

der Gasser

OCTOBER, 2001



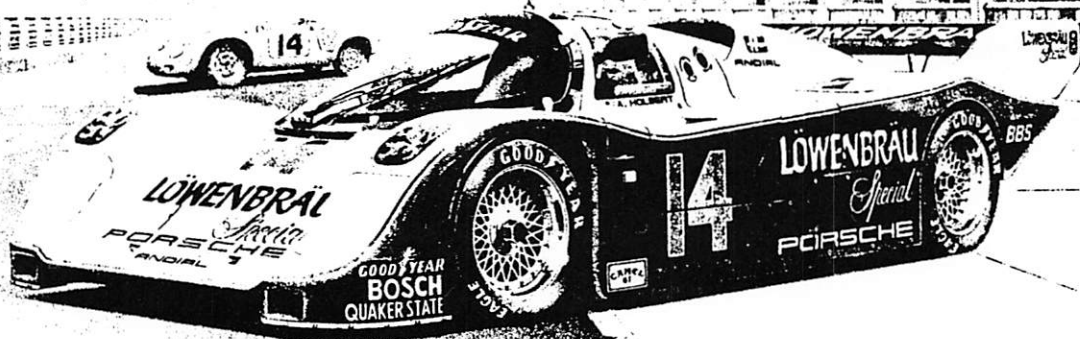
Hey! We Got a Real Election
Final Autocross of the Year
Banquet Registration

Riesentöter Region



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In my humble opinion, he represents the spirit of Riesentöter, he knows he is doing a volunteer job and does it for the love of the club and the marque.



As you all have no doubt figured out by now, the world, as we knew it, has changed forever. The full impact of the senseless slaughter of thousands of innocent people has yet to be realized. If nothing else, it makes one pause to think about how short one's time can be. I'm sure I speak for many when I say that our hearts go out to the people affected by this insanity.

On Thursday afternoon, I was talking to Fred Bonsall. On Friday morning at 8 AM we were on our way to Indy for the F1 race. I had no intention of going but the guy he was going with cancelled so it was Fred & Bill's Great Adventure. The run lasted a mere 11 hours and was worth every minute. It is an event every car nut should attend at least once. It was nothing like the F1 races at the Glen for many reasons, not the least of which is the town being totally prepared for the crowd because of the Indy 500, plus the place is kept as neat as a pin (think Disney World), and there are no cars or busses burning. There were two support races, a Porsche Cup and a Ferrari Challenge. Our local hero, David Donohue was in the Porsche race and even though we had the crowd rooting for him he didn't win. The Ferrari race was somewhat of a letdown. They got all strung out and it became more like parade laps.

This month's meeting brings the annual election. You will find a ballot elsewhere in this issue and on our web site. If you are not attending the meeting, you can mail your ballot to Bill Cooper. There were some questions on how the slate is selected. According to the bylaws, the current and past three presidents are the nominating committee. The slate is created with one person selected for each position. From that point, those wishing to run for any of the positions can be nominated from the floor at the Sept meeting or via a write in nomination. Since this election finds the position of president being opposed there is sure to be a lot of lobbying and politicking. You should make the effort to vote, either at the meeting, or by mailing in your ballot. It's your club.

Some people were curious on the selection of Craig and how that came to pass. Simply put, I asked him to run because he was the person I thought could best serve the club. We both share a similar love of the car and the club. A little background, Craig and I have been best friends for decades. He got me involved in Riesentöter by giving me a membership as a birthday present when I got my first Porsche almost 20 years ago. He has been involved on The Exec over the years in various positions, including the years when the treasury was run from a household checkbook and held princely amounts of two and three hundred dollars month to month. As such, he has a good knowledge of the history of the club and among other qualities he brings is the concern on how we spend our money. In my humble opinion, he represents the spirit of Riesentöter, he knows he is doing a volunteer job and does it for the love of the club and the marque, no other agendas, just a desire to have a good organization that he has been actively involved in for over 20 years.

The Radnor Concurs went like clockwork. Those members that attended were very impressed even though it was not full of Porsches. Rolls Royce was very pleased with the intro their new car received. Get it on your calendar for next year.

Check out the web page, www.rtr-pca.org for the latest updates. Think Porsche and I'll see you at the next event,

Bill woc2@earthlink.net or bill@visionautogroup.com



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Cover Photo: A short train. (Doug Mahoney)

Calendar of Events

OCTOBER

- 14 Fall Rally, rain date 10/21 (see pg 5)
- 19 Schattenbaum Dr Ed, Summit Pt
- 26 - 28 RTR Driver Ed, CANCELED
- 31 Membership Mtg rescheduled to 11/7

NOVEMBER

- 7 October RTR Membership Meeting
- 9 - 11 RTR Driver Ed, Rausch Creek CANCELED
- 17 - 18 Potomac Dr. Ed, Summit Pt.

DECEMBER

- 15 Holiday Banquet, Radnor Hunt
(see pg 7)

For the latest updates & details visit the
Riesentöter web page at www.rtr-pca.org

Check pcapotomac.org for
Potomac's track events.
Contact Schattenbaum's Registrar Peter
Debusmann (609-714-9049) for theirs.



Doug Mahoney

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Because of
Halloween,
October's
Membership
Meeting Is
Not Until
November 7th

You won't
want to miss
this important
Election
Meeting so
come on out.

Social 7 : 30
Meeting 8:00

Bent Elbo Tavern
at Fortside
582 S. Bethlehem Pk
Fort Washington, PA.
215-646-2228

Meetings

Note - this year we have TWO candidates for the position of club president Craig Rosenfeld and Nick Hatalski - SO YOUR VOTE DOES COUNT.



Many thanks to Mike Tillson and his team at Mike Tillson's Motor Car Service for hosting our September membership meeting. As usual, Mike had on display some of his rare and unique automobiles in the second floor show and meeting room. I never get tired of looking at these beauties. But the real treat for me was in the first floor garage area where several Porsches and other performance cars were in the midst of major repair/restoration — some with body-panels, motors and suspensions removed. Did you know that a 944 motor comes out from the bottom?

Our all important ELECTION MEETING, normally held the last Wednesday of October (Halloween this year) will be held on the FIRST Wednesday of November (November 7th) at the Bent Elbo Tavern at Fortside, 582 S. Bethlehem Pike, Fort Washington, PA. (Phone 215-646-2228.) We have arranged for wursts, kraut, and German potato salad for you to sample and a cash bar for your favorite libation. Also, Bill Cooper, our Club Historian, has agreed to put together a Porsche Trivia Challenge and there will be Goodie Store prizes for the luckiest experts.

So Join us for some food, drink and fun, and vote for your 2002 club officers. Ballots can only be cast in person at the meeting or by absentee ballot received by Bill Cooper not later than November 7.

Note this year we have TWO candidates for the position of club president Craig Rosenfeld and Nick Hatalski—SO YOUR VOTE DOES COUNT.

Our holiday banquet will be held on December 15 at the beautiful Radnor Hunt Club. Look for additional information in this month's der Gasser.


Between now and the Membership Meeting I will have driven 90 hours in the 2001 Porsche 50 State Drive For Hope (see the August der Gasser, page 15 or www.thehopefoundation.org/foundation/index.html). I was selected as one of five PCA members to participate in this fund raising event. My part of the trip will begin at noon in Spokane, WA Sunday, October 21 and end about 9 AM on Thursday in Atlanta, GA — crossing the northern half of the US, up through New England and down the East coast to Atlanta. In total, I will be the driver or passenger in one of three 2001 Turbos for about 4000 miles. Yahoo.com is one of the sponsors of the Drive For Hope, and will cover this nine day event on their homepage. Pictures and stories on the 7th!




Doug Mahoney

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Craig Rosenfeld

I am Craig Rosnefeld. I have the honor of carrying the nomination from the committee of the current and three past presidents to run for the president's position.

My involvement with the Porsche marque goes back to a 356A coupe in 1970. Bill O'Connell convinced me to buy a new 911 in 1980 and I promptly joined RTR as an enthusiastic member.

Thru the early 1980's I served many positions on The Exec. I also made many friends who still remain among my closest. It was a great time in my life – everyone pitched in and worked unselfishly for the betterment of the club. RTR was driven from enthusiasm and love of the car – great stuff.

In the mid eighties, I went racing with a lot of support from club members. I competed in IMSA and SCCA professional series thru 1996 very successfully. I learned many valuable lessons but the two most obvious are a) how to succeed thru adversity (thanks, Dave Free), and b) your career is limited by your personal checkbook – get a sponsor.

I retired from my textile business in 1995. That was a very empty feeling for me, so I established Vision Porsche Audi VW in 1997.

Two years ago Bill O'Connell asked me to become active in The Exec again. It was his contention that many of the current Exec members were involved for selfish individual interests and that the integrity of a volunteer organization was being compromised. All concern for the rich history and multi faceted programs had been ignored.

I was very reluctant to run for any position that might be misconstrued as an attempt to lever my position in the club into a business advantage. However, the more instances I heard of abuse of the power in the existent Exec, the more I realized I had to help Bill.

I can say unequivocally I have used Vision as a tool to help Riesentöter, and have not asked for any favors or special treatment. Period. It is not in my nature to abuse privilege.

I think Bill was very successful in maintaining the integrity of the club however; the original group is making a move to regain power now that Bill is retiring as president. They have nominated a candidate to run against me from the floor in an attempt to focus the clubs activities, and it's treasury (your money!), for their selfish purposes.

It is a crucial election. I urge everyone to vote in person or by mail with the ballot provided in this issue. I am running to maintain an unassuming, volunteer attitude to the club – to carry the best in RTR tradition – to maintain fairness. I believe my opposition will just use your treasury and the club's reputation to narrow the focus to help a few.

Thank you – please vote. It means a lot to us all.

And the Candidates for President Are ...

Nick Hatalski

I want to extend my gratitude and appreciation for the hard work and dedication of those who go that extra mile to make our club special. I truly enjoy all of the Riesentöter events with fellow Porsche enthusiasts.

I've been involved in several car clubs over the past twenty years but six years ago found my home in Riesentöter, where I've participated in the many aspects of our club. I've been fortunate to be able to serve you on the Executive Committee for the past several years, being elected to the position of President in 1999 and Vice President

in 1998. I am intimately familiar with all aspects of Riesentöter and of PCA national.

I am an instructor for Riesentöter driver's education program and participate in all

events. I drive a 1985 911 Carrera Cabriolet and a 1987 930. Participating in autocross, rally, parade, concours, and social events has given me the opportunity to meet some of the nicest people in the world.

I've lived in eastern Pennsylvania my entire life and received my M.B.A. from Saint Joe's University. I'm the Vice President of Park City Solutions, a privately held company dedicated to providing software and services to improve health care. My 16-year-old son, Brandon, is currently learning to drive and aspires to be Riesentöter's Rally Master. Virginia, my significant other, has been actively involved in Riesentöter for several years and has served on the Executive Committee.

As your President, I'll have the opportunity to give something back in return for all that the club has given to me. I will strive to make our region a special place, where we can all join the camaraderie with those who share our common interest. I look forward to seeing all of you on Wednesday, Nov. 7th, election night.



2001 ELECTION BALLOT

As provided by the club bylaws, at the October meeting the officers of the club for the following year are elected by RTR members in good standing. The nomination committee selects one person for each elected position and nominations for those wishing to run for any position are accepted at the September meeting. This year, there was a nomination from the floor for the position President. The bylaws also provide for write in candidates if desired.

If you are not attending the election meeting and you wish to vote, you may send a copy of this to **Bill Cooper, 1148 St Finegan Drive, West Chester, PA 19382**. To insure your ballot is counted, print your name and address clearly on the envelope, and to insure it is not opened prior to the election, please print the word BALLOT on the envelope. The ballots should be mailed to arrive at Bill's home no later then the 7th. The envelopes will be opened at the election meeting.

PLEASE VOTE FOR ONE PERSON FOR EACH POSITION.

WRITE-IN

President:	Craig Rosenfeld	Nick Hatalski	_____
Vice President:	Tom Zaffarano		_____
Secretary:	Virginia Carfrey		_____
Treasurer:	Art Rothe		_____
Drivers Education:	Michael Andrews		_____
Tech:	Ed Kovalevich		_____
Autocross:	Brian Minken		_____
Membership:	Randy Jameson		_____
Der Gasser:	Jim McHenry		_____
Goodie Store:	Liz Zaffarano		_____
Social:	Sue Tatios		_____

If it rained on the
14th you may still
have time for the

Fall Rally

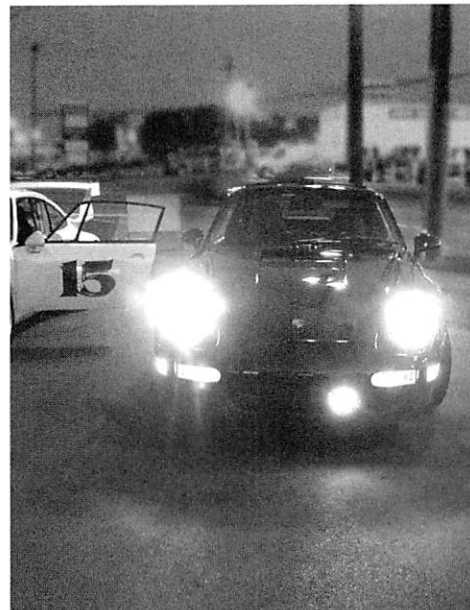
Rain date 10/21
See the RTR web site
for details.

www.rtr-pca.org



Doug Mahoney

At August's Membership
Meeting:
Race Cars at Rosen's



Bill O'Connell

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THE RIESENTÖTER HOLIDAY BANQUET
SATURDAY, DECEMBER 15, 2001
HELD IN THE GRAND BALLROOM OF

RADNOR HUNT CLUB
826 PROVIDENCE ROAD
MALVERN, PA

BLACK TIE OPTIONAL

6:00 – 7:30 PM

Cash bar, butlered hors d'oeuvres

For the main course – your choice of:

Baked Salmon in Tarragon Orange Pecan Sauce
Linguini in Lobster Crème and Vegetable accompaniment
OR

Filet Mignon

Garlic Mashed Potatoes and Vegetable accompaniment

The musical ensemble, Sin City, will perform throughout the evening
and provide dance music after our meal

\$65.00 per person for Salmon

\$75.00 per person for Filet

We have room for 125 people.

Reservations open 10/20 via email* to: rcr@visionautogroup.com or
mail postmarked no earlier than 10/20 and sent to Craig Rosnefeld,
Vision Porsche, PO Box 306 Reading, PA 19607

* web reservations will be held for 7 days,
until the payment arrives at the above address

No phone reservations accepted

2001 Riesentöter Holiday Banquet Reservation Request

NAME: _____

STREET: _____

CITY, STATE ZIP: _____

PHONE: _____

___ Salmon x 65.00 \$ _____

___ Filet x 75.00 \$ _____

TOTAL ENCLOSED \$ _____

From Snidely to Kermit...from Pocono to Jefferson Circuit & Summit Point

by John D. Floyd

Photos from The Glen by D. Mahoney

For those of us who have had the pleasure of watching one of Jim Henson's most beloved characters proclaim, "It isn't easy being green", Kermit could well have been describing what it's like to attend your first Driver's Ed event in the Green Group. Excited by my Snidely Whiplash pre-101 intro to Driver's Education at Pocono, I immediately signed up for the 2 day event at Jefferson Circuit and the 1 day event at Summit Point in VA. One of the highlights of that weekend was my passing 2 of our



club members in the top driving group – Skip Chalfant and Don Bauman. As I pulled past each of their cars in my stock '81 SC, looking over at their custom exhausts, aerodynamic fins and spoilers, roll cages, etc and admiring their performance enhancing modifications, I wondered what it was like towing the trailers their cars were on as I drove by them on the PA Turnpike.

If Shoney's in Virginia ever did a photo brochure re: the demographics of their guests, the number of Porsches on their parking lot this weekend would certainly skew things in their favor big-time. A 5:30 AM wake-up call came much too soon and it seemed that every person in the Shoney's breakfast room was a DE driver. The commute to JC was a delightful one, the early morning sun not yet burning the dew off the grass as I drove through the gently rolling hills of VA past grazing cows and farmland. The track was located about 15 minutes from Shoney's and after signing the waiver form at the

gate, I followed a winding road which led through a wooded area to an open space which was now buzzing with activity. My first impression was that of a festival – people were setting up camp. Cars being unloaded from trailers, canopies being erected, camp chairs set up, coolers and Rubbermaid containers everywhere as people started stripping their cars. As was pointed out at Snidely, before a car can go through Grid Tech (the safety

inspection to get on the track), *everything* loose in your car – floor mats, glove compartment and side pocket contents, contents of trunk (jack, tools, jumper cables, etc etc) must be removed, and you need a place to put all this stuff, and preferably a place to keep it dry (hence the Rubbermaid containers). Fortunately Tom Zaffarano was camped nearby and was a wealth of information and hints. Looking around, it was obvious who the veterans were since they had the system down and were all neatly unpacked, had been to registration to receive their color-coded wrist band denoting which group they were in, and were driving over to have their cars inspected at grid tech. In the meantime, I was frantically stuffing various and sundry car things into my plastic trash bags. For this 2-day event, there were 5 run groups consisting of 77 drivers. The "big dogs" were the Red/Black group, followed by the White, Blue, Green, and the ladies' group, which was Yellow. At registration I affixed my green wristband to my left wrist (a driver must show a wristband to be allowed onto the track), proceeded to Grid Tech, where, after a 13 point inspection, an official Riesenötter Summit Point decal with the dates was affixed to my left rear window declaring me as an honest-to-goodness-about-to-be-participant in my first full-fledged DE event.

I was psyched! Mike Andrews, the Track Chair, gave us the schedule of the day's activity, safety protocol, and announced the course was to be run

counter clockwise. We then had 15 minutes before we "Greenies" went to our Driver's Meeting with Jim Zelinskie, Chief Instructor, who proceeded to brief us on the basics – nomenclature (turn-in, apex, track



out, "off-track"), where the passing zones where, how to give passing signals, the braking zones, the flag designations, and a couple of significant pointers – one being that if you go off the track you cannot re-enter the track until signaled by the corner worker. Then you have to "pit in" to have your car examined. Jim also pointed out that unlike Pocono, you can't see the entire track, so watch the corner people carefully. (There were 2 additional classroom sessions this weekend, where Jim would discuss each of the 7 turns on the track). After about 75 minutes of instruction, we headed for our cars to go to the staging area to meet our instructors. Ed Kovalevich met me at my car and suggested that he drive the first lap to acquaint me with the course. As he drove around he pointed out the flag stations, the turn-in, apex, and track out points for each turn, and the course in general. He then gave the "pit-in" signal (extending a clenched left fist in the air, not quite as defiant as the old "power to the people"

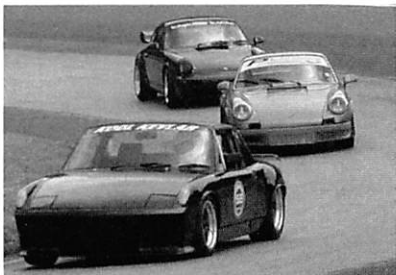
salute of many moons ago) and we came in and switched seats. Now the fun was about to begin, or so I thought. Having

watched the DE event at Pocono and having logged a fair amount of windshield time as territory salesman over the years and having driven my '81 SC at rather sporty speeds on some pretty challenging Chester County roads, I figured this was going to be like shooting fish in a barrel.



WRONG!! Really REALLY WRONG!!

First of all as slow as I was going, it seemed like I was watching a tape on fast-forward. No sooner was I approaching a turn-in cone than I had screwed up the apex and was looking at the track-out cone in my rear-view mirror, in the meantime missing the next turn-in cone, and the fire-drill continued through *that* sequence of turns. Then there was my steering. Jefferson is described as a "technical course" which basically means it's short with a lot of turns. Had there been a video camera on me as I was handling the wheel, viewers would have thought I was driving over



railroad ties. Ed patiently kept coaching me – "smooth...SMOOTH, John". For those of you fortunate to get Ed, he is a VERY patient guy and a very good instructor with a good sense of humor. The one aspect of DE that I mastered most quickly had to do with passing. Not actually passing the *other* cars, but giving the passing signals. Over the roof (pass me on the right), straight out, (pass me on the left), and since you are required to give *each* car that wants to pass you an individual signal, I got a considerable amount of exercise in my left arm giving passing signals in the straights. Each day consisted of four 20-minute driving sessions and it was the fastest 20 minutes of my life. It seemed as if I had just gotten onto the track and 3 minutes later the checkered flag was waving me off.

This DE event was one of THE most humbling experiences of my life. Any illusions that I had of my driving skills were now at ground zero! What kept coming back to me is the "brain usage" analogy: Whatever small % of our brain we actually are said to use, in my case, take half that amount – that's how little of my Porsche I know how to use. For the uninitiated, these are INCREDIBLE cars – what they can do is unbelievable. Something else that took quite a bit of getting used to – ignoring the other cars on the course. I guess it's a result of all my Interstate and Turnpike hours but I'd see cars on my tail and instead of concentrating on a braking cone or

turn-in point, I was concerned about them. For me, two words best describe my first event - INFORMATION OVERLOAD. Trying to process what we've been told and then applying it and regardless of how slow we are moving, it still seemed too fast to get it right. I came away with a entirely new respect for the drivers who do this well and do it for hours at a time.

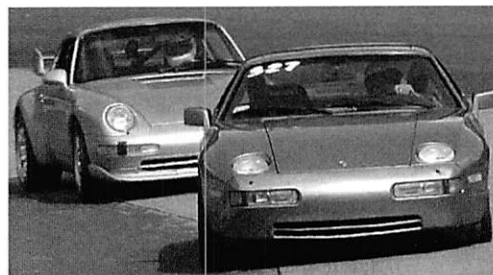
With days that started at the track at 7:00 AM and ended around 5:30PM, I slept well. On Sunday the course was now being run clockwise, so we had the opportunity to run a different course with new turn-in, apex, and track out points. When asked which direction I preferred, I replied it was immaterial - it was as


chaotic to me one way as the other. With each session, however, I could feel a very gradual change taking place. Each session it seemed like the tape was running just a little bit less fast-forward than the previous session and I was hearing "that's much better" (did I mention Ed is a VERY patient guy?). Between driving sessions, we drove our cars to the skidpad - a donut shaped cement pad that had been soaked to make it easier to spin at low speeds. You got to practice "when in a spin, both feet in" as your instructor pointed out understeer and oversteer as it was happening. Extremely educational and helpful, and also a lot of fun!

On Monday, we moved over to Summit Point Raceway, which had a little different feel. It looked more commercial and was a little longer than JC. With 10 turns and a longer straightaway, it had a little more room for the "big dogs" to run. Seventy three drivers had registered and the only difference from JC was the elimination of the Yellow group. The run sessions were now 25 minutes for the first three runs and the last one scheduled to be 30 minutes. My new instructor was Skip Chalfant and two things he made me keenly aware of (which was to become my mantra for the day), "Don't lift", meaning I kept taking my foot off the accelerator and, "Don't drop a wheel", meaning I was getting too close to the edge of the track. In addition to being a very good

instructor with a lot of patience, Skip also has a very good sense of humor. Slowly, I could feel the driving process starting to come together. As during the prior two days with the longer straights my left arm continued getting a lot of exercise and each session still felt like it was only about 5 minutes long. For the last run of the day, the Blue AND Green group ran together. I'm not sure if this was to keep us "Greenies" from getting too cocky but it was interesting because of the additional traffic as well as a good reality check of our improving skills. One thing I definitely came away with – the more I learned, the more I realized how little I really knew.

Would I do it again? In the cliché'd heartbeat! It was an INCREDIBLE experience and the sensory stimulation was unbelievable. To follow a turbo (big surprise in an 81 SC, huh?) and watch a 3 foot flame blast out the exhaust pipe and then smell the gasoline fumes was exhilarating (shades of Robert Duvall in "The Deer Hunter"). To watch John Phillips consistently taking turns at JC on 3 wheels, with about 3" of daylight between the bottom of his tire and the track. To hear your instructor's patient coaching through the earphone of his helmet-to-helmet microphone, almost like getting messages from the mother-in-law. Seeing Doug Mahoney at practically *every* turn of *both* tracks, intently snapping pictures of the cars whizzing by. To see Jeff Yoroshko's red 930 looking cleaner and shinier with each subsequent run. And to visit Chip Grimes condo on wheels, with the Porsche logo the size of the



flags you see at the Perkins Pancake Houses. Folks, if you have the slightest interest in learning how to better drive your car, take advantage of DE. We at Riesentöter have access to an event that, because of the dedication and hard work of our own members, is both instructional and a great  time.

RTR Autocross #6: A Perfect Ending

by: Brian Minkin, Autocross Chairman

Sunday September 9th RTR held its 6th and final Autocross for the 2001 season. The weather was perfect and it brought out 34 Porsche drivers and 20 drivers of other marques. This was our second strongest turnout of Porsche cars rivaling Autocross #1, which had 35 Porsche cars. The course was free of extra obstacles (parked cars and trucks) so the course I had designed before the event was laid out as planned. For this the final event I wanted to give all the drivers a very challenging course.

From the starting line drivers found themselves facing a hard 90-degree right turn pointing them at a hard 90-degree left turn, definitely first gear territory for most drivers. Then through a left sweeping curve then dropping back down to the right driv-

ers met the skid pad, a full 360-degree circle they must navigate with speed and precision. Coming out of the skid pad a short straight led to a hard left turn into the backstretch. Although the instinct is to track out to the right, drivers had to navigate a gate that forced them to stay left and then go back to the right across the backstretch. The backstretch ends with a hard 90-degree left turn and then a large figure eight that was fast and tricky. Coming out of the figure eight a long straight stretch allowed each driver to pick up speed. The last leg of the course swept to the left and then back to the right bringing them into a hard 90-degree left turn and a right sweep across the finish line. This provided average times around 67 seconds, a little longer than previous courses on this lot.

Fastest time of the day was kept in the Porsche camp again with Northern Jersey Region member Craig Reinen driving a highly modified 914-6 who completed the course in 61.89 seconds. RTR member John Groves driving a Boxster S heated up the competition with a time of 62.51. Mathew Bookler in

his race prepared Honda CRX offered some tough competition with a time of 62.91. All the drivers completed the course with precision and control. Everyone agreed that this course was by far the most challenging of the season but still lots of fun to navigate.

As the season progressed I observed many drivers who came to multiple events. Many of these drivers had never participated in Autocross before. I watched as their driving skill improved and their times got better. Their enthusiasm and excitement, as they learned the finesse of navigating a sea of cones, made the effort of organizing and setting up these events well worth it.

The 2001 Autocross season has come to an end. After over a year of seeking a site, RTR came back with one of the most successful Autocross seasons ever. I want to express my sincere thanks to Penn State Delaware County for hosting us and their security force, which worked with us to insure the success and safety of the events. I also want to express my gratitude to all the drivers who participated in the events and whose enthusiasm and driving skills are the essence of why RTR holds these events. I hope 2002 will bring the opportunity to stage another Autocross series with even greater RTR member



Driver	Car	Class	Time
Craig Reinen	1972 Porsche 914-6	A	61.89
Mark Reynolds	2001 Porsche Turbo	B	66.22
Kam Ho	2000 Porsche 911	C	71.59
Dave Van Haren	1991 Porsche 964 C2	D	64.57
John Ruse	1997 Porsche 911 C2S	D	69.72
Kevin Ruse	1997 Porsche 911 C2S	D	70.08
John Groves	2000 Porsche Boxster	E	62.51
Dan Olson	2000 Porsche Boxster S	E	63.99
Trey Maust	1984 Porsche 911	E	65.05
Todd Kriner	1986 Porsche 944 Turbo	E	66.85
Brian Hankey	2001 Porsche Boxster S	E	67.25
James L. Wiley	2001 Porsche Boxster S	E	68.07
Todd Fruchterman	2001 Porsche Boxster S	E	67.65
David Guida	1987 Porsche 928 S	E	68.8
Bob Olson	2000 Porsch Boxster S	E	69.08
Larry Herman	1984 Porsche 911	F	63.25
Steve Minkin	1986 Porsche 911	F	64.89
Mathew Corke	1988 Porsche 911	F	66.37
Brian Minkin	1986 Porsche 911	F	67.37
Mike Delfiner	1999 Porsche Boxster	F	67.17
Garry Riggs	1998 Porsche Boxster	F	67
Robert Pandaleon	1989 Porsche 911	F	66.64
Bruce De Bonis	2000 Porsche Boxster	F	68.01
Dave Thomas	1999 Porsche Boxster	F	67.78
Mike Markushewski	1984 Porsche 911	F	68.69
Steven Kurtischko	2001 Porsche Boxster	F	71.44
Joe McCormick	1987 Porsche 911	F	72.04
Barry Corke	1988 Porsche 911	F	72.4
Kathrine Campbell	1985 Porsche 911	F	73.17
Lee Volpe	1983 Porsche 911SC	F	67.56
Philip Nase	1982 Porsche 911	G	69.52
Jolene Schwartz	1983 Porsche 911 SC	G	73.63
Larry Dougherty	1987 Porsche 924 S	I	74.09
Ted Heinritz	1972 Porsche 914	K	71.67

Driver	Car	Class	Time	Pax
Vikas Sinha	1999 Audi A4	STS	66.49	51.99
Dan Herman	1995 VW Jetta	GS	67.72	52.95
Mathew Bookler	1990 Honda CRX	CSP	62.91	53.09
John Giannone	1995 BMW M3	AS	65.11	53.19
Philip Potosnak	2000 VW GTI	ES	67.69	53.4
Anthony Baliza	1995 Eagle Talon TSI	ES	68.37	53.73
Andrew R. Miaysa	1992 Mazda Miata	CS	66.92	53.8
Chris Bishop	1987 BMW 325 IS	DSP	65.81	53.89
Paul DeSanto	1988 Honda Civic	HS	68.91	54.16
James Dayman	1998 Chevrolet Z28	FS	68.02	54.89
Carol Reynolds	2001 BMW M3	AS	67.49	55.13
Kevin W. Krick	1987 Corvette	SS	66.69	55.35
Fred Benson	2002 Subaru WRX	GS	70.59	55.69
Richard Hooper	1997 Mazda Miata	BS	68.86	55.98
Michael Herman	1997 Acura Integra	STS	72.11	56.39
Paul Stephen	1997 Chevrolet Z28	FS	69.99	56.48
Steve Gilisers	1997 BMW 540i	FS	70	56.49
Don Eisentraut	1989 Saab 9000 Turbo	GS	73.1	57.67
Dan Christiansen	2002 Camaro SS	FS	76.91	62.06

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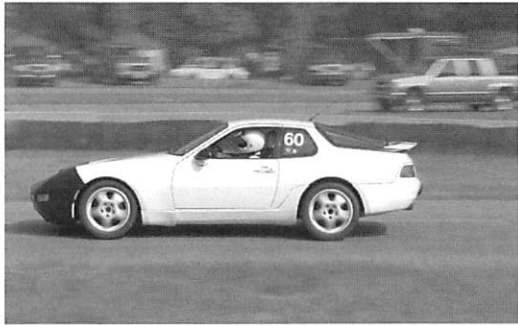
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With the least expensive new Porsche priced at \$42,000, many individuals who want to make a smaller investment in their first Porsche are looking to the used market. For the person who does his homework before taking the plunge, the experience will be a pleasant one. But for the person who rushes out and buys the first car he looks at, the experience may well be one of woe and expense, and usually ends with the victim, — the car itself, — being blamed for the bad experience.

If there is a lesson to be learned here, it is that your success in purchasing a used Porsche will be directly proportional to the time and effort you spend educating yourself. The decisions you make prior to the actual purchase, such as who you talk to and who you choose to inspect the car, will follow.

A large determining factor are your expectations and how realistic they are. For example, if you expect to purchase a 1979 911SC for \$10,000 and then not have to spend any money for repairs, you are probably setting yourself up for a fall. It is not unusual for these cars to require an amount equal to their purchase price in repairs, refurbishment, and maintenance that was deferred by the previous owner(s). The 911SC was built from 1978 to 1983 and is similar to 911s up to 1988 that sold for \$60,000 when new. So, is it reasonable to buy a car like this for \$10,000 and not expect to have to spend any money on it? Probably not, but that doesn't stop some of us from trying to defy the laws of physics. The question then becomes how to avoid, or at least to reduce, the amount of cash outlay and still obtain a reliable and relatively trouble-free used Porsche. It can certainly be done, providing that some suggestions are followed to

help insure that your first Porsche experience is an enjoyable one:

1. Establish a budget for the total amount that you want to spend: include the car and allow a reasonable amount for repairs. As a rule of thumb for cars costing less than \$15,000, you might use 50 per cent of the price of the car. Add these two numbers together and see if it fits your situation. If it does not, then you might consider purchasing a less-expensive model. For example, while a 1977 911S can be purchased for \$7500, this car may well require \$7500(or more) in repairs and refurb for a total of \$15,000. If that is in your budget, fine, although most people would at that point try to find a 911SC for the same money. If you are planning, though, on spending a total of \$7500, you might want to consider an early 944 or one of the 914 4 cylinder models, either of which can be purchased for less than \$5,000, which leaves an ample cushion to cover any needed repairs.

2. Establish a relationship with the repair facility who will be servicing the car. If you plan to do the work yourself, you still need to consider the cost of tools, parts, and the availability of work space and technical assistance in case you get stumped. If you have the work done professionally, it is absolutely vital that you find a good facility and stick with them. The wrong choice here can literally cost you thousands, especially if you have to pay someone else to do the work over later.

Regional officers of the Porsche Club of America are usually a good source of information as to who the good guys are, but no matter what you hear about a shop, good or bad, pay them a visit yourself to confirm things.

Many people feel that they have been burned by mechanics and even when they haven't are automatically critical of them because they fail to understand what the mechanics role is. The reality is that a good mechanic can make or break an older Porsche, so if you find one of these, stick with him, even though you may not always like what he has to say about your car or how much he wants to charge. The bottom line is "Does he fix the car properly and give good value for the money spent?"

The Entry Level Porsche

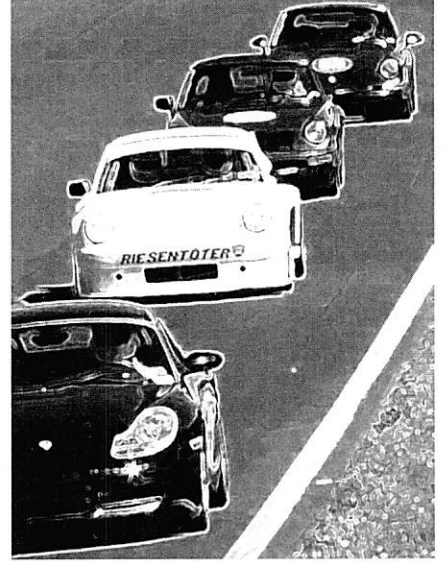
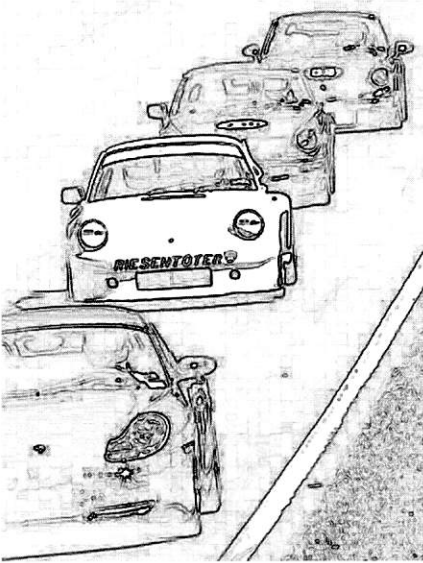
by Paul Lighthill, Riverside Region

Since there are more Porsches than good Porsche technicians, their time is valuable. Call the shops that are known to specialize on Porsches in your area. Explain that you are considering buying a used Porsche and ask if there is a time when you could come and chat. Most will be glad to oblige, and not only will you learn more about the cars, but you will also see first-hand how you are treated. This will give you the opportunity to see what kinds of cars are there and to form an impression of how they operate their business. Make questions specific and concise, and be considerate of their time. You might ask about the cost of yearly maintenance on the model you are considering, for example, both to compare prices and to help you establish a maintenance budget. Just remember that value is more important than low price, and that slipshod repair work can destroy the value of your car.

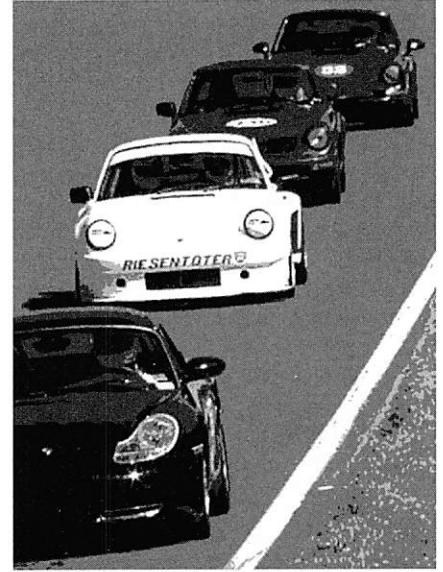
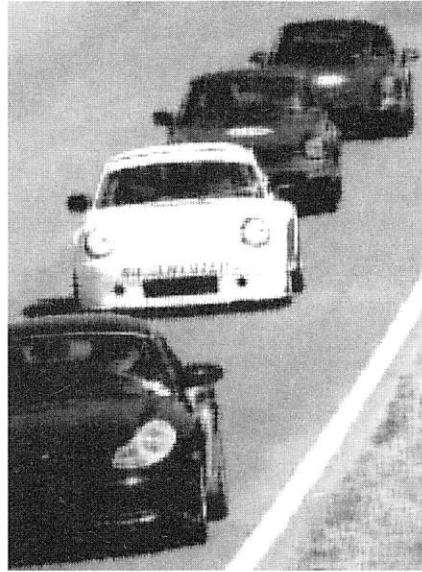
You should also inquire about the cost of a pre-purchase inspection. Depending upon the model and what is done, expect to pay between \$100 and \$250 for this service, and consider it as part of the cost of protecting yourself from purchasing a car that needs more work than you want to do. It is usually possible, if you purchase the car, to recover far more than this cost through negotiating with the seller over the needed repairs. Just remember that you are talking about a used car here, and that while all used cars will have problems, some have far fewer than others. A repair shop that specializes in Porsches is also an excellent

source for a good used Porsche. In many cases they have been maintaining the car for years and have both service history and current knowledge regarding the cars overall condition.

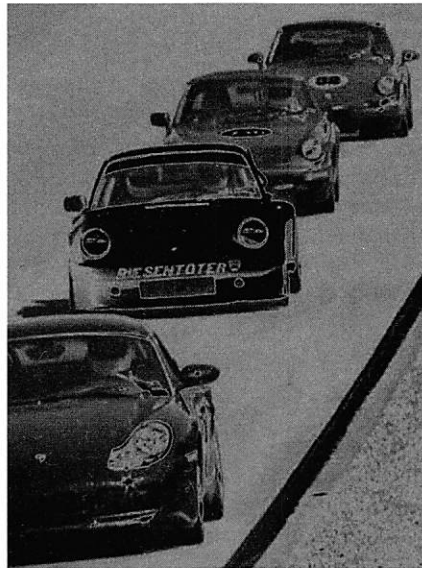
In the example cited above, the purchaser of the 1977 911S had followed this advice, *continued on page 16*



O t h e r L o o k s a t



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New! Pictures!

Have a picture of your item published. If you already have an item listed or if you intend to list something just send along a picture. E-mailed ones are best but we'll try to run whatever you give us.

PORSCHEs FOR SALE

69 911T, (73RSR Replica) car is still rough looking (primer) but much closer to done since I've had it. Running like it should. Spent 95% of my time getting it mechanically ready. \$9500 (610)2789447, mpcm@erols.com 8

77 911S, Copper metallic brown w/camel leather. California car w/all options: snrf, electric mirror, extra chrome, cruise control, etc. One of a kind automobile!! \$10,000 / will consider a reasonable offer. Larry Howard (610) 308-5046 day & (610) 789-5124 evening 8

80 911 SC Weissach Coupe, 22 & 27 mm torsion bars, roll bar, harness, Recaros w/full RS interior, sport muffler, header; 16x8, 16x7 Fuchs w/new Dunlops, \$15,000 G. Gelcius 215-348-9774 (h) 9

83 911 SC Targa, Motor runs well, updated tensioners & pop off valve. Trans is weak- will need syncros. Interior fair to good - has black leather sport seats-worn but no cracks or tears. Targa top poor. Needs tires for PA insp. Gold paint poor. Asking \$7000 Frank @ 610-666-6463 after 5PM 8

84 Carrera, "DA I", Slate Blue with tan leather interior, perfect street/track car. Autothority chip, Weltmeister camber truss, F & R Weltmeister adjustable sway bars, bilsteins,



turbo tie rods, factory short shifter, SSI heater boxes with '74 style muffler, NO CAT, Fuchs 7's and 8's X 15's with Kumho 7000's, slotted rotors, H-4 lights, P/W, P/M, A/C, S/R, factory (Recaro) leather sport seats, numbered oil temp., new Blaupunkt with in-dash CD, 94K miles. Owned and enjoyed 14 yrs. All records available. New job with long commute forces reluctant sale. You know this car. It needs nothing. \$23,000 firm. Don Applestein. 610-565-5716 before 10 pm. dxapple@aol.com. 9

1984 911 Carrara Targa. Garnet (dark metallic red) w/dark red full leather int. 6&7x16

Fuchs w/body-colored centers. F/R Spoilers. Rare factory sports seats. Momo wheel. 90K miles. Recent Bridgestone S-02, shocks, brakes, clutch, alt, starter, battery, top professionally redone, no oil leaks, 10 disc CD Changer. A/C is MIA, power antenna on part-time work, otherwise mechanically excellent, vg paint, interior and trim. Reliable daily driver with great curb appeal. \$18,900. John Phillips 610-941-8533 (day), 215-233-3277 (eve), jphil911@voicent.com 10

85 911 Coupe, #WPOAB0917FS120563, 1 owner, 11,800 mi, black w/black leather, pwr: wind, mir, & sunrf. A/C, new tires, factory tail & frt spoiler, new Blaupunkt. No rain, snow, or smoke. Always garaged & covered. Immaculate cond. \$39,000 firm. Robert Weissberg, Richboro, PA 215-364-9525 8

85.5 944, Dark Grey with Burgundy interior. 130K 20K on total rebuild, engine (with drilled crank), transmission, new clutch. Coilover front suspension and sway bar from 944 turbo. KYB gas strut cartridges. New front rotors and dust-less pads (30 Miles). Current Pa. inspection. Great, dependable daily driver with engine and suspension to have fun on the track as well. Asking \$6000. Contact: Brian Minkin (215)677-3093 bminkin1@home.com <mailto:bminkin1@home.com 8

86 944 Turbo, White/black int, full removable roof panel. Many new parts including all new brakes, rotors, etc. Full service record from new to present. Recent work by Doughertys & serviced w/ungraded parts at Brandywine Porsche. New suspension lowed just right, engine mods including chips & exhaust. New tires on black original Fuchs. Runs very fast with tight and crisp handling. Must see & drive to appreciate the true value of this older sleeper. Best offer. Randy Jameson, Secretary & past Vice President of Riesentöter,owner. 610-913-0717 before 9pm jameson993@aol.com 10

86 911 Carrera Targa, Black with black leather interior, Ivory carpets. Factory Whale-Tail, 6 Way sport seat (driver), Power windows, Cold A/C and Factory Alarm, All work. Alpine in-dash AM/FM CD player, 16" Fuchs, New inspection, Garaged, 103K mi. \$17,900. Ed Szymanski, 215-699-0479, edski40@hotmail.com 8

88 911 Carrera Coupe, Lagune Green Metallic Porsche customer color (light blue metallic), sun roof, leather seats with blue piping, 52k miles, always garaged, B&B Triflow header and exhaust system with Autothority chip (original exhaust and chip included). Factory Fuchs 7x16 front, 8x16 rear. \$27,500, call Barry Franco, Doylestown, Pa. 908-218-8103 (o),

215-230-0928 (h), btfnoll@msn.com 10

90 C2 Coupe, white, 56 K miles, full welded in rollcage, welded in strut brace, seat back brace, 3.8 RSRrear deck lid & tail, Sparco Evo seats, Sparco steering wheel, 2 set of wheels, RSR lightweight flywheel & clutch, headers, customchip, carrillo rods, elgin cams, new rocks & shafts, heads P-P., 241 hp at rear wheels, Bilstien RSR coil overs w/adj. sway bars, camber plate, Momo balls, Brembo big red brakes & rotors-fronts, C2 front brakes on rear, for more engine info please call. \$36,000 Scott Miller 267-880-0350 9

91 944S2, Last of the 944s, rare coupe. Excel cond., 86k miles. 1 owner, garaged. Glacier Blue Metallic/Cobalt Leather, pwr tilt sunroof, 5 speed, limited slip, sport shocks, alloy wheels. AM/FM/CD player, 4 channel 80 watt Blaupunkt equalizer w/10 speakers. \$12,900. Frank Dattilo (215) 741-1241 ext. 320 day, (215) 794-2648 eve. ilovemyporsche@att.net 8

92 911 Turbo, 3.3L Black w/ Brown leather seats 17" wheels w/ SO2's 67K miles extremely well maintained full records available *very* fast car and fun to drive!! Asking \$43,000 Rahul Roy 610-992-0380 foxbat@att.net 9

95 911 Carrera 993 Coupe, Tiptronic, Polar Silver/Grey. 36,500 mi, garage kept, snrf, hi-fi sound w/6 disc CD changer, heated pwr seats, Euro tail, 18" Zima X Rims w/new Dunlop SP2000's on car. Included:17" factory wheels w/BF Goodrich Comp T/A's. \$42,000 Larry 215-493-8203 or e-mail lardebty@aol.com 8

96 911 Carrera 993 Coupe, Absolutely Immaculate!! Same as new. Speed Yellow/black interior, 6 speed, sunroof w/3900 miles. Always garaged, never out in rain or snow. New inspection. Serviced regularly at Holbert's. \$53,000 Firm.Call Bill Frey 215-297-9745 8

97 Porsche Boxster, Guards Red with gray interior, 17k miles, hard-top, sport package w/17inch wheels & tires, upgraded sound system with CD, cruise control, wind-deflector, alarm system. Added Boxster Logo door sills, Genuine Porsche wood/aluminum shifter and brake handle, wood interior dash trim, paint protection film. Colored matching front bra, hard top wall mounted holder, garaged all year & waxed using Zymol every month. Beautiful condition and won CVR Concours event. Asking \$39,500. Contact Kapil at 888-396-2922 or kl@nawabenterprises.com 10

00 911 Carrera 4 Millenium Edition Coupe, Camel leather/walnut interior, GPS, violet chromaflair paint plus options galore. 5,000 miles. Asking \$85,000. Jay Irwin, 500 Lucky Hill Rd. West Chester PA 19382. 610-666-2427 8

PORSCHE THINGS

Porsche Parts, 2L 911 exhaust headers, new, \$100. Early 911 jack, \$15. Horn grills, \$5 ea. Bucket seat for vintage car, \$25. 1st gear for early trans, \$25. Panarama '74 - '00, \$100. Christophorus (old editions), \$2 ea. Dick Bach. 215-661-9056 10

Headlights, Like new 993 stock units. I had litronic lights installed. \$450 pr 610-791-0598 10

Exhaust, Mille Miglia stainless exhaust for 996. Used a few months: grat sound. \$500 Michael 215-572-6900 9

Webers, 40 IDF \$1000/pr, 46 IDF \$1500/pr, twin ignition distributor w/wire pkg \$500, SC/Carrera steel nose complete \$1200. G. Gelcius 215-348-9774 (h) 9

964/993/996 Parts, Fiske FM10: 9 x 18 & 11 x 18 wheels w/new mounted 245/18 & 275/18 Hoosiers, \$3550 (retail: \$5995). 996 M030 sport suspension w/sway bars \$1600. Bilstein double adjustable shocks (inserts for front of all Bilstein 964/993/Cup/RSR/GT3R shocks), ultimate upgrade, \$400 ea (list \$1800 ea) Joe Fabiani, info@fabspeed.com 215-646-4945 8

BBS Racing Wheels, for 911 3.6 Turbo (5 ea), (3)1x17 and (2) 8.5x17. By BBS racing in Braselton GA & not the same as forged wheels from Tire Rack. \$1000 for all w/free used Comp T/A R1s mounted. Should also work on 91-92 Turbo or other flared fender 911. Sheepskin seat covers for standard 911 seat. Almost new condition. 2 for \$60 Stuart Boreen 610-758-8664 stuart@boreens.net 9

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We Get Letters . . .

Hello everyone,

I wanted to take this time to give everyone a much-needed update on the status of the road course and some new happenings on the off-road side of Rausch Creek.

First the road course, things have definitely not been going as planned, but we are still 100% committed to completing the road course. Currently our engineers are resubmitting the drainage plan to the state. All the concerns of the Department of Environmental Protection have been met in the resubmit and we are now awaiting their inspection to allow our construction to proceed. This should be happening in the next few weeks. The original plan was turned down and the DEP mandated we stop track construction and will only allow work to amend the drainage plan until approved. In the down time from construction of the road course, we have solicited and gained support from local and state government for the project. Also the AMA has offered to support us in any way possible with future governmental issues we might incur. Thank you to everyone who has offered to support Rausch Creek.

Other happenings at Rausch Creek on the off-road side are proceeding very successfully. The MX and ATV park has continued to grow in yearly members and attendance and the Tower City Trail Riders are expanding their camping area and have signed a new multi year contract to continue the lease on our property. I want to thank Larry Missimer and John Grodensky for all the hard work in growing these much needed motorcycle and ATV facilities. Also Rausch Creek is pursuing a off-road truck and buggy park. We have been invited to attend a Championship Off Road Racing (C.O.R.R.) event in the hopes of building an off-road track and bringing the C.O.R.R. series to PA. The C.O.R.R. web site can be found at <http://www.corracing.com>.

Thank you,

Andrew Stutzman, General Manager
Rausch Creek Motor Sports, LP
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Valley View, PA 17983
570.682.4600
rauschcreekracing.com



No November Membership Meeting

So We Can
All Get
Ready for
the Holiday
Banquet on
December 15th
at Radnor
Hunt Club in
Malvern

See Page 7
for More Details

Next Month's Meeting is a Banquet in December

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rett356@msn.com

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

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— up to a point. He had spoken to an experienced technician at length and indicated that a 911SC was within his budget. The technician even referred him to one of his customers who had a 1981 911SC for sale, an excellent car which needed no repairs and which subsequently was sold to another party for \$14,000. The purchaser of the 1977 car bypassed this opportunity and, without having had a pre-purchase inspection performed, purchased the 911S. Much to his chagrin, he subsequently learned that it required \$10,000 worth of mechanical and cosmetic work.

The lesson here, of course, is to buy the best car in terms of condition that you can afford, and not to be taken in by low price with the thought that things can be fixed later. It is almost always better to let someone else pay for the repairs, since although repairs add value to the car, their cost will depreciate very quickly.

Another example is the case of a 1983 911SC Targa which sold for

\$24,000. For this price, it would be possible to purchase a newer Carrera Targa. But each car is individual, and this Targa was one-owner and always garaged, with less than 30,000 miles. It was immaculate cosmetically and mechanically, and was all original, including the paint and interior. It had just come out of a comprehensive maintenance service, and needed nothing. The purchaser has had the car for a year with no problems. His analysis is that while he could have possibly purchased a newer car for the same amount of money, after a year of looking he was unable to find one in the outstanding condition of this car. He also feels that to fairly establish the value of his car, he should compare it to the cost of a new replacement, which would be roughly three times what he spent, plus greatly increased costs of registration and insurance. Unlike the newer models, the SC has very little in the way of electronics, which can prove costly to repair. He may have paid a little more

initially, but it all went into the value of the car and not into repairs or refurbishment, which is billed in current dollars, unlike the price of the car, which is adjusted downward to reflect depreciation and what the market will bear.

This new Porsche owner, by the way, followed all of the steps as outlined above. Although they required a little more effort on his part, he was rewarded with the acquisition of a car destined to become a classic, one that draws comment wherever he goes and that will provide him with twenty years or more of enjoyment. When amortized, this works out at just slightly more than \$1,000 a year for the initial investment to enjoy driving in its finest form. If values remain constant and the car is properly taken care of, in twenty years he could sell the car for at least as much as he paid for it, thus reducing his cost of ownership even further. Whoever said that owning a Porsche was expensive?



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