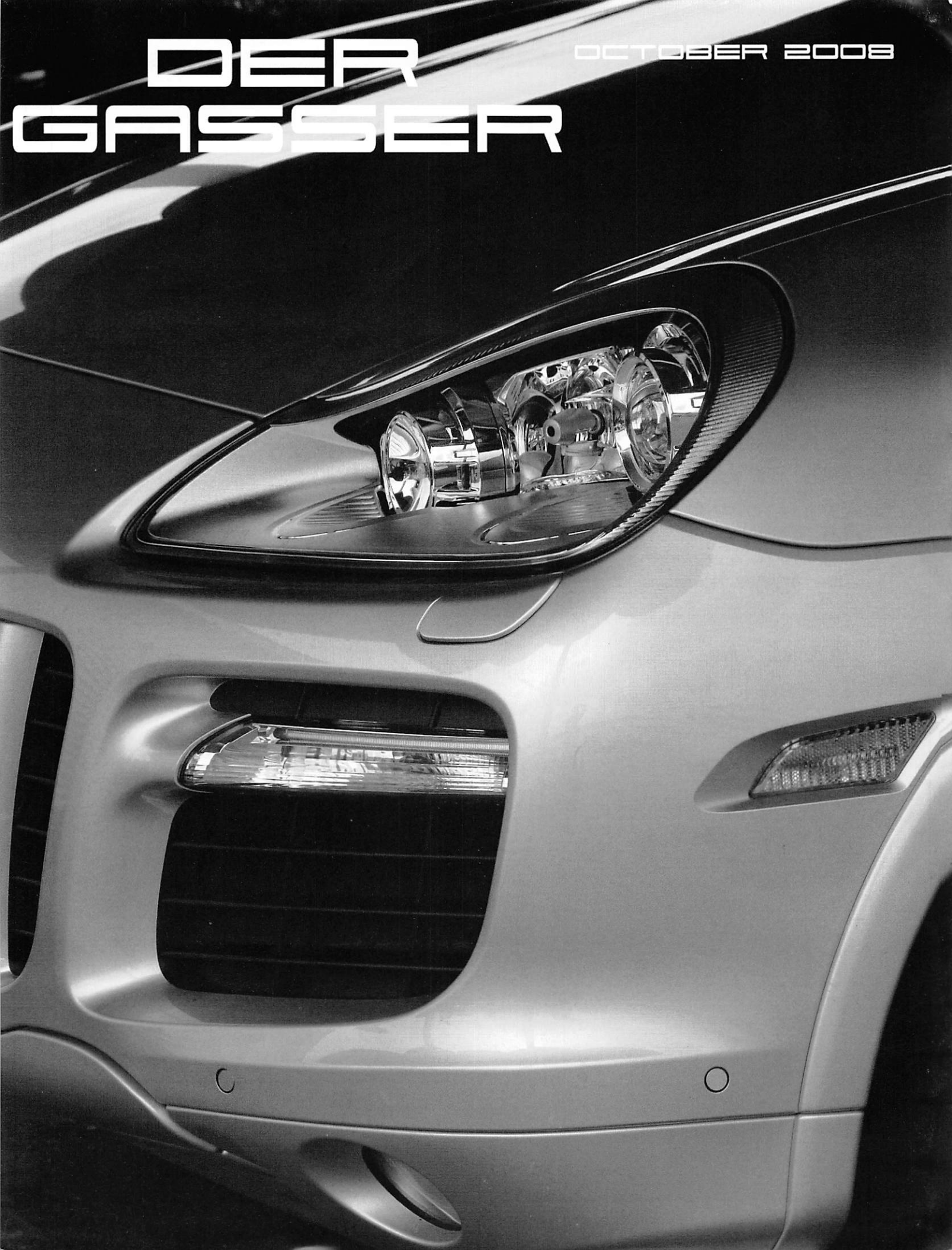


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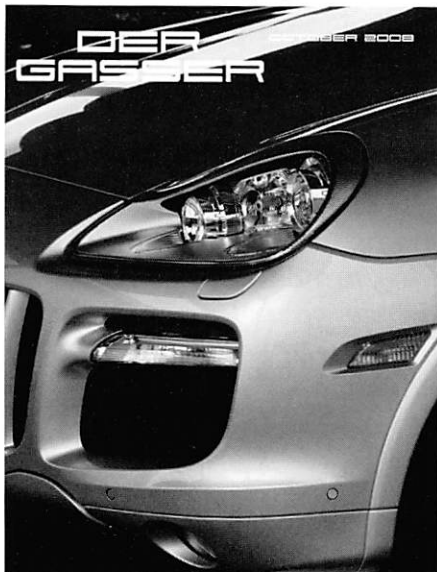


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On the Cover



"Cayenne" Please see page 20.
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DER GASSER

A monthly publication of the Riesentöter Region
Porsche Club of America
OCTOBER 2008

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For the latest information, please visit the Riesentöter Region web page at: www.rtr-pca.org.*

From the Editor's Desk

The temperature may be cooling, but the upcoming elections are heating up! We now have contested elections for both the President's and the Vice President's position. To help you get to know both vice-presidential candidates, check out their platforms on page 7.

Be sure to mark your calendar and come out to the election meeting on October 29th at the Bent Elbo, Fort Washington. Bring your membership cards and some form of ID for verification to receive your ballot. What are we on the Exec Board doing right? What are we doing wrong? Now is the time to show how you feel by casting your vote. I heard a funny comment on the radio the other day that I think pretty well sums things up. "Whining and complaining and not doing anything about it is like sitting in a rocking chair. It gives you something to do, but it doesn't get you anywhere!" Truer words were never spoken.

See you 'round the garage,

Maureen Sangiorgio

State of the Region

By Brian Minkin, RTR President



I just got back from RTR's premier charity event, Make-A-Wish at Pocono Race Track. I would like to express my sincere thanks to all those that volunteered their time and energy to make this event a huge success once again. Also a well-deserved thank you goes to all the RTR members, who attended the event and banquet, whose generosity once again raised over \$49,000 dollars for Make-A-Wish this year. Also I need to thank all those members and club supporters who donated items for the Silent Auction. Our membership's charitable spirit is second to none even at a time when charities are finding it more difficult to raise money.

October brings us to our election meeting being held at the Bent Elbow Tavern on October 29th. This year it is more important than ever to cast your vote to direct the future of your club. At the meeting we will be voting on whether to accept the proposed changes to the bylaws and under the current bylaws you must be present at the meeting to vote on this. We will also be electing the voting members of the executive board for 2009. If you are not able to attend this important meeting a mail-in ballot is included in this issue of Der Gasser for you to cast your vote for the future leadership of RTR.

Regardless of who wins this election we must remember that this club and all its great activities and events are organized and run by volunteers. The Executive Board is the nucleus of the club and its affairs, but these volunteers need your help to organize and put on the great events that help you to enjoy your P-car and club membership. Please consider volunteering to run a social, touring or rally event. I can tell you from personal experience that doing so is a very rewarding experience.

Enjoy your P-car and Turbo-Charge your passion. Get involved with RTR.

Stay Tuned,

Brian Minkin

Letters to the Editor

Dear Maureen and All Hard Working Volunteers – Just wanted to drop a note and tell everyone how much we love the new look of the magazine. We are also hearing great feedback from our customers. Keep up the great work.

-- Kimberly Rutkowski,
Performance Automotive, Inc.

Der Gasser is looking the best I have ever seen! The articles, layout, and photos are really excellent. Great job on getting Ken to agree to be Photo Guy.

-- Melissa (Plenzick) Maurer

I think Der Gasser is much better now than it used to be. It's really moving in the right direction. I would like to see more articles, though.

-- Wayne Devonport

Wayne: I could not agree more. If you would like to write for Der Gasser, or know of anyone who might be interested, please send them my way. I am ALWAYS looking for contributors!

-- Ed.

Address letters to the editor to Got2Bfit@aol.com with Der Gasser in the subject line. Letters are subject to editing for length and clarity. Please include name and phone number.



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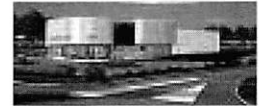


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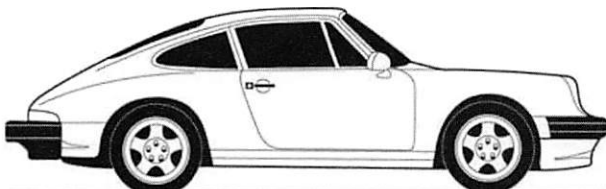


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Your Presidential Candidates

RTR Forum Moderator Wayne Devonport asked Brian and Graham the following questions:

WD: Why should members vote for you over other candidates?

With the RTR election rapidly approaching I would like to take this last opportunity to remind the membership that I am running for a third term as RTR President and express to the membership why I believe they should cast their vote for me. I am not going to reiterate what I wrote in last months Der Gasser. I also am not going to address the issues and ideas expressed by my opponent as they are all noteworthy and as they have been in the past will be discussed and voted on by the Exec. Instead I will try to summarize my experience and list some of the initiatives I intend to undertake next year if elected.

WD: Why do you think that you're qualified to be president?

I have passionately served on the RTR Executive Board for over 10 years as Autocross Chair, Membership Chair and President. During this time I have learned the wide range of responsibilities the Exec undertakes in their commitment to lead the club. As President I have dealt with numerous issues that adversely affected the club and brought them to positive outcomes. I have recruited members to serve on the Exec and under my guidance and leadership they have done an outstanding job bringing the membership a full schedule of events designed to meet the variety of interests of our membership. I have continued to build a good relationship with national PCA and other regions.

WD: What do you believe are your major contributions to the club to date?

During my Presidency RTR has continued to be financially healthy and has had a balanced budget approved by the Exec. I have continually pushed to get more members involved with club activities be they new or current members and the variety of events organized by the club is testimony to this. I have tried to insure that the club communicates well with its members and have used both printed and cyber tools to accomplish this. By developing our online forum I have provided a means of members sharing their thoughts and common interests in addition to giving the exec board members a way to personally communicate with our membership.

WD: What would you hope to achieve as President? What would you do differently and why?

However, as successful as the last two years have been, I do not consider my job to be complete. We have an initiative to update our bylaws under way. After this is complete membership surveys and exit surveys are the next program to be implemented so we can better serve our members. I am advocating creation of Touring and Rally committees so that the huge task of designing and coordinating one of these events does not fall on only one volunteer and we can have more events in different sections of this large region. I am also advocating the creation of a membership communications coordinator to insure that the same timely information appears on the website, forum, email and Der Gasser so that members can rely on any of these for up to date information. New members need to feel welcome in the club and I pledge to start an initiative to create a new member contact committee working with the membership chair to welcome new members and answer any questions they may have.

I love this club and welcome the opportunity, if elected, to continue to lead it in 2009 with continued growth and member satisfaction. With your support and vote I hope to have the opportunity to lead RTR into a great 2009.

Brian Minkin
Current RTR President

WD: Why should members vote for you over other candidates?

The reason to vote Graham Knight for President is that I promise to bring integrity, honesty and a team-building attitude to this club. Brian Minkin has, without a doubt, brought many ideas and enthusiasm to the club during his years on the Exec board. Should I be elected President, I hope Brian will continue to be an active member.

I feel that there is more that can be done with this club, further ideas to be promoted, greater achievements to be made, more to accomplish as a team!

My ideas include:

1. Reduce the costs for instructors through a lottery system whereby each event 5-10 instructor get to drive for free (they would be selected at one event & be able to use the coupon/discount at the next event)
2. Reducing costs, particularly in the area of the Der Gasser
3. Increase the number of rallies and social events
4. Increase the meeting attendance by another 25 people through speakers and interesting locations
5. Another great picnic like the 200+ person one I had at America on Wheels in 2008
6. Organize and put forth a continuous membership feedback survey

WD: Why do you think that you're qualified to be president?

To be qualified for the President of this club, you must have the desire to volunteer as a Club Executive; you must love to be around cars, car people and car activities; and finally you must have the ability to stand as a honest and forthright person, representing the wants and desires of the members while ensuring the club remains financially viable and socially vibrant. As President, I promise to be open to positive criticism, receive suggestions from members and put forth ideas from all club members, both DE and non-DE. I have all of these attributes and I offer a new perspective to move the club forward - see the list above for a summary of my ideas.

WD: What do you believe are your major contributions to the club to date?

I believe, as President, every Exec member should be recognized for his or her efforts. Every executive on this Board contributes to the program; each one has participated in the club in some way, giving to the club in some shape or form. At first as AutoCross Chair and then as VP, I have worked behind the scenes with many of the Exec members on the following accomplishments: Organized the 2008 Vendor night with over 200 attendees and 15 vendors; scheduled and marketed the monthly meetings with attendance up by 200%; organized the 2008 Club picnic at the American on Wheels Museum where over 225 people and 125 cars attended; supported and assisted in the 2009 by-law revisions; currently supporting a membership feedback questionnaire that is under way; pushed for RTR Club financial accountability; helped with getting the Der Gasser online; initiated and supported the AX Road show and am always trying to promote a dynamic social atmosphere for all the members! Please be reminded that all these contributions are done with the help of the Executive board.

WD: What would you hope to achieve as President? What would you do differently and why?

Future achievements as President; First and foremost is to keep the club social, fun, car related and profitable. We can do many of the club activities only if there is money available and our DE program is vital to the financial well being of this club. Secondly, continue to promote a feedback questionnaire so as to understand what the club members are looking to get from the club.

I feel Exec accountability needs further promotion. Prior to being on the Exec board, I had little idea as to the work that went on behind the scenes. I would like to see our Exec meeting minutes printed in each Der Gasser for the club to review. As an Exec for your club, I feel some insight into the decisions being made would help the members see what is going on behind the scenes as well as promote membership inclusion.

In 2009, I would also like to see a review of the Der Gasser advertising rates and to investigate our yearly Make A Wish event to be held at the NJMP track in Millville NJ. The facility has brand new accommodations and would suit our club well. Furthermore, the DE program is a great program and with the new NJMP tracks in Millville open (Lightening & Thunderbolt), I would like to review the DE program and decide which venues to promote and schedule for 2009.

In closing, I was asked to run for Vice President in 2007 and then decided to run for President in 2008 when Brian originally decided to step down. After thinking about the hard work and commitment required to be the president, I loved being part of this club and I think I can make it even better. Overall, I am running for the 2009 RTR President because the people are a great group to be with, and we as a club can do more, continue to improve and strive further in our effort to succeed.

Make your vote count!!!

Graham Knight
Vice President - RTR - 2008

Your Vice Presidential Candidates



Hugh McNenly

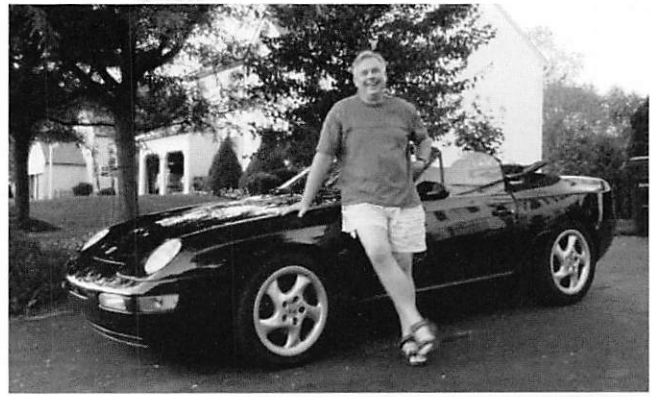
To all club members...

I would like to start by thanking Brian Minkin for my nomination and welcome the opportunity to serve as VP for our Riesentöter region. My passion for Porsches goes back to my early years growing up in the Great White North and the need for speed whether on ski's, two wheels or four. After many years of only making left hand turns on a velodrome and a USCF Pennsylvania District Championship bronze in the 200 M sprint, I decided to try my hand on the track, making some right hand turns.

As a 3rd year club member, I have also not forgotten the instructors and other club members that had made me feel so welcome even at my first driver's ed event. As club Vice President I will also strive to encourage all new members to get involved in club activities by utilizing emails and club meetings.

I have 25 years of Sales and Corporate General Management experience that I feel demonstrates my organizational and leadership skills. As your Vice President I will also work towards promoting our vendors, member discounts, club meetings and club activities that add value to charities and/or community activities. Also with so many costs rising for all clubs and members we should also investigate the best practices of other clubs as well.

I look forward to your support....



Joe Asher

Hello Riesentöter members,

Graham Knight has been kind enough to nominate me as his running mate for Vice President. Two immediate issues: no, I will not lower your taxes & it is true, I am not as cute as Sarah Palin. As your VP nominee, I have many new ideas that are listed below. The common complaint I hear from so many members is that our club does not have enough social events, so that will be the main part of my platform.

Remember back in the day when the family went on a Sunday drive? Starting in October, I will be hosting a new activity: Drive & Dine. On October 26th our first trip will be a tour of the Delaware River wineries. We will meet at Holberts Porsche around 11am & tour 3 local wineries. Our first stop will be at the Reiglesville PA Bridge to meet with our Allentown area members, then it's across the river to Alba Vineyards in Fineville, NJ. Then we are headed south along the scenic Delaware to the Sand Castle Winery. Our final stop will be at the Crossing Vineyards in Washington Crossing, PA. If that is not enough (remember Drive & Dine), dinner will be at the Washington Crossing Inn.

Our second trip in 08 will be on Sunday Nov 9, 2008 to celebrate "Octoberfest" at the City Tavern (www.citytavern.com) in Philadelphia. The meeting location for our convoy into the city will be at the Cracker Barrel restaurant in Plymouth Meeting at 4pm. (location of Marty's Sep 28 New Members breakfast).

Then it's on to 09 for our first annual ski trip to the Poconos! The location will be Sno Mountain, in Scranton PA, on Jan 29th. Details & rates in the next Der Gasser.

So get off the couch, turn off the game & let's burn some petrol. . . . You can contact me anytime at asher681@hotmail.com or 215-669-6323.

p.s. To establish a reservation for the Octoberfest, I need an e-mail if you plan on attending.



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Gold in Our Backyard!

by Christopher G. Karras

A new driving facility opened this summer in Riesentöter's backyard adding two road race tracks and a kart track to our neighborhood. New Jersey Motorsports Park in Millville, NJ, currently offers the signature Thunderbolt raceway, the Lightning raceway and the F1 karting facility. The longer Thunderbolt raceway opened in early August and has already hosted televised Grand-Am Rolex and Koni Challenge professional races. On October 17-19 Thunderbolt will host a Riesentöter driver education event. Even those not registered to drive at this DE should stop by to see this spectacular facility, observe a DE, meet friendly members and celebrate the arrival of these tracks to the Riesentöter schedule. A visit of a few hours or more to this facility during our DE weekend will entertain and enlighten any Porsche and Motorsports enthusiast.

World-Class Tracks

The 1.9-mile Lightning raceway is fast and challenging, featuring some of the most interesting and dramatic corners and elevation changes at NJMP. The 20-acre paddock area has a four-acre skid pad and autocross area, as well as a concession area, timing towers and air conditioned school and drivers meeting rooms. On the weekend of the Riesentöter DE the Lightning raceway will host a club race sponsored by the Northern New Jersey region of the Sports Car Club of America. You will have the chance to see a wide range of cars, from purpose-built open wheel Formula Atlantic race cars to production cars, but all will have full cages and other safety gear for wheel-to-wheel racing. Most of the SCCA racing is grassroots at its best with inexpensive cars and proficient drivers, but there will also be some high-value race cars to watch. The races will be intense and exciting.

Adjacent to the Lightning raceway is NJMP's 1.1-mile karting facility, featuring eight dramatic configurations. All eight are designed to be run either clockwise or counter-clockwise. Everything you need to drive the kart track can be rented at modest rates. These are not kiddie go karts—many Formula 1 racers learned to race in karts like these. The basic rental kart has about nine horsepower and is very stable—virtually impossible to upset. The kart shop at NJMP also sells lighter karts with much higher horsepower engines that can give cars a run for their money.

The Thunderbolt raceway features more than 2.25 miles of asphalt, 14 challenging turns, a one-half mile straightway and approximately 40 acres of full service paddock space. It has some corners that are as fast as those on Lightning and others that are much slower and more technical. There are a number of good vantage points where spectators can see the action, including some grandstand seating.

What To See and Do at the DE

For those interested in DE, but who have not yet experienced one, the Thunderbolt event provides an

excellent first opportunity to see what it's all about. The DEs are open to the general membership, so you do not need to register to drive in order to attend and observe. Of course only registered drivers will be allowed on the track. Upon arriving, everyone must sign the track's form of waiver at the front gate and then the PCA form of waiver at event registration. Riesentöter issues a wrist band to all who sign, and you must exhibit your wrist band throughout the day. The program starts around 8 o'clock each morning with a driver's meeting to remind everyone of the event's rules, the meaning of the flags and organization details. Our Track Chair's talk is always informative and often amusing.

Our Chief Instructor will conduct classroom instruction which is required for the student drivers, and visitors are welcome to sit in. These classes cover the basics of high-speed driving, often with audio-visual aids and always with good humor. The first class will be held around 9 o'clock and additional classes are scheduled throughout each day. Although many of the instructors will have driven Thunderbolt at other events, most of the students will not have seen the track before this event, so the classroom instruction and discussion should be animated and enthusiastic as well as educational—perhaps even entertaining. These classes alone could be worth the trip to South Jersey.

The paddock at a Riesentöter DE is a Porscheophile's dream. Throughout the day visitors can see a host of cars, from full-on race cars with gaudy livery, slicks and stripped interiors to street cars that are as pristine as they were when first driven home from the dealer. Not only are there exotic, fast and pretty cars, but they can be seen in action on the track. As a rule, any driver of any car will be more than willing to expound on the car, the track, DE, racing and any other motorsports topic. Our club members are a friendly group; just ask a question or voice admiration for the car to kick off a conversation. After the track closes around 5 o'clock on Friday and Saturday afternoon libations will flow and stories will be told. Come on down!

How To Get There

Head into south NJ and connect with NJ Rt 55. Stay on Rt 55 to exit 24 (Rt 49, East Main Street). Drive west from the exit about 1½ miles, over a bridge and through a blinker to the next traffic light (Brandriff Ave.) where you turn left. Drive about 2 miles straight while Brandriff becomes Race St. and then Silver Run Rd. (Rt 555). Veer right onto Dividing Creek Rd. (still Rt 555) and drive about 1½ miles to the main gate of NJMP on the right. More directions and information about the track can be found at www.njmp.com.

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Advertiser Spotlight

Performance Automotive

By Maureen Sangiorgio

When Performance Automotive was founded in 2000, co-owners Paul McDonald and Peter Rutkowski were narrow-minded. "We always said the only way we would run our own shop is if we could specialize in European vehicles," says Paul. "To be perfectly frank, Porsche, BMW, and Mercedes are far superior to anything on the road," says Peter. "The engineering and design of these cars is second to none. They are a pleasure to work on, have better management systems, and are technologically more advanced than most. They are a challenge at times, but we like that. We wanted to start our own business and provide high-quality service and attention to detail that Porsche owners would expect."

So what sets apart Performance Automotive from other similar shops? "We are the only independent shop in the area that has the kind of equipment we have," says Paul. "We have invested in a state-of-the-art Hunter Alignment System, Hunter Road Force Balancer, and tire mounting equipment. Our alignment system is equipped with tuner software that can diagnose and correct difficult handling problems whether on the street or track."

"We have also purchased the Porsche factory diagnostic tool, the PST2," says Peter. "That factory computer allows us to interface or reprogram all of the control units. We can access ABS modules, bleed brakes, and service the climate control system, air bags, heating, lighting, and transmission. We can read the fault codes, test, and activate drive links for quick and accurate repairs. If you have a Boxster, 993, 996, and newer, you cannot bleed the ABS pump without the tool we have. A lot of shops that are performing brake flushes cannot bleed the entire ABS system. Peter and I have made a strong commitment to get the proper training and tools to service these cars."

In addition to loads of the latest equipment, Performance Automotive offers one-on-one customer service. "We're a small shop, so we can deal directly with our customers, instead of having them speak to several people that are go-betweens, like service writers. When you bring your car here for service, you speak directly to the person servicing your car."



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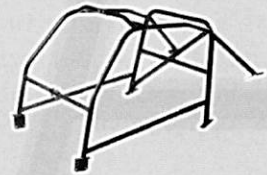
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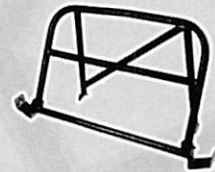
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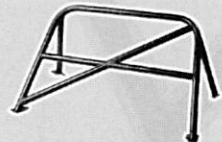


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Summary of Proposed Changes to RTR Bylaws

By Christopher G. Karras

NOTE: Due to an error, a portion of this Summary (IRS Changes section) was accidentally deleted in the September issue. The entire document appears below. We apologize for any inconvenience.

-- Ed.

At a meeting on August 15, 2008, the Club's Executive Board unanimously approved a number of updates to the Club's charter and bylaws and recommended that the members approve them at the October meeting in accordance with the current bylaws. This summary serves as notice to the members of the proposed changes. Copies of the current and proposed bylaws and the proposed charter amendment can be viewed on the RTR web site: www.rtr-pca.org. To vote on the proposals you must be an active or family-active member and attend the October meeting in person. Approval requires the affirmative vote of a majority of those voting.

Charter

The Executive Board recommends two changes to the Club's charter. First, a provision dating back to 1958 relating to intoxicating beverages should be removed. The sentence to be deleted reads: "That no intoxicating beverages will be sold, furnished, or dispensed by the proposed corporation to its members under any pretext, or for any reason in compliance with the requirements for incorporation." Second, the address on record would be updated to that of a current member. Brian Minkin, the current President, has volunteered his address. The Pennsylvania Nonprofit Corporation Law of 1988 ("PNCL") requires that the Club have an address on file and the listed address is not that of a current member.

Bylaws

The Executive Board also recommends a number of changes to the Club's bylaws. General changes make the document gender neutral and less ambiguous. The honorary and life member categories were removed because those types of members are now designated only by the national PCA. The list of officer positions was updated to include a Webmaster, and it was clarified that officers will not be paid. The requirements for voting, quorum, notice, and special meetings provided by the PNCL were included in the revised bylaws.

Liability

A new section would protect Executive Board members from liability for monetary damages, provided that they acted in good faith and in a manner reasonably believed to be in the best interests of the Club and had no reason to believe that their actions were unlawful. An indemnification provision was also added so that the Club would pay any reasonably incurred fees and expenses related to defense of a suit brought against any Executive Board member, provided the standard of behavior was met. These provisions are expressly authorized by the PNCL, are common for non-profit corporations and should assist in attracting and retaining Executive Board members.

IRS Changes

The Internal Revenue Service requires non-profit corporations such as the Club to file a Form 990 annually. Starting with 2008 the form requires information on any conflict of interest, document retention, and whistleblower policies. The Executive Board recommends the adoption of these policies as a matter of good governance. The Conflict of Interest Policy requires Executive Board members to sign an acknowledgement that they will act in the best interests of the Club, and not further their own self-interests to the Club's detriment. The Whistleblower Policy requires Executive Board members to report any questionable conduct of an Executive Board member, and provides that no Board member who in good faith reports any such issue will be retaliated against. The Document Retention Policy describes the requirements for keeping important Club records.

Additional Changes

Several provisions were added to allow the Executive Board to appoint employees (although there are no current plans to do so) and other agents, give an officer additional powers or duties without having to amend the bylaws, designate to a member of the Club the authority to sign a particular check, and authorize a member to enter into a contract on behalf of the Club. A provision was added that would require members to obtain permission from the Executive Board prior to incurring any debt or obligation on behalf of the Club. An "action by consent" clause was also added, which would allow the Executive Board to take any action it would be able to take at a meeting by having all the Executive Board members sign a written document. Another clause provides that any vacancy on the Executive Board would be filled by a vote of the remaining members. The provision that required a mandatory annual audit was revised to require an audit at such times as the Executive Board deems it necessary. Finally, the Executive Board would be permitted to amend the bylaws with a 2/3 affirmative vote of the entire Executive Board.

Under the revised bylaws, Robert's Rules of Order would no longer govern Club meetings. Robert's Rules of Order require detailed formalities to be observed, which if actually followed would make Club meetings inefficient. Removing this provision allows the Club to conduct its meetings in accordance with Section 5709 of the PNCL which authorizes the President to establish fair rules.

Finally, whenever written notice to the membership is required it would now be allowed in any form allowed by the PNCL, including a bulk-rate mailing or by publication in Der Gasser.

Calendar of Upcoming Events

DRIVERS EDUCATION SCHEDULE 2008

Event Name	Date	RTR Member Registration	Non-RTR Registration	Registration Closing Date
Thunderbolt	October 17-19	September 1	September 8	October 3

Please note: On line registration begins at 12:01 AM

Delaware Region invites RTR to their upcoming ThunderBolt Raceway DE event to be held October 10-12 at the new Thunderbolt Racetrack, NJ Motor Sports Park, Millville, NJ. Sponsored by the All New Winner Porsche, Delaware's exclusive Porsche Dealer. Register at www.ClubRegistration.net. Contact Stover Babcock: stover33@mac.com.

RTR MONTHLY MEETING SCHEDULE

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

October 29 – Monthly meeting and voting meeting currently scheduled for the Bent Elbo located at 582 S Bethlehem Pike, Fort Washington, PA 19034. 215-646-2228. Sure to be a great meeting with our club voting in the next round of executives for 2009!!!

DE TECH INSPECTION SCHEDULE

DATE	TRACK	INSPECTING FACILITY
Oct 4	Thunderbolt	Holbert's

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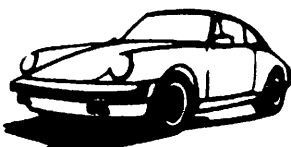
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Upcoming Social Events

October

Rallymaster Dennis Angelisanti reports that he is organizing a **Fall Gimmick Rally** to be held on Sunday, October 5th. It will be a "Tulip Rally," google that name for more information. There will also be photo identification and visits to historic sites. The rally will begin at Michael's Diner in Douglassville, PA. It is located at the intersection of Routes 422 and 662, on the Northwest corner. Please park away from the diner nearer to the Rite Aid. Registration will open at 8:45 am with a driver's meeting at 9:30 with first car off at 10:00 am. It will take about 2-3 hours to run the rally and with that in mind the finish will be at a nice place to have lunch, cold drinks and bench driving with fellow Riesentoters. Give me a heads up if you plan to attend and you should plan to attend. E-mail at dla109@comcast.net.

PCA Pocono Region of northeastern Pennsylvania extends an invitation for all PCA members to attend their tenth annual **Oktoberfest** weekend. "The dates of October 3, 4 and 5 have been selected to insure fair weather," says Pocono Region President Andrew Moore. "This year's event is being held at the prestigious Inn at Pocono Manor. Freshly restored to its full glory the Manor is sure to provide a regal backdrop to a most memorable weekend. For those that remember Pocono Manor was the site of the 19th Parade held in 1974. The weekend starts off Friday for early arrivals with a best ball golf tournament followed that evening by our official welcome party. An evening of authentic Bavarian Cuisine and live music is in store along with our traditional slot car challenge and tech quiz. Saturday's activities begin with Continental breakfast and Concours held on the shaded lawn of the Manor's Orvis Lodge."

"The afternoon provides the perfect opportunity to enjoy your Porsche and the best of Pocono Mountain scenery while you compete in our Gimmick Road Rally. Saturday evening activities begin with a hors d'oeuvres social followed by our awards banquet. Come for the weekend or just for a day, this is an event not to be missed. Full information and registration is available on our regions web site at www.poc.pca.org. There you will also find a link to The Inn at Pocono Manor were you can view all the fabulous amenities this hotel offers. Mention this PCA event for your room rate discount. We hope you can attend."

Join Motz Wealth Management at the Simeone Foundation Museum to Benefit Prostate Cancer Research. Date: Sunday October 12, 2008. Two Tours: 10:30 am to 1:30 pm or 12:00 noon to 3:30 pm. Tickets: \$75.00 and includes Catered Lunch, Picture with Legendary Porsche 911 Longtail; Intimate tour of collection by Dr. Fred Simeone; Copy of "Celebrate the Competition" booklet; Guest Speaker on Prostate Cancer. Contact Information: Lillian@MotzWealthManagement.com; call 215-513-6240 or register at www.motzwealthmanagement.com.

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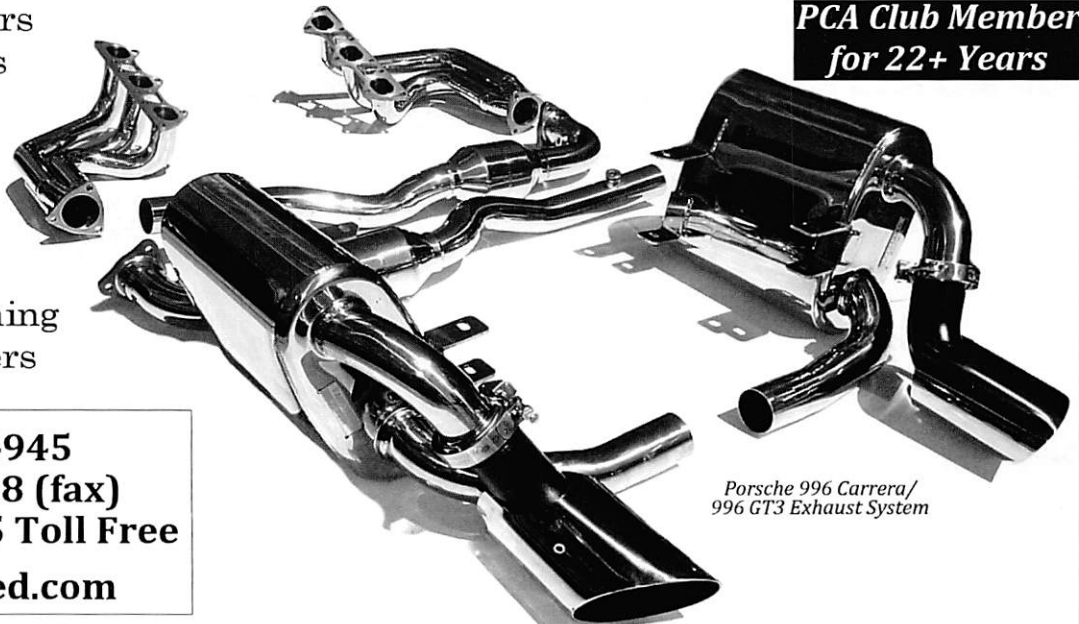
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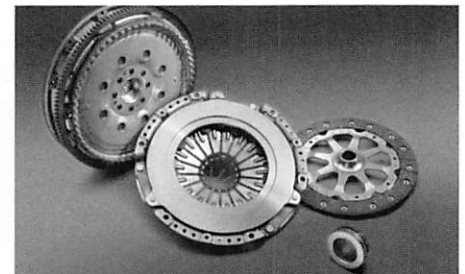
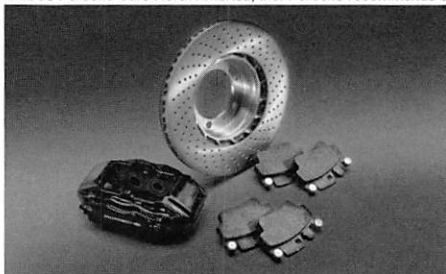
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For sale **Porsche 911, 1990.** 78,000 miles; grey metallic, burgundy interior, RS flywheel and clutch [replaced] primary bypass pipe, lowered suspension, valves adjusted gaskets replaced. Distributor belt replaced, new tires, and battery replaced all within 16 months or less then 4000 miles. \$19,000. Contact Paul at 215-872-5641 or delftvanp@comcast.net.

I am selling a **Guards Red 1984 normally aspirated 944.** Car has a tan and brown leather interior with matching brown Porsche mats. No rips or cracks in the leather seats but there is some visible wear. Flaws, carpet is 24 years old, the leather on the shifter should be replaced and it is missing two switch blank covers from the center console. With less than 81k original miles this is a well maintained car with receipts back to 1984. It is an OEM-parts maintained car except that the Blaupunkt cassette player has been upgraded to a JVC CD player with MP3 input jack in the face of the player. I might even be able to find the blaupunkt in the garage if you are so inclined. Big ticket maintenance includes cold AC, water pump, timing belts, suspension, rotors, engine seals and power steering rebuild. This car does not leak, nothing comes out and nothing gets in. There is no rust on this car. Garage kept for 24 years. Car has BBS single piece aluminum and gold 7x15 with 50% of Firestone Firehawk tires. Also comes with a set of 4, aluminum and black Fuchs (7x16). More photos available at <http://rtr.mywowbb.com/forum27/1287.html>. This is neither a concourse nor a track car but an economical and spirited ride. Economy comes from MPG of 18/27 for city and highway respectively, Porsche provides the spirit. Currently tagged as a classic car in Pa, so insurance is another economy point for a part time car. JFKittredge@yahoo.com or 215-915-1908.

1990 944 S2 Cabriolet Guards Red with black leather interior; 105,102 miles. The car is in very good condition overall and is 100% stock other than a one off GIAC chip. The clutch has been replaced within 10K. The car comes complete with the convertible boot, books, maintenance records from the early 90's, original sales brochure, owner's manual and folder, un-used collapsible spare, and car cover. Porsche only made these 944 S2 convertibles for 2 model years, pretty rare car, the #s I have seen indicate the 1824 of them were imported to the US in 1990. Over all this car is in VERY GOOD condition but this is NOT a brand new car. Mechanically the car is perfect. Car drives EXCELLENT. Very tight and super strong. The 16 valve S2 motor is rated at 208 hp strong. I am the second owner of this car, and I can put you in contact with the garage that did the work on the car the past 15K miles since it's final dealer service. Please do not waste my time with endless questions about the car, please just do the research yourself, and NO lowball offers, I am a 25 year PCA member and I understand the market value of cars. Chris Kellett @ 610-659-1033. chriskellett@mac.com

Porsche Wheels

17" BBS wheels Gold centers for Porsche 930 with tires \$1200. Center look fits all 930s. 993 stock OEM hood \$500 perfect like new, Ferrari 360 stock muffler with tips, 993 black interior like new with sport seats. Joe Fabiani, Ambler, PA. 215-646-4945. joe@fabspeed.com.

One set of D90 wheels for sale with winter tires \$ 300.00. One set of cup 2 wheels powdercoated black with almost new toyo T1R \$ 800.00. Contact Paul at 215-872-5641 or delftvanp@comcast.net.

Porsche Parts/Accessories/Manuals/Magazines

Set of black front fenders from a 91 - 911. These were removed for a conversion in the late 90's. Minor dings from storage. \$230 each or \$400 for both. Also have a set of sport seats from the 70's. Black vinyl with striped cloth inserts. Minor vinyl flaws. \$250 -no rails. No shipping. Frank @ cyntag@comcast.net or 610-666-6463.

One stainless muffler from dansk \$400.00 like new, for a 1990 964. Contact Paul at 215-872-5641 or delftvanp@comcast.net.

2000 996 C2 Parts: Front Bumper Cover - Guards Red with slight damage but easily repairable \$150.00 - Engine protection plate with hardware(Used - Part No. 99610798100) \$40.00. Contact Eric at ejkace34@aol.com or (610)375-1243.

Member Classifieds are free to PCA Members for occasional sales of personally owned items and run from date received for three 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 three issues; check for payment made out to "RTR-PCA" must accompany your copy. "Commercial Classifieds" are available to businesses within the Riesentoter Region for the sale of Porsche cars, parts, or accessories; "Commercial Classifieds" are available at a cost of \$20 per issue, limit 25 words. Email submissions to Maureen Sangiorgio at Got2BFit@aol.com with Der Gasser on the subject line.

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AutoX News

Drivers . . . Start Your Engines!



Au•to•cross (ô'tō-krôs', -krôs') n. - A form of motor sport that emphasizes safe, low-cost competition and active participation. An autocross is a timed competition where drivers navigate one at a time through a temporary course marked by traffic cones. Autocross tends to place more emphasis on car handling and driver skill than on sheer horsepower.

Editor's Note: In order to spend more time with his newly-minted family, Steve McMorn has decided to step down as a regular contributor to the AutoX column. If you are interested in taking over this column, please contact me ASAP at Got2Bfit@aol.com. In the meanwhile, here are some tips from pca.org/autoX to help guide you through the rest of the AutoX season.

The Course Walk

Otherwise known as "walking the line."

Walk the course with an Experienced Driver. Check for surface bumps, loose gravel and stones, uneven pavement, joints, etc., etc., etc. You will be given between 10 and 20 minutes to walk the course between each run session

To 'stay the course,' you must first stay on course

The first problem that confronts every autocrosser is staying on course. So the first step is learn *where* it goes. Study the course map, and then walk the course. If no map is provided, make your own. Walk the course at every opportunity...and take your time. Avoid following a crowd that blocks your view. Walk the line you plan to drive as if you were sitting in the driver's seat. Stop and study difficult or optional sections of the course to plan your line. Observe other drivers; note where they have difficulty -- hitting pylons or staying on course. Move around the course to observe problem areas from different locations.

Having completed this step, decide *how* to go. How to go calls for a plan. And remember, an imperfect plan is always better than no plan at all. The question autocrossers most often ask is, "How do I determine the best line or path around the course?" To begin with, concentrating only on determining the best line in autocrossing may be compared to slalom skiing. In an autocross, we are concerned with three things: time, distance and speed.

The formula $time = distance / speed$ expresses the relationship of three factors. We must determine how to drive the course in the *least possible time*. In order to do this, the path chosen should offer the *shortest distance* and permit the *greatest speed*. As the formula illustrates, time can be made smaller by either decreasing the distance or increasing the speed...or better yet, both. Many times it becomes impossible to drive at the highest speed over the shortest distance. When this occurs, the best path is a compromise somewhere between the two extremes.



"Waitin' for the Start" Photo: Ken Souser

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– Tim Cahill

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New, Special Model Pays Tribute to the Three-Time Rally-Winning Original

Courtesy Porsche Cars North America

Winning Porsches come in many shapes, and nowhere is the competitive Porsche Motorsport DNA more evident than in the latest version of the thriving Cayenne range – the new race-inspired 2010 Porsche Cayenne S Transsyberia.

The Cayenne S Transsyberia is based on the Cayennes that won one of the most grueling endurance races in the world. The rally marathon, which is held every spring, is a two-week race that traverses Russia, Siberia and Mongolia and covers over 4,400 miles. It is called, simply, the Transsyberia Rally, and slightly modified Porsche Cayenne S models have won this brutally demanding event three times in a row. The most capable Cayenne yet will be revealed at the upcoming Paris Auto Show, October 4 – 18 2008. Just as the Weissach-developed Cayenne S Transsyberia competition models were based on the street version of the Cayenne S, this 2010 special edition, with less than 600 units earmarked for North America, will feature the 405 horsepower, 4.8 liter naturally aspirated, direct fuel injected V8 engine lifted directly from the Cayenne GTS. The Tiptronic S six-speed automatic transmission with a 4.11:1 final drive ratio is standard.

All Cayenne S Transsyberias will be equipped with air suspension and Porsche Active Suspension Management (PASM), which electronically adjusts the shock absorbers to achieve superior ride and handling characteristics. The permanent all-wheel drive Porsche Traction Management (PTM) system divides the torque between the front and rear, with a 62% rear-bias for greater on-road driving dynamics. The Cayenne S Transsyberia proudly shows off its winning pedigree. It will be available exclusively in four different color combinations – black with orange accents or crystal silver metallic,

also with orange accents. For those desiring a more “stealthy” color combination, the Cayenne S Transsyberia will also be available in either black with meteor grey metallic highlights or meteor grey metallic with crystal silver metallic highlights.

With the exception of the meteor grey metallic with crystal silver metallic combination, all Cayenne S Transsyberia will be available with contrasting colored 18-inch Cayenne S II wheels. Contrasting color is also used on the air intake vent fins, exterior mirror housing and extended bi-plane roof spoiler. In addition, the Cayenne S Transsyberia can be customized to include the decorative “Cayenne S Transsyberia” side strips and offroad roof lights (for vehicles without the optional moonroof) at no additional cost.

The standard front and rear stainless steel skid plates emphasize the off-road character of the Cayenne S Transsyberia. An optional off-road package that features a variable and lockable rear differential, rock rails with integrated skid plates, a reinforced engine-bay guard, and enhanced protection for the fuel tank and rear axle is available. A second towing lug is provided “just in case.”

The Cayenne S Transsyberia also features standard sport seats with Alcantara seat inserts. The standard multifunction steering wheel is also covered in Alcantara and has a “twelve – o’clock” mark at the top of the wheel, as do all of the race-ready Porsche Cayenne S Transsyberias, in the same contrasting color as the exterior.

The 2010 Cayenne S Transsyberia will be available in the United States in early spring of 2009 with an MSRP of \$70,800.



Join Motz Wealth Management at the Simeone Foundation Museum to Benefit Prostate Cancer Research



The Simeone Foundation Museum located near the Philadelphia airport is home to one of the rarest collection of sports racing cars in the history of auto racing. This magnificent display which dates back to the early 1900's when cars were graded for their ability to travel long distances at high speeds of just 40 mph.

Date: Sunday, October 12, 2008

2 Tours: 10:30a- 1:30p or 12:00 noon- 3:30p

Tickets: \$75

Includes:

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- Picture with Legendary Porsche 911 Longtail
- Intimate tour of collection by Dr. Fred Simeone
- Copy of "Celebrate the Competition" booklet
- Guest Speaker on Prostate Cancer

Contact Information

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(In client center, under event registration)



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Motz Wealth Management is a comprehensive wealth management firm located in Harleysville, PA. This year, in an effort to raise Prostate Cancer Awareness in the community and support further research, the firm will team up with Porsche Club of America, Philadelphia Chapter, Riesentoter and The Simeone Foundation Museum for a day of fun, education and wonderful

car racing history. Proceeds from ticket sales will benefit the Simeone Foundation and a Cancer Research Foundation of our choice.



Riesentöter Region Porsche Club of America

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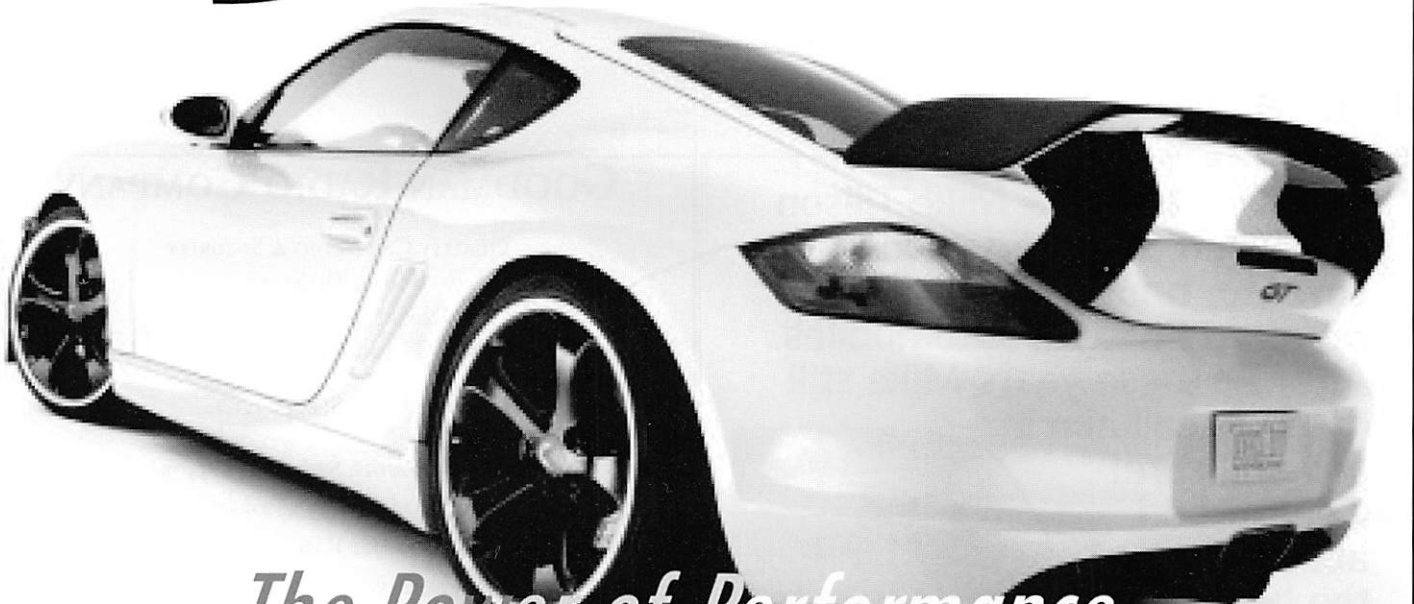
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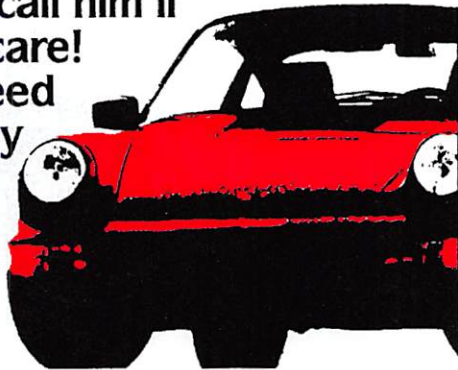
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