service center, karting services and a kid's lounge adjacent to the skid pad (a favorite activity for family outings to the race track), detailing center, and a Heliport.

On most days, driving MMC is limited to members and their approved driving guests (and non-members are restricted to driving MMC no more than twice annually). However, there are a few ways to experience MMC to see if membership is right for you.

Free private tours are open to those who may be eligible for membership. Also, there are a few "Partner Invitational" days allocated for select member candidates to drive their car (or one of the 30+ rental cars) for a nominal fee, which counts as credit towards membership. Last, they offer a "Taste of the Track" program that provides a full day of driving for \$2,500 and includes breakfast and lunch, private "in-car" instruction and lapping sessions. This fee is also credited should you decide to take advantage of membership within 30 days of participating.

Built to accommodate drivers of all abilities, MMC will keep even the most accomplished racers captivated. Car enthusiasts with minimal track experience find MMC the perfect setting to learn and explore new limits. At the other end of the spectrum, seasoned drivers come to refine their skills, prepare for upcoming races or just enjoy some laps at speed with friends. After completing one of the member racing schools or taking private instruction from club pros, novices can quickly advance in skill and confidence, to drive "solo" on the track alongside experienced racers and fellow members such as Jeff Gordon, Brian Redman and Chris Dyson. Ultimately, each member progresses at their own pace to decide how far they wish to take their driving dreams. MMC members come from diverse backgrounds, and experience levels. Some have multi-bay garages full of the finest automobiles money can buy, while others thoroughly enjoy throwing a Miata into a turn. Some want to learn to drive their new exotic at speed, while others strive to shave a tenth off their personal best lap time. But, the one thing they have in common is their shared passion for automobiles and driving.

Regardless of skill, every member puts safety first, and the road course at MMC was designed with safety in mind. Well-placed barrier systems, generous run off areas, and new electronic safety systems, such as signaling lights and in-helmet receivers, allow members to test their abilities on one of the safest track environments available.

There are three classes of membership at MMC, Gold, Silver and Bronze. The Gold and Silver memberships are designed to allow their respective members the ability to re-market their membership once the club reaches its membership capacity benchmarked at 450 members. The Gold membership affords its exclusive members unlimited track access throughout each driving season. The Silver membership affords its members fifteen (15) track visits per season while the Bronze membership affords its members (12) track days per season.



Every Club Needs a Driving Range, cont. from pg. 20

The Bronze membership is limited to only 10 years of continued use (expiring in 2020). Bronze members have the ability to upgrade to Gold or Silver memberships and apply their initial membership fee, as many of our initial Bronze members have.

The cost for the three classes of membership are as follows:

Gold Membership

\$125,000 Initiation Fee

\$10,900 Yearly Fee

Silver Membership

\$125,000 Initiation Fee

\$4,250 Yearly Fee

Bronze Membership

\$35,000 Initiation Fee

\$3,450 Yearly Fee

Before you dismiss the cost of any of the three memberships as "too much", I did some research on the cost of a number of memberships at golf clubs or country clubs here on the east coast. What I found was there are quite a few of these clubs that cost between \$100,000 and \$500,000 for the initiation fee. These are not considered average clubs, but MMC is not your average club either. So that being said you could consider membership at MMC reasonably priced.

Monticello Motor Club is experiencing growth not only in the facilities and services that they offer, but also in the membership numbers. Currently MMC has already filled almost 300 of the 450 member slots. During the day of our visit last year, one new member signed up and another upgraded his membership while we were there. It would be great to have a few Riesentöter members join the club. Will you be one?

To schedule a private club visit, tour the facility, and most importantly spend some time with current members, please contact Jonathan Wein at jwein@monticellomotorclub.com or (845) 428-1462. To learn more about Monticello Motor Club, please call 877-578-RACE (7223), email info@monticellomotorclub.com or visit www.monticellomotorclub.com



Philadelphia Auto Show Black Tie Tailgate Event

By Dave Hathaway, Editor

One day while sitting on the couch watching TV my wife blurted out "Hey I was looking online at the Black Tie Tailgate Event for the Philadelphia Auto, and it looked neat. Would you like to get tickets?" Now keep in mind that my wife had not shown any interest in going to the Philadelphia Auto Show at any time in the past. Maybe it's been the exposure to the automotive world since we joined the PCA and RTR or maybe it was the thought of getting all dressed up and having a night out on the town. Whatever the reason or inspiration, was I said "sure I'll get the tickets."

I was even more surprised when I went to purchase tickets online and saw that they were \$225 each. The cost of the ticket included the price of admission to the show and all the food and drink you could consume. Most importantly the proceeds from the event benefited the Division of Gastroenterology, Hepatology and Nutrition at The Children's Hospital of Philadelphia, which is a fantastic cause to support. I made the purchase and received the tickets in the mail three days later. I now had to go out and rent a tuxedo since I don't own one. I thought that my wife was going to go out shopping for new dress and that it would take many trips to the malls to find just the right one. Again she surprised me by saying right away "I know what I'm going to wear." Normally when we go out somewhere and she needs a special outfit, it takes a long time for her to find and decide on what outfit she is going to wear. Not this time.

This was our first time going to the event so I wasn't sure what to expect. We parked across the street from the Convention Center where the event was being held, and then walked across the street, which was less than a one block walk. We started into the show at about after we showed our tickets and checked our coats. As we entered we realized that we were walking a red carpet and photographers were stopping couples and taking their pictures. We looked at each other and said wow that was really cool. It made you feel like you were walking the red carpet at the Oscars.



After our brief encounter with the paparazzi we began walking the show floor. Now mind you while I was interested in seeing all of the cars at the show, I was really focused on seeing the new 2014 Porsche Cayman that was unveiled at the LA Auto Show in November. On our way to the Porsche exhibit, we stopped to graze at one of the numerous food and



"Beauty and the Beast" in front of the Porsche exhibit. The Porsche exhibit contained the one new Cayman, Boxster, Cayenne, Panamera and the only 911 was a Cabriolet.



Black Tie Tailgate Event- cont. from pg. 22

beverage stations that were strategically placed throughout the show floor. After our first meal break and a few stops at some of the other car manufacturers we made it to the Porsche exhibit and ran into Jonathan Arena and we both proceeded to ogle over the new Cayman. I'll have more on the new Cayman in the article following this one.



After spending quite a while at the Porsche Exhibit Kim and I moved on to other manufacturers and this is where she found her favorite car of the show, the new Jaguar F Type convertible. This was another surprise to me as she does not get excited by many cars, but this one really caught her attention.



Jaguar F Type Convertible

I on the other hand found myself being attracted to the Maserati Grand Turismo and the Gran Cabrio, two cars that I had not even considered before. The cars that both of us were drawn to, were the McLaren MP4-12C

hardtop and Spyder. In my opinion these cars are among the most beautiful as well as the most difficult to get into and out of. If only I had an extra \$250K burning a hole in my pocket!

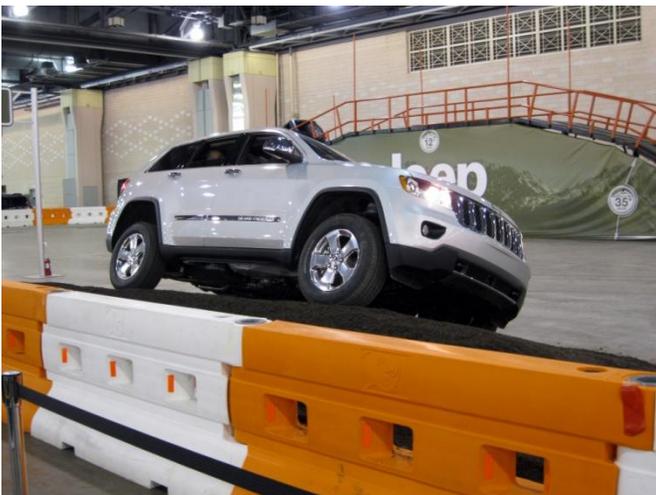


Black Tie Tailgate Event- cont. from pg.23

In addition to all of the new modern vehicles there were also several displays of unique vintage automobiles including this one of a kind 1955 Flajole Forerunner.



The most popular attraction of the night was the off road ride and drive course sponsored by Jeep. We spent so much time at the other exhibits that we missed the opportunity to get a ride on the course.



Later on in the evening all of the guests were asked to assemble in the Mercedes and Lexus Pavilion for the presentation of the check to the Children's Hospital. Following that the desert stations opened up, and the music and dancing started.

It was a fun evening and I would highly recommend attending if you have the chance. You have the opportunity to get up close and into many of the vehicles including the exotics, without fighting huge crowds. Both the food and refreshments were outstanding and my wife and I got to spend a night on the town. The most important take away is that the evening raised \$400,000 for CHOP, a great charity that helps improve the childrens health.



2014 Cayman- First Impressions

By David Hathaway

I have to admit that the main reason that I got so excited about going to the 2013 Philadelphia Auto Show Black Tie Tailgate Event other than seeing my beautiful wife in her stunning gown, was to see the new 2014 Cayman. And truth be told the Cayman ran a close second.

This will not be an exhaustive review, but rather my first impressions of the new Cayman after I had the opportunity to see it in person and sit in it.

The first impressions and reviews of the new 2014 Cayman have been very positive and even glowing, since it's unveiling at the Los Angeles Auto Show last November. The only negative that I have heard is regarding the rear of the car. And I have to admit that the new Cayman has lost a little of the sexy curviness of the hind quarters of the car. But overall the new Cayman looks a little more masculine, but every bit a Porsche.

Here is the new Cayman from the passenger side.



The most noticeable change from either side, are the new black side air intakes. Both intakes are functional and move more air into and around the engine compartment than before. I like this new look as it reminds me a little of a 911 Turbo.

From the front, the bumper and intakes have been reworked as well as the lights. The daytime running lights run in a slightly angled line next to the headlights. The differences in front of the Cayman base and Cayman S are less noticeable to me than they were in Generation 1 and 2.



The rear of the new Cayman is pretty much the same as the new Boxster except for the rear hatch which has the look of the Panamera. It took me a little time to get used to the new lines, but now I love the new look. The whole rear of the car below the bumper looks cleaner and more streamlined. The spoiler is the same as on the Boxster, but reports are that it extends a little further on the Cayman and has more of an angle to it. I couldn't verify this at the auto show, but hopefully there will be one at Tech Tactics East that I can take a closer look at and hopefully ask questions of one of Tony Hatter who was the design team leader for the new Cayman.



Another huge difference from the second generation Cayman is the trunk area underneath the rear hatch. First you'll see in the photos that there are now separate fill locations for coolant and oil. They kind of look like strut towers at first glance.



The deck above the engine compartment has a lip maybe three or four inches high all of the way across from one side to the other in order to prevent anything from sliding forward into the back of the seats. Because of this lip, it makes the storage area above the engine look bigger and more useful.



The trunk is deeper and according to Porsche has about half a cubic foot more of storage space. We already love the storage space in my Gen 2 Cayman, so more is just icing on the cake.

Besides the new more masculine and aggressive look to the new Cayman, I really fell in love with the new upgraded interior. The cockpit layout now resembles the Boxster and the 911 Carrera. The biggest change for me is that it seems to have more room. The numbers that Porsche provides in the literature indicate that I'm right and that they have made the Cayman wider and the wheels have been pushed out by two and one half inches. Sitting in the driver's seat I noticed that my knee is no longer wedged up against the pillar leading from the console up to the dashboard. The new console also seems to free up more room for your knees and right leg. Eliminating the parking brake handle helps to facilitate this change.



Having driven the new Boxster last year during the launch and experiencing the mechanical enhancements to the Boxster/Cayman platform coupled with the exterior design changes, I've decided I want one. I will be trading in my Gen 2 for a new Gen 3 later this year. Stay tuned.

Defining Moments → Events that inspired your passion for Porsche

By Contributing Editor David Newton

I'm almost embarrassed scanning down my list of usual background questions for this column. The original premise was to use the standard format, but I'm finding it very hard to comply. Ashley Novack is living the dream of every kid who carefully assembled a Revell kit model or set up a makeshift cockpit in front of the TV during the Indy 500 broadcast on Memorial Day weekend. She is the Club Pro at Monticello Motor Club (MMC). In this capacity, she manages the High Performance Driving (HPD) racing coaches and is in charge of all the DE programs and instructors; generally everything related to track operations. She has been a member of the PCA since before she could legally drive, won the PCA National Family of the year in 1998, and at 21 became the youngest PCA National Instructor. She has also instructed for the Ferrari Club, NASA (National Auto Sports Association) and PBOC (Porsche and BMW Owners Club). She's has more racing experience than anyone I've ever met, and at only 29, there's a lot more track ahead of her. I might just as well have been interviewing the Lone Ranger or Spiderman.

I called Ashley in her car while she was on her way to Monticello from her home in Morristown, New Jersey where she lives with her family. She is currently a member of the Metro region of the PCA (New York City area), but has also been associated with other



regions such as Northern New Jersey and Schattenbaum. I was struck immediately by how much she knew of the PCA at a national level. Our discussion progressed easily from PCA's Panorama to region newsletters, and I was surprised (ok, shocked) that she reads many of them regularly, including the Riesentöter Der Gasser. She applauded our new electronic format sighting the cost savings and the potential increase in readership due to accessibility.

To appreciate Ashley, you really have to understand her background. Her parents began the journey; joining the PCA in 1989 or thereabouts. They started with the Northern New Jersey region's new member weekend with a Concours and Rally on Saturday and then an Autocross on Sunday. At this point, Ashley's mother was along for the ride. Choosing not to participate in the autocross and just observe her partner, she asked him why he was going so slow; it didn't look that difficult to her. Well, one thing led to another. Mom and dad finished the entire season of autocross together, which subsequently sucked them into the vortex we call the PCA; both becoming board members thereafter.

So then I asked the question we all want the answer to, "How did you get that job?" It turns out she was attending a NASA event at Monticello with her father. She was sitting at the bar in the facility looking over a pamphlet on track instruction, and wondered if she should consider coaching for herself. Unknowingly chatting with Ari Straus, one of the MMC principals who was behind the bar at the time, she asked for the sales pitch. Quickly they came to realize that Ashley was not only already qualified as an instructor, but also fit in quite well with the program they were continuing to build at Monticello. "What are you doing tomorrow?" Ari asked. So after attending the NASA



Defining Moments, cont. from pg. 27

event on a Friday, she began instructing on that Saturday and Sunday.

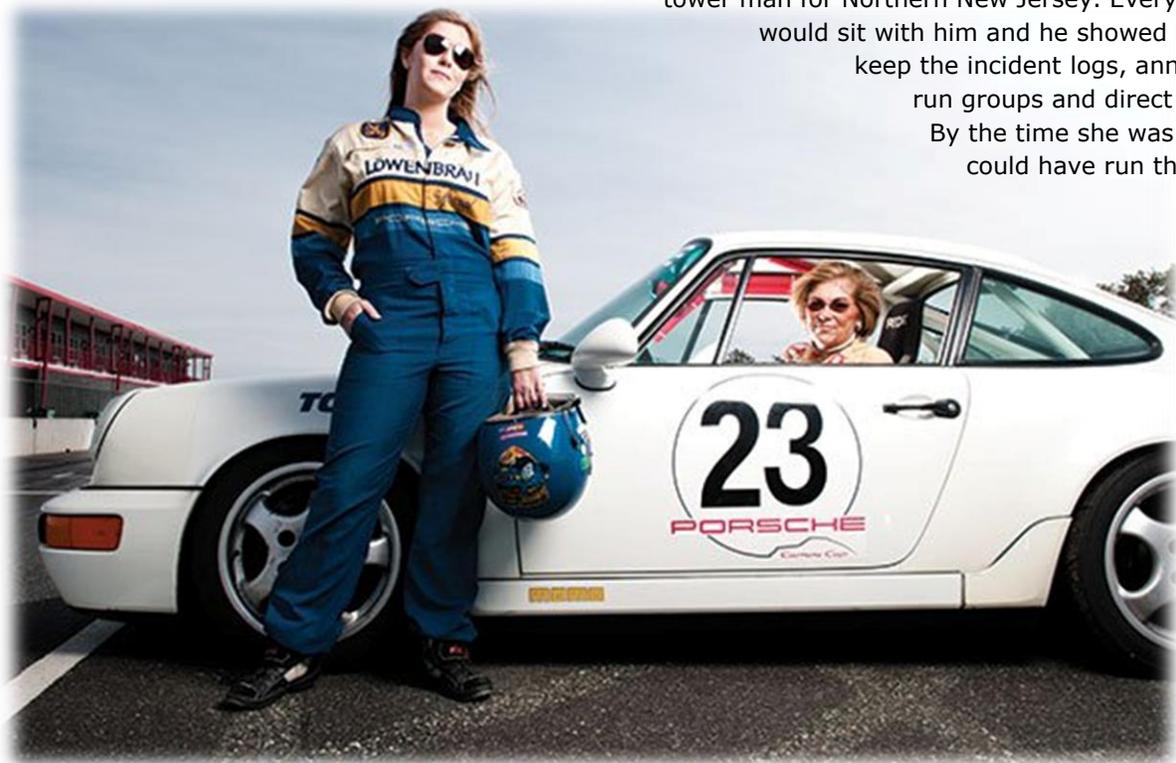
One thing led quickly to another. In her third season, there was an opening for chief instructor. They were desirous of making that position more encompassing; wanting someone to design their own personal track curriculum, not just direct the other instructors. So although she wasn't really looking for it, her life as a Legal Assistant changed. Rather dramatically. And by the way, her new role is not just seasonal (although definitely busier then). In the off season she analyses costs and income sliced by instructor and other criteria, in order to steadily improve the track programs. Then there are the various events to plan for; schedules for every track day are required. There's also the sales group who need her input for budgeting of both dollars and resources for the coming season. There's a lot to do even when no one is on the track.

When it came time to ask her what was in her garage, I quickly realized that this could become its own mini-series. Well now, let's see... there's her parents matching 964 cup cars, a 914 DE car from way back when, a 1998 M3, a 2002 M5. Oh, then there's Ashley's Cayenne thrown in there somewhere, but I think that one met with its demise somehow and now mom has found a 2010 Cayenne for herself. Deep breathe... a Ferrari, Jaguar, Mercedes; the tip of my

gel-pen started smoking. All I can tell you is when you look up "car family" in Wikipedia; there is an overhead shot of the Novack clan huddled around an ocean of rubber and iron.

Ashley tried go-karting when she was old enough, but it gave mom palpitations. Her dad taught her how to drive stick when she was 12. Mom had crashed the 914 at Mid-Ohio (come on now, who else can say that?). The damage wasn't imminently structural so it was the perfect car to learn on. Then for her Bat Mitzvah, her parents got her a 914 4 that needed some work. Good parenting; the theory is that before you learn to race a car, you should know how to maintain and take care of it. Weekends and evenings with her dad working on the car made her appreciate it all the more. Then, within 9 days of her 18th birthday, she spent 7 of them on track. Her mom said she never saw her smile so much. From there she would spend 20 or more track days every year and even more still when she became an instructor.

So how did she get hooked on Porsche? Not as obvious as you might think. Oh sure, when family trips are spent at racetracks and even the most legitimate vacations find their way to a racing venue, it would be hard not to find yourself attracted to something car related. She spoke fondly of her childhood helping the pit crew; changing tires and related other pit stuff. As a young girl she recalled the tower man for Northern New Jersey. Every event she would sit with him and he showed her how to keep the incident logs, announce the run groups and direct the drivers. By the time she was 10, Ashley could have run the tower on her own.



Defining Moments, cont. from pg. 28

More than once during our candid session, Ashley referred to the PCA as her "family." To her, it wasn't the cars as much as it was the community. Although unique, this backdrop was not that difficult to understand. These people touched her life in so many ways, and you could hear the sentiment in her voice. Our Riesentöter website home page posts the slogan, "It's not the cars, it's the people." This phrase echoed continually in Ashley's voice as she spoke about her experiences in the PCA. She'd been to Ferrari and BMW events, and it "just wasn't the same." She has close friends; people who have known her since childhood that are family to her now. When Ashley said this to me, I didn't need to know any more; what could I add?

Monticello Motor Club it turns out bears the same philosophy; Ashley articulated this to me effectively. She described this unique organization first and foremost as a family environment. Members bring their kids for instruction. Entire families descending daily upon the facility which is well staffed to assist in whatever programs interest them. There are go-karts for the beginner crowd, where the members are taught by the staff driving instructors. Which, by the way, the students love; these guys are icons to them. Sometimes the kids even bring gifts to their mentors. Ashley spoke of a young girl who would always send thank-you notes after each event. When we visited the facility this past fall, I saw firsthand what she described. This is more than a club; more than just a playground. This is an intoxicating community of like-minded people with the desire to bond together in a first-class facility. For Ashley, it's a rewarding extension of her PCA family.

Honestly, the last subject we talked about was what I thought might be the angle for this article: a young female in a position of authority in a man's arena. Sounds almost like a headline, but I mention it now almost as an afterthought. Oh, sure she said there were those who initially balked at the thought of being instructed and directed by someone so comparatively young, and not of the same gender. But as Ashley put it, it doesn't take long for them to realize she has forgotten more than they may ever learn about racing. And so far, it really hasn't been an issue. It is impressive though. When I go to other tracks, they are dominated by men. But more and more women are appearing at track events, and it stands to reason that this will continue to change as it has in every other facet of life.

I had overextended my time with Ashley as she admitted politely of sitting in the parking area having arrived at MMC during our conversation. With every interview, I search for the moment that caused a directional shift in the subject's road of travel. It's usually harder for them than it is for me to pinpoint that event; then again, that's the reason I do this column. With Ashley, it was staring at me through the entire conversation, and her words echoed the consistent sentiment; if it weren't for her involvement with the PCA, she would truly not be having this enlightening conversation with me today.

Note: *I know that many, if not all of you have had a Defining Moment; the event that shaped your obsession for Porsche. Whether you race, show or just (like me) have as much fun with your car as you can, it's likely a unique event was the catalyst for your passion. I'd like to encourage you to share this experience with your fellow members through this column. All you need to do is contact me through Der Gasser via the website, or simply email DNewtonUSA@comcast.net A short conversation is all that's required!*



Introduction to DE

By Brian Minkin, RTR Chief Instructor

Have you considered Drivers' Education (DE), but are not sure if you want to take your car on a race track? Do you have a friend that you have told about your DE experience that would like to check it out? Is your spouse or significant other curious about what you find so intriguing about DE? The Riesentöter "Introduction To Drivers Education" program is a way for interested drivers to explore Drivers Education without enrolling for a full event.

Your 1 day Drivers Education experience will start with an informative introductory classroom presentation about Drivers Education, safety and the skills and knowledge required driving your car at high speed on a racing surface. After the classroom you will proceed to "Grid Tech" with your car where you will learn what safety issues are looked at before allowing a car on the race track. Then you will drive on the race track for the 1st time behind a pace car at parade lap speeds to become familiar with the track and the proper line required for controlling your car at high speed. The next step in your introductory experience will have an RTR instructor join you in the right seat of your car for your 1st session at speed. You will be on the track only with other introduction students and the instructor will teach you how to safely drive your car at speed. Once you have completed your laps at speed you will join your instructor in their car as a passenger in one of the instructed run groups to observe how all the knowledge and skills you have learned are applied to drive consistent safe laps at speed.

This introductory program was offered twice in 2012 and sold out. For 2013 Introduction To Drivers Education will be held at 3 events. The 1st event will be at Pocono Raceway on Saturday May 18th. Next will be Lightning Racetrack at New Jersey Motorsports Park on Saturday June 8th. The final introductory event will be at Pocono Raceway on Saturday September 14th. The Pocono event will also include the opportunity to drive your car on an Autocross course allowing you to enhance your car control skills.

The cost for this program is \$50. You must be a licensed driver and at least 18 years old. Helmets, long pants and closed toe shoes are required and the helmet must be Snell approved with either a 2005 or 2010 certification. Your car will be required to pass a pre event safety tech inspection. RTR holds tech inspections on Saturdays 2 weeks prior to the event and the cost of the tech inspection is included in your registration fee. If you cannot attend the RTR tech inspection you may have your car inspected at any dealer or independent repair facility at your cost. No students will be allowed to participate in the program without their car passing safety tech inspection. The safety tech inspection form is available on the RTR website.

Registration for this Introductory Drivers Education Program is on Motorsportreg.com. Registration will open 2 months prior to each event. Pre registration is required, Questions should be directed to Brian Minkin bminkin1@comcast.net or call me at 215-519-4140.



Technically Speaking- Broken Exhaust Stud Repair

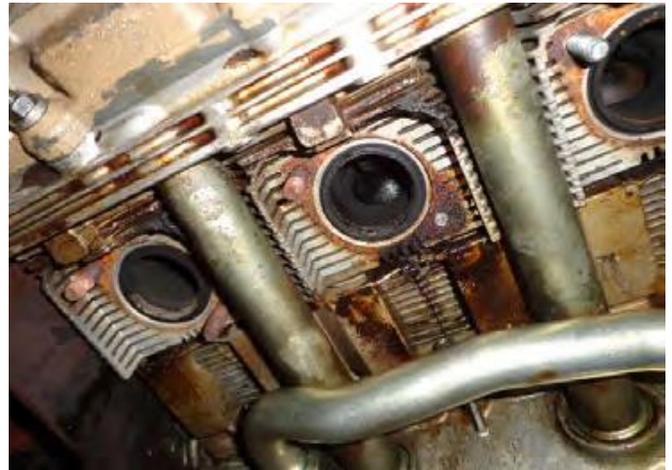
By Karl Wilen, Der Sportwagen Tech Editor

One of the best upgrades to an old 911 for power and sound is replacement of the exhaust system. There are many different combinations of heat exchangers (headers if you will), mufflers, and catalytic converters (where applicable) that will make the car sound great and add a little power as well. Whether you are adding a set of SSI's, B&B's, M&K's, or whatever, the upgrades are always worth it for the driving experience. While simple muffler and cat upgrades are fairly straightforward, getting heat exchangers off for an upgrade can be a little more troublesome. Or maybe you aren't upgrading anything, but need to pull the exhaust for some other work. The problem is that over the years, heat cycles, moisture, and dissimilar metals (steel stud in an aluminum head) can cause some serious corrosion with the exhaust hardware on the cylinder heads. Even a liberal overnight soaking with Kroil and some external heat can lead to broken exhaust studs in the head. At that point, you gasp a bit and the thought of complete cylinder head removal quickly pops into your head!

No worries though, there is an affordable repair that will help you get that broken stud out without trying to hold a drill bit straight (and not drill into the head) or risk breaking off an easy out while trying to remove the stud. The former repair would be to take a center punch, try to visually find the center of the stud, make a mark, drill a pilot hole as straight as you can, and then proceed to break off your easy out/screw extractor while trying to remove the stud. At that point who knows what happens, but it probably involves swearing, welders, cutting tools, and a few years of your life. Trying to drill out a stud without totally messing up the surrounding areas can be a bear. Once in a while, you hit it perfectly, but honestly, the odds of you making it worse are more likely.

There is a better and much more foolproof way. The best part is you get to buy new tools! For the cost of a couple of hours of labor, you can conquer this issue yourself. And really... who doesn't like new tools? Arh arh arh. You don't like tools? Stop reading now, and flip to page 12 instead. I think there is a nice article on paint wax, puppies, or something more interesting for you. Instead just bring me your car and I'll repair it.

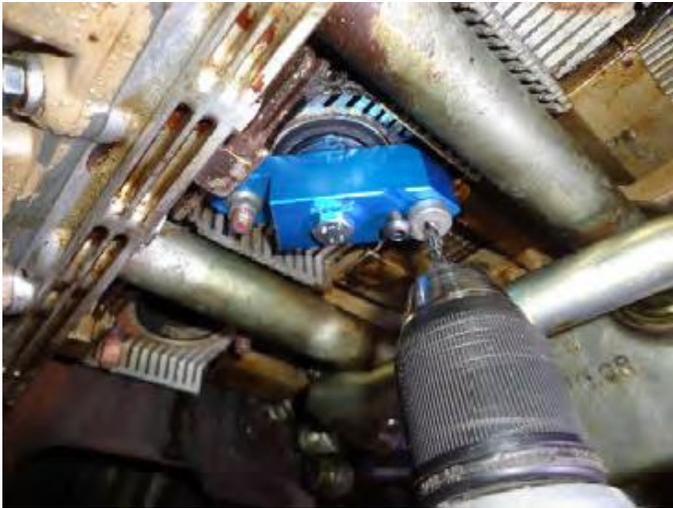
Now on to the good stuff. Here we have a 964 that I was actually replacing an oil line on and needed to remove the heat exchangers. A liberal soaking of rust penetrate and heat got eleven of the twelve nuts off the studs, but one was stubborn enough to break off. Gasp!...Not a big deal. The first thing to do is to get the broken end of the stud as close to the surface of the head as possible. You may have to cut it down slightly if it has not broken flush with the head. Typically, they break flush with the head.



Next comes our special tool. (Actually, first come your safety glasses as you will likely be doing this with the motor in the car, you are going to have metal shavings falling all over you). This tool is actually made by a company called Stromski Racing and will allow us to drill out the stud perfectly. Have a broken stud in a 996/Boxster? They have a fixture for those engines as well. The kit includes everything you need, the various sized exhaust port pucks (depending on your application), two sizes of drill bits, adapters, bushings, thread chaser, etc. All you need is an electric drill. Here I have the proper sized puck installed on the tool that will fit into the exhaust port and center our drilling bushing perfectly over the new stud.

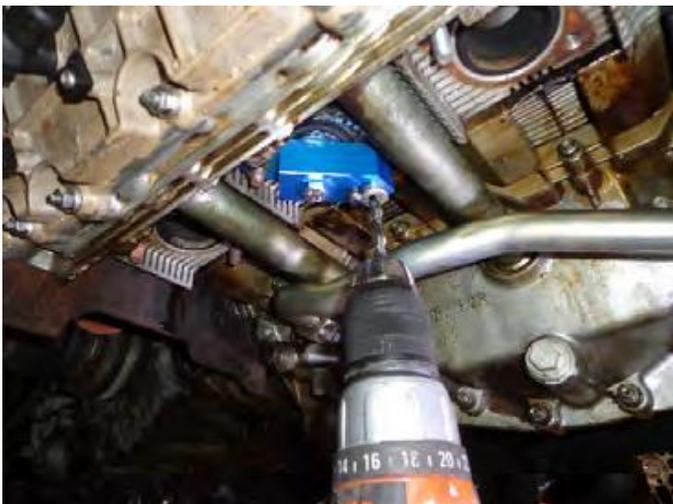


With the tool attached to the other stud, everything centered, and the proper pilot drill bushing in place, I start to drill a hole through the exhaust stud. Eventually, you will feel it go through the exhaust stud, jump forward a hair, and hit a second surface. That is the cylinder head and where you want to stop! This is slow, tedious drilling; sliding the bit out often to clear out the hole and apply new cutting oil to your drill bit, (any oil to keep the bit cool will work). Go slow and take your time, let the drill bit do the work. After we have drilled our initial hole, remove the



bushing and you can see up through the tool at the hole you have made in the stud.

Next, we install the larger drill bushing, and use the larger provided drill bit and drill our next and final hole through the stud. At this point with the pilot hole already drilled (and your arms tired), this bit will cut through very quickly.



We now have a perfect hole in the cylinder head. All that is left in the hole are the threads of the old stud. With a small dental pick, you can peel out the old threads. Once you get the tip of the threads exposed, grab them with a pliers, and slowly pull downward, unwinding them out of the head.



Here we have all that was left of the old rotten stud, a nice coil of threads. The result is that the original tapped threads remain in the cylinder head completely untouched. This is a very precise tool indeed.



At this point, I typically run a thread chaser tap up the hole to clear out any remaining debris, though there really shouldn't be any. This usually threads in by hand without the need for any wrenches or sockets.



Congratulations! You just made a potentially serious issue into nothing at all. We have the factory original hole untouched. All you need to do now is to screw in a new stud and slap your exhaust back on!

Shifts and Giggle

By Jeff Walton, Contributing Editor

Woke up fell out of bed, dragged a comb across my head, found my way downstairs and drank a cup, and looking up, I noticed it was not raining as the weatherman previously predicated, in fact it was such a beautiful day I decided to bag work and go for a drive in the country. But first I had a few calls to make.

"Hey Ashley, Jeff here, any chance of getting a drive in today, say elevenish?"

"How's 11:30?"

"Perfect."

"Coming in via the usual?"

"Yes."

"Good, any preferences today?"

"Not sure what my mood is just yet, I'll see when I get there, appreciated."

"See you soon."

"Bye."

One call down two to go.

"Hey Stan, Monticello is in the plan today, 11:30 reservation."

"We'll be fueled and ready to go when you get here."

"Thanks Stan."

Two down, one to go.

"Roy, cancel any meetings today, I'm going to Monticello, I need a ride to Pier 6."

"Will do, ten o'clock pickup okay?"

"Yes, thanks."

All set. My car arrives and whisks me through New York City traffic like a hot butter knife through a cinder block. I arrive at Pier 6 just as the rotors on my Sikorsky S-76C start to spin. Hop in. Lift off. We bank over the city and full throttle through the air. I'll be on the ground again in about thirty minutes so I glance out the glass and still admire the wrongfulness of the weatherman. In flight I decide.

"Ashley, Jeff again, Turbo RSR."

"It will be ready when you get here."

And she's right; as we fly over the South Pavilion I spot my Champion Motorsports black beauty, sprinkled with hints of lime green, glistening in the rays of the warm sun. We land at the helipad just a little after 11. A car waits for the short trip down to the club house. I say hi to a few friends and don't spend much time chitchatting for I'm giddy as a schoolgirl waiting for her prom date. I approach the RSR. She's as new as the day I first bought her, though I just bought her a month ago so she should be. Fueled and ready. My gloves and helmet are on the driver's seat. I don them and enter the cockpit. It's not some tricked out race car that is fully absent of any luxuries, this thing is a 600 horsepower, twin turbo street machine that feels at equally at home on the tarmac of a track...it has all the comforts I would expect from Porsche with the added kick from CM. I fire her up and everyone within a mile radius would be able to see my smile if it wasn't for my helmet.

Full course today. 3.6 miles. 18 turns I know by heart. Clutch engaged. Accelerator depressed. And away we go. Zero to sixty in 2.6 seconds. Top of the mushroom first. Slight bend to the right. Faster. Brake. Downshift. Hit the apex, slight elevation, dogleg left, accelerate. Elevation and acceleration climbing. Brake. Wide left. I hit the apex again. Perfect. I sweep out to the right of the track at great speed, slowly (a relative term in this context) making my way back to the left of the track to hit the apex of a nice right turn. Not so perfect this time. Small straightaway before another right turn and onto one of my favorite parts. Apex much better. I shift through the gears with amazing accuracy. All four wheels are chewing up the macadam like a three-week unfed lion. My surroundings are a blur. I hug the left side of the tract as the ever-so slight right approaches. Not once do I let off the pressure of the make-it-go-faster pedal. More straight ahead. Faster. Faster. Faster. Brake. Brake... Right. Left. Right. The "Stretched S" as I like to call it. 200 yards of straight followed by dogleg right and 200 more yards of straight. This engine sings. A slight bend to the left and one of my not so favorite parts. Hairpin right. Always messes me up but I'm getting better with practice.

Shifts and Giggles- cont. from pg. 33

Break hard. Harder. Change gears. Mental thing. Missed it again. Slower acceleration than I would like on this mini straight. Hug the right. Brake. Turn left. Use the entire track, use the entire track I hear echoing in my head from my last instructor. Now the "Big S". Right....wait....left....punch it. Gear. Change. Gear. Change. Downhill a bit. Approaching my starting point but this time entering from the bottom of the mushroom. Brake way hard. Left turn. Right turn....let's do it again. Let's do it again. Better. Faster. Slight bend to the right. Faster. Brake. Downshift. Hit the apex, slight elevation. My surroundings are a blur. My vision is a blur. I'm losing focus. My heart is frozen. I can't breathe. I can't see the instruments. The tach is gone. I look out...the road is gone. No...no...no....then a loud buzz...no....no....and then I realize...son-of-a-bitch. Clear head now. Adrenaline subsiding. My breathing relaxes. It was just a dream...a very damn good dream. I reach over to shut my alarm off, still upset it was just a dream and I realize on the nightstand were my newest Excellence magazine plus a pamphlet and track map to Monticello Motor Club. Just a dream.....for now.



MARKTPLATZ

Please note terms:

Member classifieds are free to PCA members for occasional sales of personally owned items and run from date received for two issues unless cancelled. Porsche vehicles for sale may be accompanied by one small photograph. Copy and cancellations must be received in writing by US mail or e-mail. Other vehicles may be offered for sale by members at the cost of \$10 for two issues; check for payment made out to "RTR-PCA" must accompany your copy. Commercial classifieds are available to businesses within the Riesentöter Region for the sale of Porsche cars, parts, or accessories. Commercial classifieds are available at a cost of \$20 per issue, limit 25 words. E-mail submissions to Dave Hathaway at editor@rtr-pca.org with "Der Gasser" in the subject line.

Panorama Magazines - from late 1988 until December 2011. Something like, 278 monthly magazines. Should be complete, but a construction project has the magazines scattered and I cannot quickly confirm. \$275 and you pick up. Happy to ship whatever way you specify (and pay for).
Jim Hartman
Office (610) 293-1450

Rally Master Wanted: Have you ever had the desire to be responsible for having numerous vehicles running hither and yon across the countryside? If so, you should volunteer to be our Rally Master. If you're interested in becoming the RTR Rally Master please contact either Joe Ascher president@rtr-pca.org or Jeff Walton vicepresident@rtr-pca.org.

Tires for Sale:

I realize that some of you park your pride and joy during winter however I have two sets of winter tires that I am looking to sell. The first set has would you believe 100 miles on them (long story)
They are : Bridgestone Blizzak LM – 60 255/35R20 MSRP (tirerack) \$ 1,380 **sell for \$ 750**
The second set came off my 911 and have 3,500 miles on them, they are Pirelli winter sotozeros Front 235/35/19 and rear 295/30/19 MSRP (tirerack)\$ 1,178 **Sell for \$ 550**

Both sets are in perfect condition. Prices as listed above. Please feel free to contact me if you have any questions. **Kevin Morman** Cell Phone: (267) 337-2310 kevin.morman@aon.com

Car Covers for Sale: 2006 Cayenne car cover in Weather-All fabric by Auto Chic \$85. 2007 Boxster indoor car cover \$65. 2005 Boxster Mask/Bra \$85. 2004 Audi TT Roadster car cover in Weather-All fabric \$75. Call Paul in Fleetwood, PA 571-294-8142.

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Riesentöter Region, Porsche Club of America

Picture Trivia

Anyone know what model this is and what the correct name is for the interior color? Anyone know who the owner is of this utilitarian vehicle? Some of you are automatically excluded from answering and you know who you are! If so drop a line to the Editor at editor@rtr-pca.org We'll be keeping track of who gets the most correct answers to our picture trivia and let you know who has the most correct answers at the end of the year.

December/January Answer: Last month's picture was a Porsche 718 W-RS Spyder. A two-litre version, the W-RS was developed in 1961. Initially fitted with a 4-cylinder engine, the car was later fitted with an enlarged flat-8 air-cooled engine from the Porsche 804 Formula One car which was developed to produce 240 horsepower (180 kW). A W-RS finished 8th at Le Mans in 1963. The W-RS continued Porsche's success in the European Hill Climb Championship with Edgar Barth claiming the title in 1963. Porsche would go on to win a European Hill Climb Championship every year until 1982, a total of 42 titles. The W-RS continued racing until 1964 when it was replaced by the 904.

