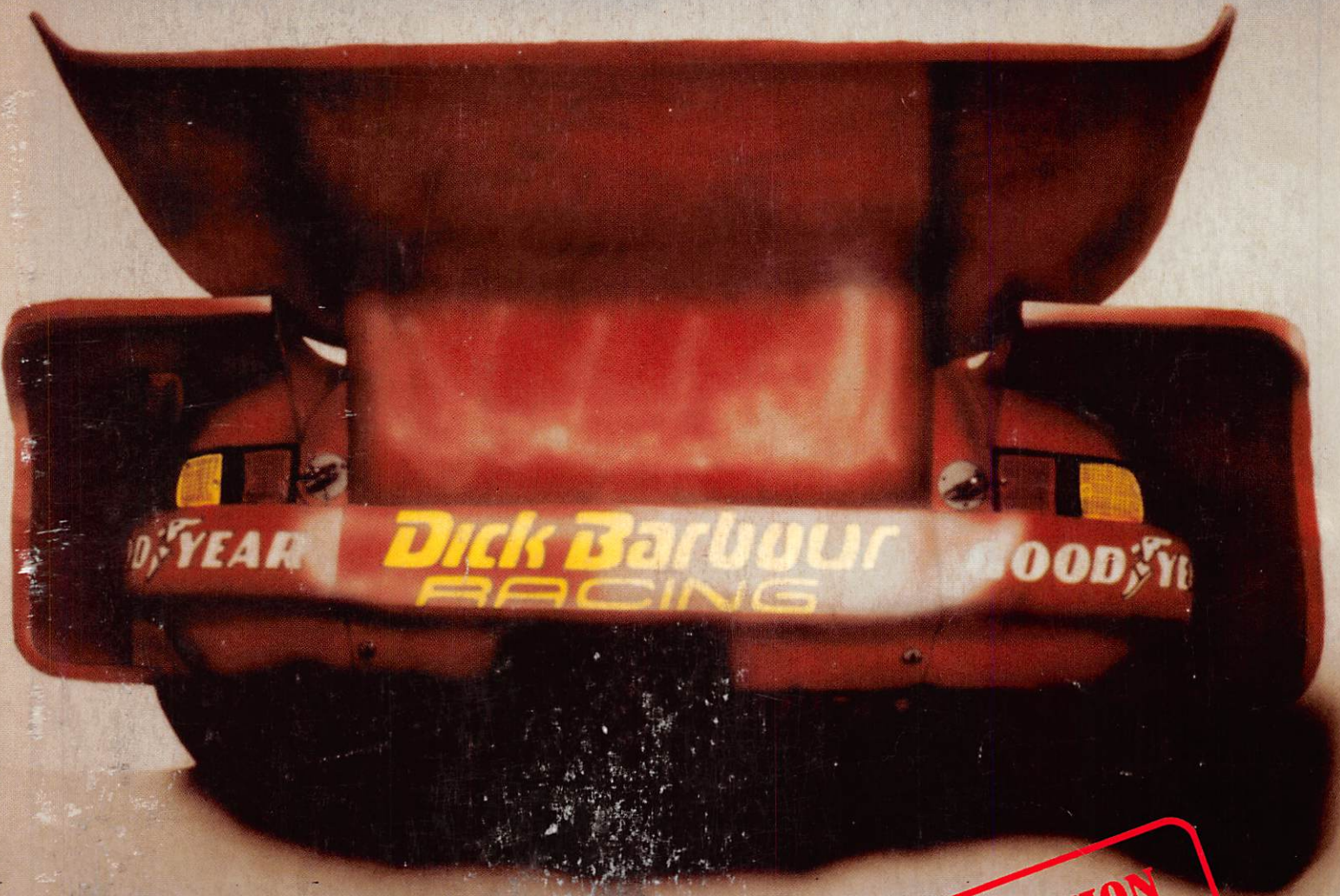


# „Der Gasser“

November-Dezember, 2004



**PARADE REGISTRATION  
INSTRUCTIONS PAGE 4  
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Porsche Club of America



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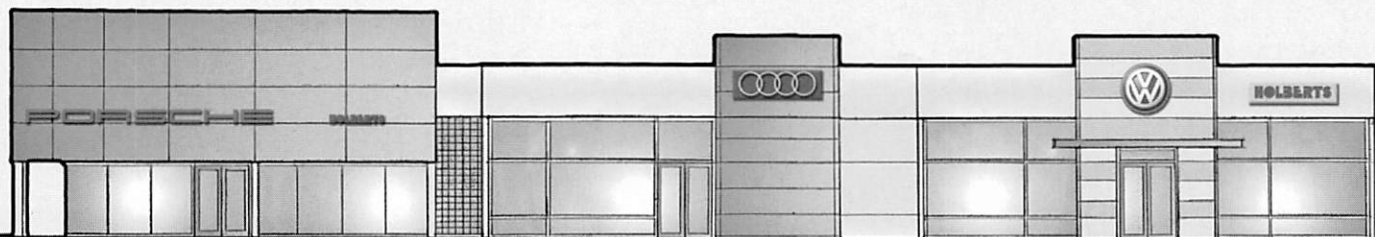
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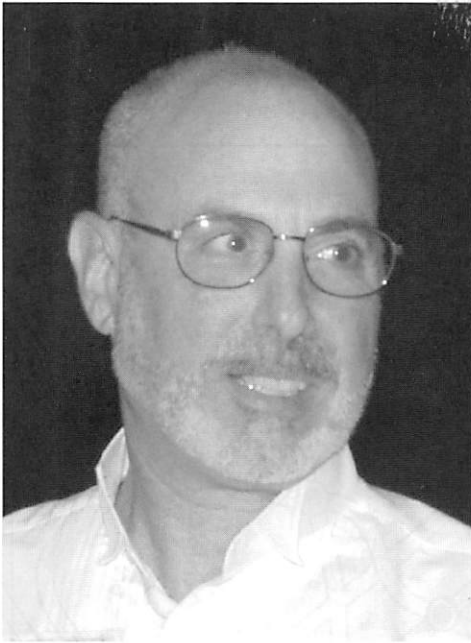
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# ***From the President...***

*by Riesentöter Region President Tom Zaffarano*

It was a victory at Victory Brewing Company!

The Oktoberfest food was good and the award-winning \$2.00 beers couldn't be beat. The election for the new 2005 Executive Committee went smoothly with all proposed candidates unanimously elected.

Congratulations and welcome to the new officers: Jeff Hass—Vice President; Robin Zelinskie—Social; Sandor Ferenczy—Editor, and Francine Knochenhauer—Goodie Store.

Special thanks to the 2004 Executive Committee for a job well done. The number and variety of activities put together by our current — elected and appointed— officers is a testament to their dedication and hard work on our behalf.

I would like to acknowledge our outgoing officers: Debbie Cooper for serving as Vice-President; Rich Herzog for his work as Editor; Liz Zaffarano for serving as Goodie Store Proprietor; and Francine Knochenhauer for being our Social Chairperson.

RTR will submit an application for the 2004 Ferry Porsche Trophy: Region of the Year award. Thank you to Terry Minkin for tackling the job of telling our story again; and for the first time in my PCA history, we will also submit an application for the 2004 PCA Public Service Awards for our work with the Make-A-Wish Foundation. Thank you to Mark Reynolds for organizing the program that makes wishes come true. Speaking of Make-A-Wish, at last count RTR has raised over \$55,000.00 in 2004.

In 2005, the Porsche Parade, celebrating 50 years of Porsche Club of America, will be in our own backyard, Hershey, PA.. Mark your calendar (June 25-July 2) and look for parade application information in Panorama.

The Riesentöter Holiday Award Banquet is scheduled for December 11. See you at Talamore....

## ***Upcoming Events:***

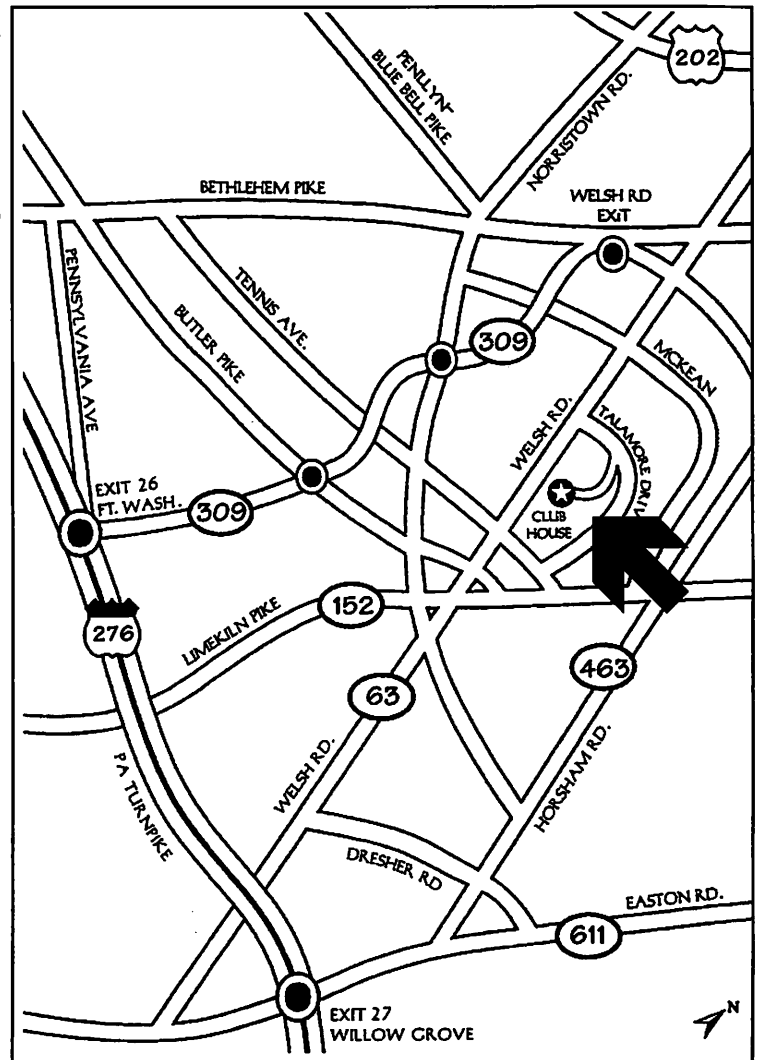
- ***Awards Banquet Holiday Gala December 11***
- ***PARADE REGISTRATION - ON-LINE JANUARY 18 !***

# The Calendar

**December 11: Holiday Awards Banquet.** Talamore Country Club, Ambler, PA

**Contact Social Chair Francine Knochenhauer for further information:**

francinebodo@aol.com



## 2005 Parade Alert !

Reminder to all PCAers that the 2005 Parade ([www.pca.org/parade/2005/](http://www.pca.org/parade/2005/)) will be the first in history to use electronic registration. To register on-line, please **follow the instructions on the website to obtain a current PCA logon ID and password.** You'll want to be prepared to access the Parade registration site when registration opens on January 18th at 8 a.m. EST (<http://www.pca.org/paraderegistration>). (There is no need to log on at 8 am; all registrations until midnight eastern time will have an "equivalent postmark" time.) For questions on new logon IDs and passwords, contact the National Office at [admin@pcanational.org](mailto:admin@pcanational.org). For help with existing [pca.org](http://pca.org) accounts contact the webmaster at [webmaster@pca.org](mailto:webmaster@pca.org).

### On The Cover:

The stunning Garretson Enterprises/Automotion-prepared "Made In Mt. View" Barbour/Stommelen/Newman 935 pictured as it appeared in the paddock of the 1979 24 Hours of Le Mans. Original airbrush illustration by Rich Herzog/Artechnika.

# Riesentöter Holiday Award Banquet

**SATURDAY DECEMBER 11, 2004**

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# New Member Breakfast

By Terry Minkin, RTR

The weather gods were with us for the third RTR New Members' Breakfast. Bright sunshine and temps that required the heater made for a cozy drive to Allentown. (Thank goodness our current car has heat.)

This was the biggest turnout we have had since starting this event, as 16 members

arrived at the Bob Evans on Lehigh St in Allentown to meet fellow enthusiasts and have a leisurely morning of breakfast and chatting.

Everyone drove their Porsche and the line of beautiful P-Cars in the parking lot drew plenty of attention from other patrons of the restaurant. Everyone in the group had something to talk about and plenty of enthusiastic new friends to talk to, as we kept two very attentive young ladies busy waiting on our table for the next two hours. All agreed that the new members breakfasts are a great way to break the ice for new members and not so new members.



Our youngest participant was Dominick Scialies, who accompanied his dad Tony.

Dominick, when asked how old he was, proudly announced that he was 7¾ years

old. A very sharp young man,

Dominick proceeded to tell me all

about the car he intends to build

when he gets a bit older. Watch out

Tony, only 10¼ more years til' he

wants to drive your

car on the track. And I will bet he is counting the years.

We would like to thank the following for joining us: Tony & Dominick Scialies,

Maureen & Jim Sangiorgio, Jennifer & Anthony Rozanski, Tom Kennedy, Wayne

Thompson, Ken & Martha Kunsman, Chris Karfakis, Alan Stark, George Lewis, & Tom

Cutrona.

Brian and I have enjoyed hosting these "Meet, Greet And Eat RTR Style" events this year and we will continue to host these next

year. Watch „*der Gasser*” and the web for

one coming near you.



## A Remembrance of Greg Gelcius

By Rick Owens

For those of you who did not know, Gregory C. Gelcius, a 22 year resident of Doylestown, died on July 21, 2004, at Doylestown Hospital after a long illness.

Greg, who had a degree in Mechanical Engineering, was a long-time sports car enthusiast who participated in SCCA racing as well as RTR DE Events.

Those of us who knew him, have greatly missed having him to call on. Besides being a good friend to our club, Greg possessed a wealth of knowledge that he was always willing to share. Greg, along with his son Alex, was always there to assist.

This year I finally made it to the "Red Run Group" which I attribute, in part, to the 1980 911Sc which I now drive. That car had been reengineered and set up by Greg and his son.

Greg is survived by his wife Linda and his children, Alex and Allison.

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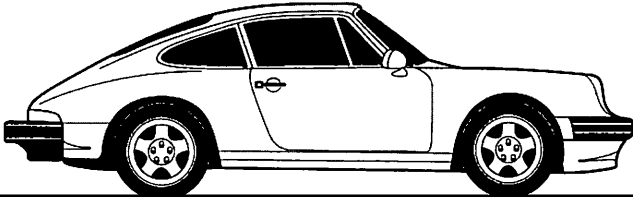
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09/04



# SCCA Participant Bulletin Warns on Helmet, Airbag Use

If you have a new helmet on your Christmas list, or if you are thinking about buying one in preparation for next year's Drivers' Education Program, you might want to wait just a bit on finalizing your specifications.

Sports Car Club of America (SCCA) has just released a Participant Bulletin addressing use of full-face helmets in airbag-equipped vehicles.

Instructors whose students may have airbag-equipped newer cars will be interested also.

Nothing has been released from PCA to date, so watch the website for updates.

"It has been brought to the attention of SCCA Technical Services that the use of full-face or closed-face helmets while driving vehicles with active airbag restraint systems may result in injuries in the event of a crash that deploys the airbag. Because of the location of the steering wheel relative to a driver's position, the airbag axis is on a level with the

driver's chin. In a crash with airbag deployment, contact with the chin area of a full-face helmet can be so powerful 'that the risk of fractures to the jaw cannot be ruled out' (Hubert Gramling, *FIA Institute*, FT3/AF, 18.5.1999). This applies to

vehicle that may be used in Solo, RallyCross, High Performance Car Control Clinics, etc.

"Therefore, it is highly recommended that full-face helmets not be used in vehicles with functional airbag systems. Potentially more restrictive language is currently being considered for 2005, which could appear in an early 2005 issue of FasTrack. If you

have any questions, please contact the SCCA at (800) 770-2055."

Issues concerning participant safety will appear future editions of „*der Gasser*” and in the Drivers' Education section of the RTR website.


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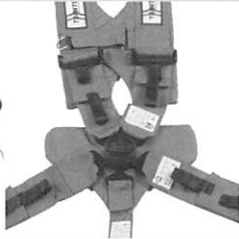
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# 2004 356 Registry East Coast

By Charlie Lewis, RTR

The end of September my wife, Bobbie, and I drove our 1964 356 to Williamsburg, VA for the 30th 356 East Coast Holiday. We joined with 330 356's for a fun weekend in Historic Williamsburg and the adjoining Jamestown/Yorktown area.

There were drives to historic sights, lunches in the taverns, and technical sessions.

Long-distance awards went to entrants from San Diego and Alaska. I can't imagine what it's like to drive these cars those great distances. My wife complains about a seven hour drive.

We met some interesting Porsche owners from Ohio, Michigan, and Illinois and renewed some acquaintances with local Riesentöter folks.

We even met a 356 owner from New York City, but more on that later.

The highlight of the weekend was a Concours d'Elegance on Saturday, along six blocks of the ancient streets of Yorktown. We parked our coupe on the street, all the cars were dusted off and final cleaning was done -- when the heavy rains came. This lasted off and on for about three hours, but none of the cars left.

The sun finally came out, allowing owners to dry their cars again, and the show proceeded.

Local Riesentöters were well represented in the show and garnered trophies for their beautiful 356's. Bill Frizlan and his wife Joan took a first in the A Open class with their 1958 Convertible.

Bill and Debbie Cooper won second place for their 1961 roadster. John Kent placed 3rd for his C coupe -- pretty good when you consider there were 57 C coupes in the show!

Other area winners were Dennis Frick for his blue convertible and Alec Wilder for his immaculate Carrera Speedster.

On the fun side, Jerry Seinfeld (yes, *that* Seinfeld) brought his unrestored 1953 Pre-A Coupe with 19,000 miles and original paint and upholstery.

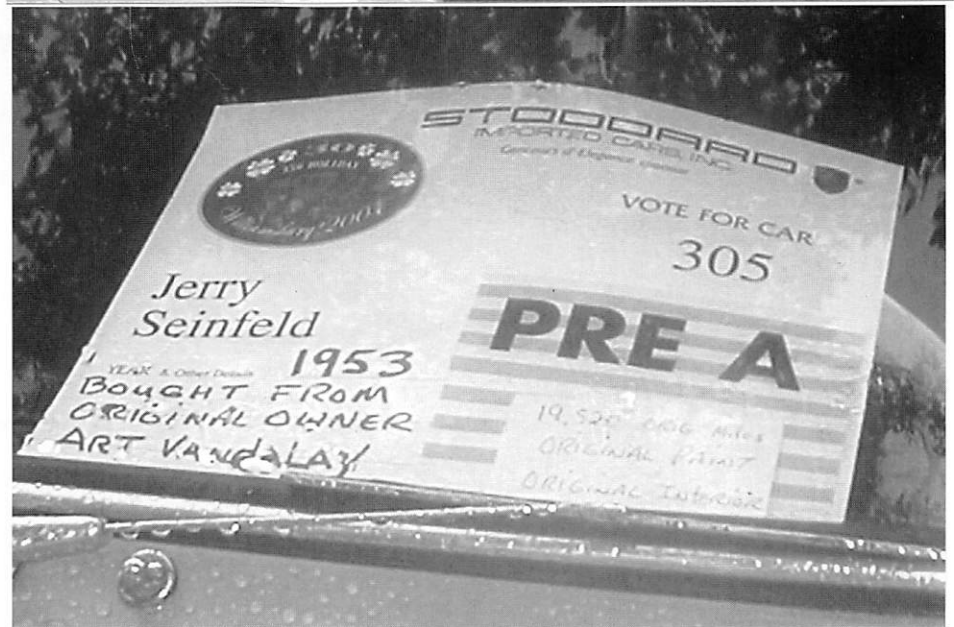
Jerry purchased the car from the original owner, the well-known architect, Art Vandalay. Or was it Judge Vandalay??

Our drive back on Sunday was uneventful, the highlight being a lunch of crabcake sandwiches at our favorite stop on Kent Island.

Top: Debbie Cooper, Bill Frizlan.

Center: 356's at the historic plantation.

Bottom: "That" Jerry Seinfeld's Pre-A Coupe, yes, those are raindrops you see...





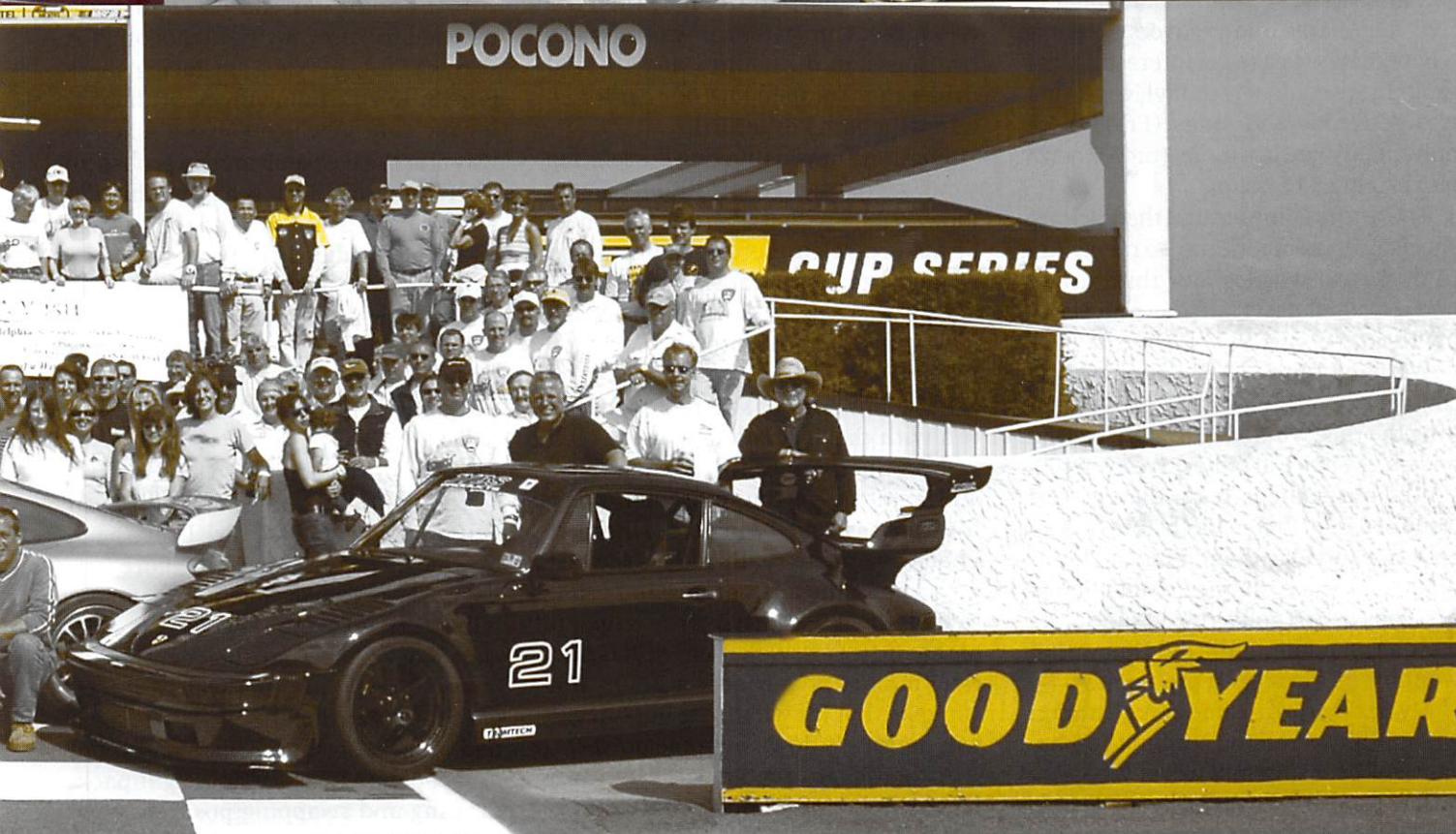
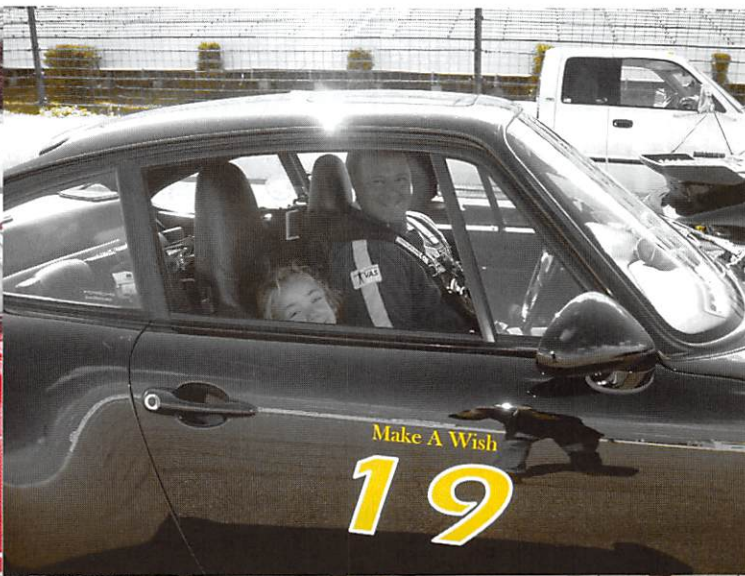


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**Good Show, Riesentöter !**









# 13 Hours of Bliss

## Team Riesentöter Goes Enduro Racing

By Mitch Reading, RTR

The idea was hatched a few months back after my Dad's business partner, Mr. Larry 'SCCA' Hendrickson, told us about this SCCA event at Virginia International Raceway called "The Charge of the Headlight Brigade." I thought to myself, that's a corny name, but I'm in for anything. Well, it turned out to be the most exciting, craziest weekend of my life...

"The Charge of the Headlight Brigade" is a 13-hour enduro held at VIR. When I say enduro, I don't mean PCA's version. For those of you that enjoy that mandatory 5-minute pit stop, this isn't your cup of tea. This was a "stay out 'til the needle is under E, belts off, driver switch, fuel to the brim, check car, belts on, radio check and FLY" type event.

Our weapon of choice was a Spec Miata, as the USA cup would have won the overall but we wanted to run with the competition and not worry about a little rubbing. Sounds like fun... lets go racing.

Dad and I arrived Friday mid-day to VIR after a flight from Philadelphia to find the Miatas under covers. Here is where things start to get interesting, as I thought we could test today! Nope, that was yesterday and today (Friday) we only qualify late in the day (6:45) then a quick light test session.

Those cars going around the track are special VIR members and no racing until dusk. No worries, our third driver had tested all day Thursday and is raring to go.

We hang out for awhile, check the competition and register around 3. Running the race would be myself, my Dad and quick shoe Bill Miller. We even registered our team as Team Riesentöter! None of us had driven VIR before (not an easy track to learn) and I had all kinds of anxiety since the race would be my first laps as we got screwed up on the test day schedule. Little did I know that wouldn't be the biggest problem...

My next surprise came at registration when Bill was told he couldn't run because of licensing mix ups... we know he'll never let that happen again! So this

meant that I would have to qualify the car as it got DARK at a track I'd never DRIVEN!

Let me tell everyone that has never run at night what it's like... everyone puts on their high beams, plus light bars of SUPER HIGH Hella lights. So you run around partially blinded by the glare of cars 3 inches off your ass, have to PRAY you'll see the apexes and track out points because you still can't see any off track reference point. Did I mention I'd never turned a wheel at this place?

But I put our little Miata on the grid solid, went to the hotel and passed out. Actually, the winning Miata, 5th overall, started DEAD last. Didn't hurt they had a pro driver on their team.

Down one driver meant I'd be the man, as Dad loves the sport but thought the night driving was a bit insane and had nothing to prove endurance wise. So at 9:15 am we were flying. 62 cars started and I think I gridded around 55 or so.

The race was simply wild. The Miata ran 1.5 hours on a tank. I double stinted from start, put Dad in for 1, then did two more. Our sister car was out with transmission difficulties and its lead driver then jumped into our car for an hour (Richard Leslie, Jr.).

For those of you thinking Porsche lap time comparison, our 100hp Miatas did... 2:23.9 with Richard at the wheel of his Pro Miata before transmission problems (fastest Miata lap of the race) and my best was a 2.28 flat in our Miata (less that stout pro motor!)

As the race progressed, I really figured things out but still felt I couldn't run with the spec Miata leaders. Bill was on the radio calling my lap times and I started getting more and more frustrated around the middle of the race. I had the time to really talk to the fast guys about line and gearing and I simply felt like I was driving the crap out of that little car! Well Richard Jr.'s best time in our car was only a 2.30. You can take that for whatever, but our car was definitely down on some power.

After Richard got out of the car, Dad was back in and I double-stinted into

the night to finish the race.

The weird thing about night driving, like anything else, is you get accustomed to it. During the qualifying, I thought it was truly insane. But you begin to judge the lights well in your mirrors and I learned to recognize the shift of lights behind me in my peripheral vision to see when someone was ducking underneath.

Another fact I will admit was there were a few corners I went faster through at night, turn 10 particularly, because I simply didn't want anyone going under me there as I was never sure where I'd track out. Our one crew man smeared the windshield like crazy on my last pit stop and I was driving with the hand of god for vision through left handers.

We finished with smiles all around and an extreme sense of satisfaction. We finished 30 out of 62 overall and 5th in class. I ran 9 of the 13 hours and felt like I could compete with these guys, which I wasn't so sure after my first Spec Miata race in April. The Miatas ran like tanks, same tires and brakes for the weekend!

Many of the Porsche guys will be interested to know my thoughts on PCA versus SCCA. In PCA Club Racing, there is a 13/13 rule following a car-damaging incident in which you are asked to leave for the weekend and on probation for 13 months. That is a great thing in most instances, but can end some weekends a bit needlessly.

SCCA, and specifically Spec Miata, get a rap as the "banging" class. I will tell you that my fastest lap was due to a bump draft down the front straight at VIR, but I will also tell you there was only one yellow flag the ENTIRE 13 hour race and you couldn't even tell I was hit.

They did pull a few cars with local yellow, but every PCA race I have been to I have witnessed MUCH more carnage. The reason the Miatas run so close is that they are so even. Even in the stock classes of PCA there are horsepower differences of 50 and big weight differences. All these Miatas weigh the same and you'll know the guy that has 2 more horsepower. Running in a tight pack, drafting and swapping positions each



lap is a lot more fun than motoring by, but to each his own.

The Spec Miata guys have their own, awesome group and the camaraderie flows like in PCA.

Besides the satisfaction, I learned a few more things: this is what an enduro is REALLY like, you must verify schedules for yourself and don't rely on second-hand info. I would have skipped class on Thursday and we would have been there to test! In a race situation, you really can't learn a track that quickly. Next, Miatas are FUN AS HELL and a great bang for your buck (especially if you don't want to risk that pristine 911). Finally, being in shape is key... we would have never finished if I wasn't in shape from college tennis. I still had

to be pulled from the car at the end of the race. Anyone that says drivers aren't athletes are full of it, tell that to Dave Donohue after he triple-stints at Le Mans or Daytona and runs 220mph down the Mulsanne straight at night!

As always, I'd love to talk to anyone more about what you think of this article, racing Porsches or Miatas, or what you'd want to hear about next. Shoot me an e-mail anytime of the day to [MJReading@comcast.net](mailto:MJReading@comcast.net). The next stop will definitely be Sebring in February with the

Porsche club, and possibly another enduro in the Miatas before the year is up if I can find ANY way possible. I've heard it's an addiction, stay tuned....

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# The Chuff Zone ...

## Cars as (Unfortunate) Billboards

By Christopher Mahalick, RTR

Bumper-stickers are a lot like tattoos in that they could both be viewed as tasteful adornment, or conversely as useless embellishment which serves only to detract from the simplicity which made the original design so appealing in the first place.

As for tattoos(as well as piercing, branding, hair dying, etc.), far be it from me to stunt anyone's limits regarding self expression. That's what makes this country so much fun. Bumper stickers, on the other hand, are just flat out annoying. Let's take a look at some of them, and together we can analyze the thought patterns that drive them.

Penn State "Paws" or any sticker relating to Penn State: OK, OK. We all know that Penn State is an excellent college with a notable football team. So why must we be bombarded constantly with a stream of propaganda

that would make the Chinese government's program look insignificant? Now get that paw-emblazoned minivan out of the passing-lane before we ram it with enough force to make those paws do cartwheels!

*My Son/Daughter is an Honor Student at (insert school name here) Elementary:* So it seems that young "Beasley" was roughed up by some cretins at recess. In an effort to bolster his/her waning self-esteem, the parents decide to advertise "Young Einstein's" achievements via the back bumper of their car. That'll show those bullies! A better bet would be to hire some "muscle" to protect junior at the schoolyard.

*My Son/Daughter beat up your Honor Student:* Why is it that we never see this one on higher end automobiles? And what values are these parents teaching their children? At least the folks sitting on old couches in pickup truck beds at

NASCAR races will be provided hours of thigh-slapping belly-laughs.

*Soccer Ball(or anything soccer):* "Is your washroom breeding Bolsheviks?" Scott Paper asked this question in a 1920s ad campaign. Eighty years later I think we could all agree that the majority of America's washrooms are relatively free of Bolshevik activity. So then where are all those pesky Bolsheviks hiding? They are not hiding. In fact we see them every day in the guise of the youth Soccer movement. We've got some ground to cover on this one. Who ever told the youth of today that soccer is cool? I think it's safe to say that America has spoken, and the verdict is that we as a country, generally hate soccer. Is there a stronger word than hate out there? How about despise, detest, or dislike?

In the spring of 1974, three men sat down and wrote up the Youth Soccer Constitution, which could best be

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described as a modern day version of Marx and Engel's Communist Manifesto. This one single document started it all. It spawned an organization that would ultimately provide athletic opportunities for all the "Tubby Tommys" and "Pasty Patties" all across America.

It also pulled a lot of shiftless housewives away from Soap Operas and Oprah, as well as pushing sales of Chevy Suburbans through the roof. Finally, America had a sport that allowed those of marginal athletic ability to run around a big field while giving the impression that they were doing something great.

Due to the inherent slowness of the game, everyone looks the same. Therefore, parents can cheer all they want, without their child ever having to do anything other than run. "We all are winners, Tommy." Now what kind of lesson is that to teach a child? Let's confiscate those soccer balls, shin guards and Umbro shorts while there's still time.

"Is your ball-field breeding Bolsheviks?"

*Honk if you love Jesus:* Only one thing to do here. Honk... and give them the finger. The look of horror and disbelief on the victim's face more than makes up for the years to be spent in hell for the performance of such sacrilege. It gets a (cheap) laugh every time.

"Rainbow" sticker: Let me assure you that I fully accept (make it, expect) that all folks in this country should live in whatever manner they see fit, as long as it doesn't interfere with my trip. And if it helps the marketing folks at Saturn with identifying their demographics, all the better. In fact, may I be so bold as to suggest a logo for those of the opposite persuasion? A reclining naked lady profile, done on a sophisticated prismatic-effect silver foil?

*PBS/Art Museum:* All right, Keaton family. As if the Volvo 240 wagon didn't give it away. This one is generally seen in conjunction with No Nukes, Save the whales/rainforests and Free Tibet. Here's a tip: shave your legs, Sunshine, and you'll get more dates.

*OBX or ACK:* These ovals are becom-

ing more and more prevalent. I think they serve as permits that allow one vehicular access to certain beaches, such as those found on Nantucket and the Outer Banks. By placing these stickers on one's Range Rover or Volvo XC, whipped, white-bread, Casper Milktoast types can flaunt their "Indiana Jones" alter egos while prowling the streets of the Main Line. I know I'm impressed. I'm sure you were a full mile from civilization during the course of your rugged off-road outing.

*South of the Border:* "You Never SAUSAGE a Place, You're always a WIENER at Pedro's." Hard to miss this gem, as the background is composed of some seriously bright, 1960s dayglo greens and

oranges. Tell the world that you watched truckers and tourists getting down with a Mariachi band. I think this is what is meant by "local color".

*Lacrosse Sticks:* see Soccer Ball

*Bush/Kerry stickers:* This past election has shown us that America is divided right down the middle. Regardless of whose name is on your sticker, you can now rest assured that one out of every two motorists will hate you. A comforting thought.

I'm sure there are plenty others out there that I have missed, but I think these represent the most annoying. And yes, there are stickers on my "approved list". They say PCA, RTR, and Porsche Support Vehicle.



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8. 996 Sport Exhaust - Sale \$1395.00 - Call for installed prices
9. Boxster I Aerokit - Sale \$99999 or \$1998.00 installed
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# WINTERTHUR WINTER TOUR, Wow !

By Rich Herzog, RTR

*On a brisk, sunny late-autumn Saturday, the Porsches gathered for a daytrip to one of the area's prominent horticultural conservatories -- Winterthur ! Just over the state line into Delaware lies a 982-acre forest (down from its initial 2500!) that served as home to part of the DuPont family.*

*Proud of their adopted American heritage, the duPont family set about collecting indigineous American folk and fine art, and where better to display an 85,000 piece collection than in the rooms and on the walls of a 175-room country estate? Simply amazing...*

*The group met at King of Prussia Mall and then followed TourMeister Bodo south into Delaware.*

*That initial rendezvous was not without its precedent-setting moments -- what do you do when everyone uncharacteristically shows up on time and makes the group early*

*for its scheduled tour time? Go Shopping! After a bit of browsing and a cup of hot beverage along the way, and several came away from the stop with something new... Then on to Winterthur, named for a small village in Switzerland, for lunch and our tour of the estate.*

*We took the "Holiday Tastes and Traditions" tour, featuring period foods and holiday celebration settings and were then able to explore the grounds (and gift shop!) on a self-directed basis.*

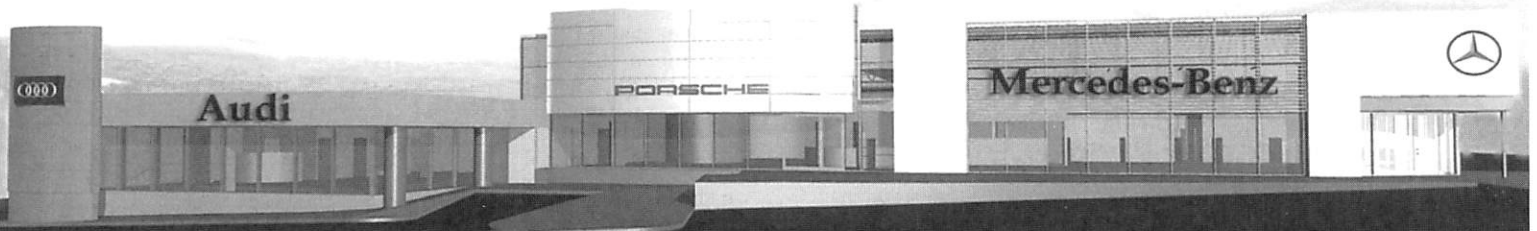
*Joining Joy and me on the outing were Vidal and Marla de la Cruz, Richard and Fran Vassil, Sandor Ferenczy and Sara Duling, Kevin and Barbara Ilsen, John and Chris Giannone, Wayne and Bonnie Flegler, and of course, Francine and Bobo Knochenhauer. Great day !*



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## Porsche Cars

**1972 914/GT**, Factory steel GT flares, euro front & rear lenses w/euro front working turn signals. 911 5 lug conversion front & rear, vented front rotors w/BMW 528 calipers, 914/6 solid rear rotors. 15x7 & 15x8 Fuchs w/Yoko AVS tires. Factory front and rear swaybars, Camber Truss rear shock tower brace. RX-7 front mount oil cooler w/GT shroud and custom SS braided oil lines. Very good running 1.7 motor, custom K & N air filter. Solid car needs paint, excellent candidate for track car or six conversion asking \$5200.00 OBO 610-489-7102 or 609-847-1007 ask for John. [9]

**1985 911 Carrera Cabriolet** Red with black top, tan interior. Fuchs wheels: 7"x16" and 8"x16". Sound Stream Pro speaker system, R&M Motorsport strut brace, short shift kit. Strong



engine and transmission. No oil leaks! Very nice condition inside and out, 70,000 miles, \$17,800 OBO. Contact Nick at 609-334-7000 or [nix935@yahoo.com](mailto:nix935@yahoo.com) [9]

**1987 930 Turbo Coupe** White, red interior. Street or Track. Interior features full bolt-in roll cage, Konig Seat, MOMO steering wheel. Fresh engine and transmission have less than 500 miles. Performance upgrades include Group B racing



cams, light fly wheel, oversized oil cooler, header with super trap, solid motor mounts, GT1 type wing, splitter and much more. \$25,900 OBO. For an additional \$4,900, I'll include an 18' steel open trailer with dual axles and electric brakes, weight distribution hitch, the original 930 rear deck lid with whale tale, set of 4 HRE Wheels 9x17 & 11x17, set of 4 Speedline Wheels 8x17, 10x17, 12 tires, 2 front valances, a spare exhaust system, several sets of brake pads, 2 sets of Teamtech harness, spare turbo, suspension parts, & much more. Contact Nick at 609-334-7000 or [nix935@yahoo.com](mailto:nix935@yahoo.com) [9]

**1999 C2 Cabriolet**. Mint condition, no defects, 20,600 mi. Black with Savannah Beige full leather interior, traction control, 18" turbo wheels, 3-spoke steering, CD changer, premium Hi-Fi, mini wood group, exhaust tips, color wheel caps, power and heated seats, hardtop. Garage kept, no snow or rain. \$50,000. (610) 940-0331 Bob Kleiner [RCKDR@Comcast.net](mailto:RCKDR@Comcast.net) [8]

**84 Carrera Targa**, 57,000 miles, chiffon white with blue interior, H-4's, Weltmeister short shift, adjustable sway bars front and rear, strut

brace, harness guide bar with 5-point harnesses, B&B twin outlet muffler with test pipe, 17" wheels. Garage kept, excellent condition. \$21,000. Nick Plenzick, 215-343-2158, [nplenzick@peoplepc.com](mailto:nplenzick@peoplepc.com) [8]

**914-6 GT5** winner, no disappointments. Fresh 2.2 litre Dawe motor with titanium internals mated to fresh custom geared 901 box in a semi-tube chassis. Turbo brakes, professionally valved Bilstein heim-jointed suspension, and custom aero roadster body. 3 sets of race wheels and spare nose. The most dominant GT-5s car in existence, this car has many special tricks and is offered for sale for a small fraction of the build cost at \$45,000/street trades. Serious inquiries only; Mitchell Reading 610.715.3532 or [MJReading@comcast.net](mailto:MJReading@comcast.net) [8]

**1991 911 Turbo** Black/Black; Kinesis wheels 18" w/ Hoosiers; DAS sport system roll bar powder coated black (new); 5-point harnesses (new); Kirkey seat; Bilstein RS suspension. Motor was fully rebuilt 4 months ago and has 1000 miles on it. SS headers and exhaust system from AWE (Kenny McNiel); OMP steering wheel and Momo hub adaptor (new); All stock seats, wheels/tires, etc.... go with car. Streetable and great for DE events. Asking \$37,500 [Porshec2@snip.net](mailto:Porshec2@snip.net) or 215.262.8784. [8]

**73 911T (RS Spec)** Gulf blue/black 75,000 original miles; solid Nevada car, fresh 2.7 RS



210HP w/40IDA Webers, 915 trans, 7:31 rear gear, new Sachs power clutch, 3 oil coolers, Recaro's, 6pt roll bar, Team Tech harnesses, Brey Krause back brace, 7&8 x 15" Fuchs, lowered, glass front & rear bumpers & duck tail, Bilstein sport shocks, uprated torsion bars, sway bars, bushings, Fuel Cell, etc. Needs nothing, \$25,000 610.993.9791 Bill Moyer. [10]

**2004 911 GT3** White/Black 3300 miles excellent condition; Steel rotors, thicker steering wheel, aluminum dials, metal door sills, climate control, trim strip aluminum look. 3M StoneGuard. Asking \$101,000 Chip Grimes Wilmington, DE [chip@fsgflooring.com](mailto:chip@fsgflooring.com). 610.389.3352 Cell; 302.427.2224 (H) [10]

**1986 930 Turbo** Coupe Black, tan interior, 77,100 miles. WPOJB0930GS051332. Original, never wrecked or painted, complete records, always a southern car until January 2003, Only

4,600 dry weather driving miles since January, 2003. e-mail for pics. Excellent Condition \$30,500. [bfranco1@hcsus.jnj.com](mailto:bfranco1@hcsus.jnj.com), 732.562.7075 Barry T. Franco [10]

**2001 911 Turbo** - red/grey leather, Tiptronic, absolutely mint condition, less than 8k miles, never raced or tracked, Stage-II Authority (installed at HQ in Fairfax, VA). Daily driver with breathtaking performance. \$99,000 OBO. Ralph 610.941.2977 (W). [10]

## Porsche Parts

**Brey Kraus Harness bar**. Excellent condition. Stainless steel. Will fit Carrera/C2 coupes. Virginia 610.306.5262 [9]

**Torsion Bars**. 19mm Porsche torsion bars from 1987 930 - \$100 the pair; 33 mm G50 torsion bars - \$150 the pair. Buyer pays shipping from Ocean City, NJ. Contact Nick at 609.334.7000 or [nix935@yahoo.com](mailto:nix935@yahoo.com). [10]

**Colgan Bra** with mirror covers, used on a 1987 944, great condition. Can Email pics. Call or Email questions: 215.234.0145, [morganheira@yahoo.com](mailto:morganheira@yahoo.com). [10]

**Colgan bra**, Boxster. 1997-2001 or 2002. Never used, still in factory carton. \$75 OBO, pd \$100 new. Bob Wilderman, [dlrwild1@comcast.net](mailto:dlrwild1@comcast.net) 215.822.7474 [10]

## Other Stuff

**Porsche Magazines**. Large collection of magazines for sale including the following: Panorama from 1985 to present \$12 per year with some single issues available; Christophorus from 1982 to 2001 priced between \$1.50 and \$3.50 per issue; Excellence #64 to #114 \$1.50 per issue; Porsche Magazine 1987 make an offer; PCA Custom slip case holders for Panorama Magazines. Each holds 12 issues. Blue covers, gold silkscreen \$11 each. Buyer pays shipping from Ocean City, NJ. Contact Nick at 609.334.7000 or [nix935@yahoo.com](mailto:nix935@yahoo.com). [10]

**Continental tires**, 4, brand-new "4x4 sport" 255/55 18R; List price \$800, asking \$400. Contact Michael at 215.938.8771 or [mtomeo@hollyredemmer.com](mailto:mtomeo@hollyredemmer.com) [10]

## Wanted

Looking for 1987 944 spare tire and complete tools. Call 215.234.0145 or Email [morganheira@yahoo.com](mailto:morganheira@yahoo.com). [10]

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# Fahrvergnügen!

by „der Gasser” editor Rich Herzog

Let’s address the “old business” first. I could not have produced „der Gasser” for you this past year without a lot of support from a lot of people.

First on that list must be my wife, Joy, who has (mostly) graciously put up with my “second job” working on the publication. If there is any part of what I have done for you this past year that you appreciate, you should thank Joy when you see her for making it possible.

Next up is the Riesentöter Region Executive Board, who have been extremely patient and supportive while I learned the personalities, policies, and procedures for getting things done in the Region. Almost all of the words and pictures that appear in the publication are there as a result of some Exec action. This is a very hard-working group of people and it has been a pleasure working with them.

Finally, I must thank the people who have contributed their efforts in hosting events, writing articles, taking and supplying me with photographs, and in general making the publication much, much more than simply “my” magazine. It is a true Riesentöter Region production, and I believe we have something to be quite proud of.

And so it is on a high note that I transfer control and responsibility for next year’s „der Gasser” to a new editor. I’ve known Sandor through the 911 RennList for more than a year and I know that he has the experience and enthusiasm so needed to produce a publication of consistent high quality.

I fully expect that the magazine will start to look different as Sandor exerts his creative influences on the publication process. I’m looking forward to seeing those changes. I have produced the publication, on my watch, with a particular vision, tempered by what is actually achievable within the time and effort constraints daily life impose. Sandor will have his own vision, and his own set of constraints.

So I expect and appreciate that you will support the new editor with articles, photographs, trip reports, tech tips, anecdotes, and observations, just as you have me. Ultimately, it is for the benefit of the Region, and that is all of us.

So what will I do with the time that I won’t be devoting to the newsletter any more?

Since you ask, I expect to turn up the wick on an activity I haven’t been able to touch since we moved here from Nevada a year and a half ago: the car art business.

I painted the original airbrush rendering that graces the cover of this, my last issue, and I you’ll like it enough to forgive the unashamed self-promotion. I have about 30,000 archived vintage racing photographs from when I was doing it professionally, and I’ll be turning them into paintings slowly but surely.

In the guise of Artechnika, I have sponsored the additional color that gives that illustration a bit of zing, and gives a bit of variety to the Make-A-Wish center spread.

I don’t have a complete archive of „der Gasser” prior to my arrival on the scene, but I think this is the first use of three colors in a Riesentöter Region newsletter.

I expect to be on board next year as a magazine advertiser, and if anything goes according to plan, you may see some works show up on the door prize table for an event or two.

Then there is the 911. In addition to the suspension and brake upgrade work that got interrupted when Joy’s daily driver was sidelined with engine issues, the 911 needs an engine of its own, so it will be time this winter to put into practice what I learned at the Anderson/Woods engine rebuild class I attended a few years ago.

Naturally, I have a book project I haven’t touched for a while. I say “naturally” because everyone who has ever lived in Lost Angeles has a book project they haven’t touched for a while.

And I have got to get myself back into shape. My goodness, how did I let myself get like this? (That is a rhetorical question; I know how. Too much stress is a big part...) The Plan next year is to run as many DE events as possible, and I know from experience that track events are hard work and much more enjoyable if you’re in reasonable physical condition.

In fact, I once wrote a series of articles about preparing the mind, body, and Porsche for returning to high-performance driving; if you’d like me to update that series, mention it to Sandor.

And, of course, there is the 50th Anni-

versary Porsche Parade, being held right down the street in Hershey, PA the last week of June.

I hope to have the 911 ready to participate, a full inventory stock of car portrait airbrush paintings to sell through the Goodie Store, and time to enjoy it all.

If you have been to a Parade, you understand what makes them so special and why the 2005 Parade may be unequaled for a long time to come.

If you have never been to a Parade, then, my friends, this is THE ONE to attend. It is close, it is at a spectacular site, it is extremely well organized, and there is very serious Porsche factory interest.

There are also a lot of myths about Parades, and while I am not in the inner circle of event planning, I am assured by people who are that yes, they actually *have* learned a thing or two in 50 years about how it ought to be done.

There will be enough of the traditional to keep it recognizable; there will be enough of the innovative to keep it from being boring and repetitive.

The Concours/Car Show alone would have me wanting to attend this event even if I still lived in Nevada. But I don’t, I live right here, and there is *no way* I am going to miss it!

Which brings me to the Holiday Season. Joy and I have developed our own traditions in the time we have been together, drawing as much from our varied pasts as from our inspirations and aspirations. And yes, good food and wine figure prominently in these traditions...

In this time between Thanksgiving and the new year, we hope that you will embrace the thought that this is more than just “Porsche rebuild downtime.” For us it has come to mean a time for friends and family, and the celebration of both.

We will be at the Riesentöter Holiday Gala doing some celebrating, and we hope to see you there.

And now I am down to the last paragraph of my stint, belts loosened as I swing the newsletter into pit lane for a driver’s change, a fresh set of sticky tires, and a splash of racing fuel (or, in this case, its editor’s equivalent, coffee...).

Sandor, I am handing the red editor’s pencil off to you.

As always,  
Rich With Joy.

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„Der Gasser“ is published with the goal of being in members' hands on the 15th of the month. Editorial policy is to print as much locally produced material as possible. If we don't get it into this month's issue, we will try next issue or the issue after. Please include SASE if return is required. All material for print should be received by the Editor by the 25th of the month prior to the issue it is to appear. Copy material in electronic format is **required** although photos may be sent for scanning. Editorial contributions and pictures are welcomed.

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

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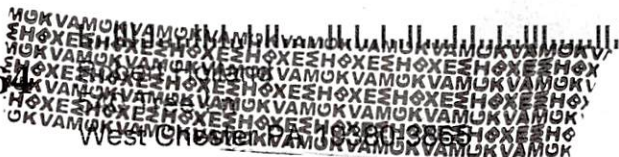
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