

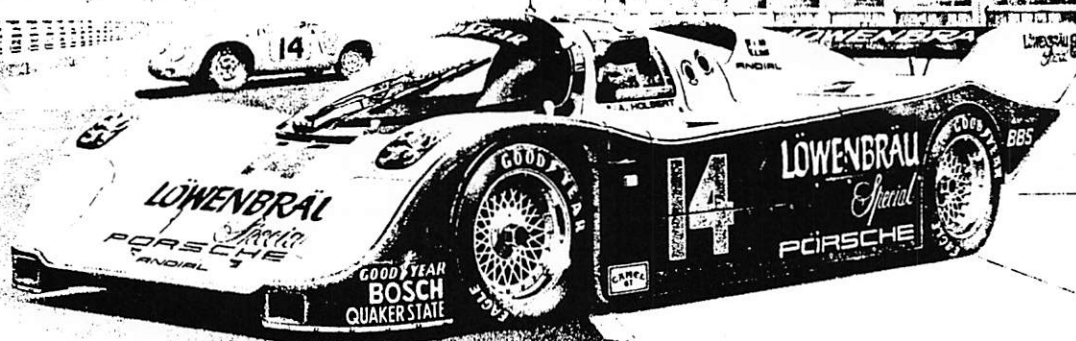
# *der Gasser*

JULY 2003

*Spirit of Philadelphia Cruise  
Rally / Concours / Picnic  
Wegman's Recap*

*Riesentöter Region*  *Porsche Club of America*

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# HOLBERT'S

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**We will have a new Battle Cry to cheer to the next two years. It was officially announced this week that Hershey will be the site of the 2005 PCA Parade.**

The special nature of this event is that it will celebrate the 50th anniversary of the establishment of the Porsche Club of America. It will be touted as a Zone 2 Event, but heavy emphasis of leadership should be concentrated from the Chesapeake, Central Pennsylvania, and Riesentöter Regions.

This week's Parade in Tampa was heavily attended by RTR members anxious to see how a Parade really works. The project is enormous and preparation unbelievable. For upward of ten days there were multiple functions operating simultaneously, all working with very few glitches, as 1200 or so participants scrutinize every detail. The demands on the volunteers will be huge, but I am sure our Zone, lead by our unflappable Zone 2 representative, Manny Alban, will be up to the task.

This issue of der Gasser is arriving a little early. We are trying to increase participation on some of the great events we have planned for July and August, and a little hard sell never hurt any Porsche enthusiast. The revived Autocross series, at the best venue I could have imagined, begins July 13 with the first session leading off with a school taught by the group that originally taught ME to autocross. A true level of fossil will be readdressed.

Francine has the dinner on the Spirit of Philadelphia scheduled for July 19. The fellowship at this type of social is as congenial as any event could be, and I am sure you will enjoy it even if it is your first RTR event. Give this one a try!

This issue of Der Gasser will give a much more thorough schedule of our events thru the end of the year. Make sure you attend at least one new program this year and I am sure you will see a depth to our Club you never imagined.

Now, I need to get back to the road. The rain has stopped, the sun is out, and the 356's need some exercise.

Craig



**This Issue**

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Cover Photo - Stonebridge III (Ken Souser)

# Calendar of Events

## JULY

- 13 Veteran's Stadium Autocross - see pg 8
- 19 Tech Session 3 - Dougherty's see page 3
- 19 Dinner Cruise - Spirit of Philadelphia
- 27 Rally, Concours & Picnic or Just Come to the Picnic - details this page
- 30 Membership Meeting

See RTR Driver Ed Application on page 13 and [www.rtr-pca.org](http://www.rtr-pca.org) for the latest updates.



**July's Membership Meeting - Vision Porsche**

Route 183,  
Bernville Road  
( North of Route 222 )  
Lessport, PA  
**July 30**  
7:30 Social  
8:00 Meeting

## AUGUST

- 1 - 3 RTR Driver Ed, Watkins Glen
- 10 Veteran's Stadium Autocross - see pg 8
- 27 Membership Meeting

Don't Forget The Cruise & The Rally/Concours/Picnic

## SEPTEMBER

- 6 Chesapeake Bay City, MD Ramble
- 13 Tech Session 4 - 9:00-3:00 Don Rosen Porsche, 1312 Ridge Pike, Conshohocken
- 13 Radnor Concours Rally - see page 3
- 24 Membership Meeting
- 26 RTR Driver Ed, Advanced Groups - Pocono
- 27 - 28 RTR Driver Ed, Pocono North

**Social Events**

July 19 - Dinner Cruise - 'Sprit of Philadelphia' - Penn's Landing, Pier 3 - 8:00 p.m. \$64 ea.  
 July 27 - Rally & Picnic - see below  
 September 6 - Ramble - Chesapeake Bay City, MD  
 November 22 - Longwood Garden Trip  
 December 13 - Holiday Party - Cock 'n Bull, Peddlers' Village, Lahaska, PA \$50 plus cash bar  
**Contact Francine to register. (215-343-9464) [rancinebodo@aol.com](mailto:rancinebodo@aol.com).**

## OCTOBER

- 4 Tech 5 - To Be Announced
- 13-14 Drivers Ed - Watkins Glen Charity Event
- 19 Vertern's Stadium Autocross - see pg 8
- 29 Membership Meeting - Elections

## NOVEMBER

- 22 Longwood Garden Trip

## DECEMBER

- 13 Holiday Party - Cock 'n Bull in Lahaska



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## Rally/Concours/Picnic or Just Come to Picnic

There will be a 2 hour rally before RTR's annual Picnic on July 27th. Registration will start at 9:00 a.m. at Brandywine Porsche and end at Brandwine Picnic Park for the club Picnic and a Peoples Choice Concours at noon. The rally and concours are **FREE!** Cost is just the cost of the Picnic - \$31.27/adult - \$20.67/child.

**Pre- Registration is Required.**  
Contact Francine to register. (215-343-9464) [rancinebodo@aol.com](mailto:rancinebodo@aol.com). There will be a 70 car limit.



Many thanks to Brandywine Porsche for their hosting and hospitality for the June meeting and to Brian Minkin for the pictures and commentary on the RTR Gathering and Culinary Festival at Cedar Beach Park held June 8th.

July's Meeting will be held at Vision Porsche, Reading, PA. [www.visionautogroup.com](http://www.visionautogroup.com). Craig Rosenfeld, our own RTR President and Vision Auto Group Dealer Principal, will be our host. The meeting will be held at their NEW 'Porsche Only' showroom and service facility, which was completed earlier this year.

The **2003 Porsche Parade** will be the meeting topic with commentary and slides. This was my first Parade and I can say with enthusiasm that this is a great Porsche People/Family Party. Talk with several of this year's participants - we had a dozen RiesentÖter's attend the TAMPA, FL event. Get ready to join us and the rest of PCA at the just announces 2005 Porsche Parade to be held in HER-SHEY, PA. If you ever thought about attending a Parade you don't want to

miss this meeting.

**Registration for the POCONO September 26-27-28 Drivers Education event will open at this meeting. Applications will be accepted from PCA members only from 7:00 to 8:00 PM only.**

**The meeting will be held Wednesday, July 30, with Social at 7:30, Membership meeting at 8:00. Address: 2736 Bernville Road, Leesport, PA.**

**Phone: 610 777 6500**

Don't forget AUTOCROSS July 13, August 10, and October 19, 2003  
Veteran Stadium parking lot—BE THERE...  
AND

The RTR Picnic at the Brandywine Park in Pacopson, PA. July 27, 2003. The

**The August meeting will be held at Don Rosen Porsche, Conshohocken, PA.**



### Radnor Hunt Concours Rally - Sept 13

Again this year, the Radnor Hunt Concours Rally will be an RTR event and the highest placing RTR member will receive a trophy. Will John Custer & Mary Sadowski prevail? Or will they be unseated by the return of our consistent winners, Dr. Frank Harrison and his erstwhile navigator Kathy Wright. As has become tradition, the rally is a measured distance event only with emphasis on enjoying the beautiful countryside.

This is not a gumball rally! It is designed to make the day enjoyable and should not involve spousal/significant other fighting. Although it is simple, the challenge for more experienced folks is still there to get the mileage exact.

Pre-registration is requested to insure plenty of food. For more information contact der radnor rally meister, Bill O'Connell @ 610.640.1675, or email [woc2@earthlink.net](mailto:woc2@earthlink.net) or go to [www.radnorconcours.org](http://www.radnorconcours.org) for full details.



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## Tech Session at Dougherty Automotive

**Saturday, July 19,**

9am - 2pm

720 E. Nields St

West Chester, PA

### Directions:

**Take Rt 202 South to West Town Rd Exit. Bear right off the exit onto West Town Rd. Make a left turn at the first light onto Nields St.**

**Dougherty Automotive is on the left about a 100 yards from the turn.**



August 10

## BIGGER & More CHALLENGING

The Fun has begun! Now that we have acquired championship-driving skills with our personal instructors and gotten familiar with our cars and the new Stadium space, it's time to put our skills to work.

The next autocross event is scheduled for August 10th and will have a bigger more challenging course that will require controlled, smooth driving to be the fastest in your class. Registration will be from 8:00 - 9:00 and timed runs will start at 9:30. Check our website HYPERLINK "<http://www.rtr-pca.org>" [www.rtr-pca.org](http://www.rtr-pca.org) for complete details, directions and rules. We anticipate a large crowd for this event, so come early. There will be participation awards for those who attend all three events, so come on out and join in the fun!!

Don't know what to do on a sunny Sunday? Exciting things are happening in Riesentoter and with autocross, come on down to Veterans Stadium and see what fellow club members are doing with their cars!



## Cayenne Enjoys Further Strong Demand

### Continued growth for Porsche in North America

In June 2003, Stuttgart-based Dr. Ing. h.c. F. Porsche AG again sold more vehicles than in the corresponding month last year. In total, customers took delivery of 2,892 vehicles. In comparison to June 2002, when 2,285 units were sold, this represents growth of 27 percent. The driving force behind this growth was the Cayenne, which for the third month in a row proved how well it has been received in North America. Having been launched on the North American market in mid-March, this off-road Sport Utility Vehicle sold 1,500 units in June alone. This impetus from the Cayenne was decisive in making last month the second best June ever for Porsche in North America.

Faced with tough market conditions, the trend in sports car sales was, by

contrast, decidedly weaker. Only 1,392 vehicles were sold, equating to a reverse of 39 percent on the previous year, when sales for the corresponding month totalled 2,285 units. The 911 series accounted for 842 of this June's figure [down 24 percent], and the Boxster 550 [down 53 percent]. This trend underlines the wisdom of the decision to safeguard Porsche's growth over the long term by introducing a third model line. As Porsche Group's most important market, this is especially true for North America, where Sport Utility Vehicles in general are in strong demand.



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see pictures from  
last year's  
Rally-Picnic on  
page 15

- The Spirit of Philadelphia Cruise down the Delaware on a beautiful Saturday night, July 19. Dinner + entertainment for \$64 each.

- Rally/Concours/Picnic on July 27. Rally registration starts at 9:00 a.m. First call off from Brandywine Porsche, 4005 West Chester Pk, Newtown Square, PA at 10:00. Picnic at noon at Brandywine Picnic Park. Rally/Concours/Picnic \$31.27/adult-\$20.67/child.

Contact Francine to register (215-343-9464) Francinebodo@aol.com

## The New 911 GT3 RS Forms A Basis for Motor Sport

### Continuing the tradition of the "RS" models

Porsche AG of Stuttgart continues its new-model offensive with a further version of the 911: due to be launched in October, the 911 GT3 RS is an extremely sporty model with the power and purist qualities of a thoroughbred circuit racer, but legally qualified in every way for road use.

The 911 GT3 RS is a homologation model intended to serve as a basis for motor sport activities in accordance with the new international GT rules. Porsche will build at least 200 cars of this type and supply them to customers. The "RS" in the model name will cause the hearts of all Porsche enthusiasts and motor racing fans to beat faster. Models such as the Carrera RS 2.7 of 1972 and the 911 SC RS (1984) were also built under the homologation rules, and not only represent proud chapters in Porsche's heritage but often rewrote motor-sport history as well. The new 911 GT3 RS is intended to continue this tradition.

When the "RS" was developed, the emphasis was on achieving the best possible power-to-weight ratio. A figure of 4.86 kg/kW has resulted - a further improvement of four percent compared with the Club Sport version of the GT3. The new model is 50 kilograms lighter, and tips the scales at 1,360 kilograms with a full load of fuel (90 liters) in the tank.

The "RS", like its motor-sport predecessors, is only available with a full roll-over cage installed. All cars have a white paint finish, with the inscriptions only in blue or red, also in the tradition of its famous forbears.

The road version of Porsche's new top sports car has various technical features that will also appear on the racing version, for example the complete wheel hub assemblies, divided front-and rear lateral suspension control arms, optimized rear-axle geometry, a special weight-saving rear window made of acrylic material and a carbon-fiber reinforced front hood and rear wing.

The engine is an extremely free-revving unit that develops 280 kW (381 bhp) at 7,300 revolutions per minute from a swept volume of 3.6

liters. The maximum engine speed is 8,200 rpm and the specific output 105.8 bhp per liter. These values are also applicable to the current GT3 model. An air collector located under the rear wing uses pressure build-up there to supply extra intake air to the engine at high speeds, so that the "RS" reaches its maximum power output even more easily, as borne out by its performance figures. For the classic sprint from 0 to 100 km/h the GT3 RS needs 4.4 seconds, and goes on to reach 200 km/h in 14 seconds. Its top speed is 306 km/h. This abundant power is transmitted via a close-ratio six-speed gearbox. Between the engine and the gearbox the "RS" has a single-mass flywheel with a lower rotating mass than the double-mass version.

The list price for this truly authentic "RS" driving feeling is 104,000 Euro (plus specific national-market charges). In Germany, for instance, the 911 GT3 RS costs 120,788 Euro including value-added tax. The GT3 RS is to be sold worldwide with the exception of the USA and Canada.

*(This was all very encouraging until that disappointing last sentence. Ed.)*



## The Pits

by Christopher Mahalick, RTR

**There are certain things in life that one must experience first hand as opposed to just watching.**

This list includes (but is certainly not limited to) eating steak dinners, skiing, drinking single-malt scotches, lap dances, trap shooting, and driving fast. So it was only natural that I politely refused when asked to be a "pit crew of one" for my friend Doug at an upcoming club race at the Glen. I also politely refused the second time he asked me. And the third time as well. By the fifteenth request I was worn down like the parent of a persistent, badgering child: "Are we there yet, Are we there yet, Are we there yet....."!

It must have been the beer, it could have been a moment of temporary benevolence, but I finally relented and agreed to join him for three days at the track. "It'll be fun", he continuously chanted. Fun, my ass! Now I consider myself to be a good friend but the thought of spending three days at a track without actually driving just flat out redefines the term unconscionable.

Remember when we were kids how we would move a fork full of food up and down, then right to left in front of the family dog? Remember how his head followed your every move, eyes gleaming in anticipation? And at the last minute we would actually eat the food ourselves? I did that as a child a lot and was now about to be punished for those sins of the past. Well, I have paid my debt back to the canine society in three days of repentant pit crew duty. Their gods have been appeased!

It was a grey, rainy morning as Doug and I departed for Watkins Glen. He came by in his Range Rover that was absolutely dwarfed by the enclosed trailer he was towing. We looked like two of Steinbeck's Oakies fleeing the dust

bowls of Oklahoma on highway 66, albeit wealthier ones. In fact, I'll bet those folks heading for the "rich California valleys" would have been a heck of a lot more comfortable had they been towing all their earthly possessions behind a Range Rover. Pain, suffering, and depravity are more easily suffered while ensconced within Connolly hides, Wilton wool, and endangered rain forest veneers. Needless to say, our four-hour ride to the Glen was quite uneventful excepting the occasional "trailer-sway" brought on by the turbulence generated by passing eighteen-wheelers. A veritable case of "the tail wagging the dog" (sorry for all the dog references but we may have a theme going here).

**Pain, suffering, and depravity are more easily suffered while ensconced within Connolly hides, Wilton wool, and endangered rain forest veneers.**

The tone for the weekend was set the minute we arrived at the "Guest House". On one side of the coin a Bed and Breakfast could be considered to be a quaint, charming experience steeped in the absorption of local history and culture. On the other side of the coin, the bed and breakfast experience could be described as a succession of horrors ranging from total non-smoking through forced socialization at breakfast. "Oh the humanity". Needless to say, my first night in the "guest house" was a real nail-biter. I woke up at about three in the morning with a monster nicotine fit. I really wanted a cigarette (yes I know they will kill me, thank you for your concern!). Now here was the dilemma. Do I sneak outside like a sixteen-year old? Do I

need to put on clothes, or would my boxers suffice? Will the opening of the front door awake everyone in the house? The anxiety brought on by these complex logistics just made me want to smoke all the more, so I threw on a pair of shorts

**I'll stay for three days in Attica before I ever visit a B&B again.**

and a fleece and made a run for it. What an ordeal! I'll stay for three days in Attica before I ever visit a B&B again.

So we get to the track and begin the task of setting up the pit area. Once this was completed we got the car out of the trailer and immediately began to put in new brake pads. Next up was brake bleeding and window cleaning. Boy was this fun! All the tasks I hate to do for myself! And we get to repeat them for the next three days. At one point I was asked if I would help take some tire temp readings and responded by laughing uncontrollably. I'm a "run what you brung" kinda guy, so all this prep work seemed pretty excessive.

At least we had some interesting neighbors in the pits. One guy in particular was a real gem. He was this chubby, bearded guy that looked like he would have been a junior member of the ambulance squad in high school, or a member of the AV team at the least. At Happy Hour one evening he regaled us with some fascinating tales of his model car hobby, as well as his favorite play-station games. From that point on I treated him with kid gloves, lest he emerge from his trailer dressed in his little Captain Kirk uniform poised to stun me with his official Star Trek replica phaser gun.

*continued on page 16*

*A special apology to Chris and his fans for the foul-up that occurred with last month's column. It will be reprinted in its entirety next month.*

*Ed.*





Ken Souser

## Stonebridge III

by Maureen P. Sangiorgio

A cold, constant rain couldn't dampen the spirits of the twelve couples who attended the annual Stone Bridge III Pocono Mountains excursion. The weekend started Saturday morning when the intrepid group of travelers met for breakfast graciously provided by Knopf Automotive, Allentown. Tripmeister Ken Souser then led us on a lovely drive that snaked through deep-green forests and past Resica Falls. The first stop entailed gourmet shopping at the Alpine, an authentic German Butcher Shop/Restaurant near Honesdale. We stopped for lunch at the rustic Wayne Hotel and then continued the drive on mountain roads through picturesque scenery. Following lunch, the guys salivated over a huge array of "boy toys" — racing motorcycles, ATVs, go-carts, watercraft and aircraft housed on a secluded Pocono farm owned by one of Ken's friends. The rain washed out the planned "tests of acceleration" on the 4,000 foot paved runway.

Late in the afternoon, we arrived at the Stone Bridge Inn and Restaurant, an enchanting, European-style bread and breakfast in Uniondale, PA. Following a "bring your own beverage" cocktail hour, we all enjoyed a gourmet dinner at the Inn's restaurant. Sunday morning greeted us with still more rain, but spirits were kept high by the good company. After lingering over a continental breakfast, some chose to head for home leaving the lucky seven who stayed to enjoy another glorious Pocono Drive.

The Pocono excursion ended at lunch with the final three enjoying open-pit barbecued chicken and a world-class meatball sandwich at The Schoolhouse, a small country restaurant near Honesdale.

As I reflect upon this year's trip, images of incredible cars, good times, and lush, green scenery come to mind. Needless to say, I look forward to putting our Tripmeister, Ken Souser, to work charting out next year's adventure.

Note - Pictures of the ramble can be viewed on the RTR web site. ([www.rtr-pca.org](http://www.rtr-pca.org))



## To all who participated in the Wegman's Food & Wine Charity Event *[see overleaf]* -

I would like to express my thanks and gratitude to all who participated in the Concours and History Of Porsche display. The event was a resounding success.

Particular thanks to Brian and Terry Minkin whose tireless efforts made Sunday's Concours a well attended, fun gathering. Also, special thanks to the volunteers who handled the parking and registration chores.

Job well done!

Ken Souser, Event Chairman



Bill O'Connell

## Wine, Food, Porsche and No Rain – A Great Day at Wegman’s

Text by Brian Minkin,  
Photos by Brian Minkin and Bill O’Connell



With rain pelting our area weekend after weekend for the last few months, I prayed dili-

gently to the sun gods for a good weather day for June 8, 2003, the day of the RTR gathering at

Wegman’s Great Tastes Culinary Festival. Although the sun gods did not favor us, at least the rain gods decided to take a little nap. The skies were cloudy when I first arrived early



Sunday morning at the Cedar Beach Park in Allentown PA. Since it had rained for the entire day before our event, my first stop was to check out the area that was to hold our beloved Porsche cars.



To my relief, I found that the park area assigned to us was damp but had not become a muddy river. My next job was to secure some plywood for ramps to enable all the cars to drive into the park. With the aid of Geoffrey Whaling, the event coordinator, Home Depot soon delivered the necessary ramps. Once in place, I proceeded to test the ramps with my own 911, which had been lowered, and found that with a little scrape of the front spoiler I could get my car up the ramp and into the park area.

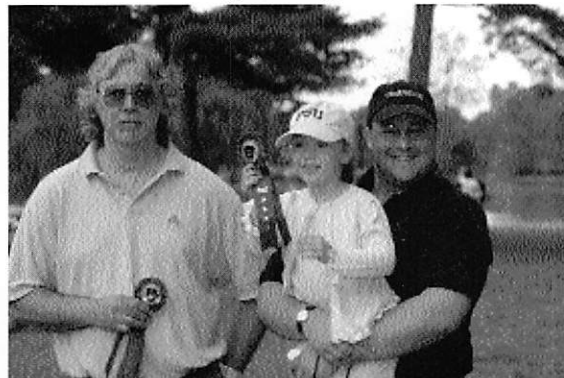
Although 145 cars had pre-registered for the event, I knew that the weather would cause a few cancellations. Registration for the concours started at 11 AM and by noon we had registered



115 cars. Some folks came from other regions such as Pocono, Chesapeake and Northern New Jersey. For the entry fee of \$25.00 per adult, participants received a Wegman’s Great Tastes souvenir wineglass for their wine tasting enjoyment, a wine tasting wristband, food tickets, and their ballot to vote for their favorite car in the Peoples Choice Concours. Participants spent the next 3 hours socializing with their fel-



low club members, enjoying the vast display of Porsche cars, and wandering through the festival



enjoying the many wine and gourmet food tents. Meanwhile, all the attendees of the festival



were encouraged to visit our display of Porsche cars and cast their votes for the people’s



**Don’t Forget The RTR  
Spirit of Philadelphia  
Rally/Concours,  
(see pages 2 & 5 or w**



choice as well. We spotted many non-Porsche people viewing the cars and even watched as 3



young ladies took pictures of each other posing with some of the cars. At 3 PM, while the bal-



lot counting took place, we gave out door prizes, raffled a Porsche Laguna jacket which



raised \$505 for the Marguerite Hessinger Breast Cancer Foundation and announced our

winners of the concours.

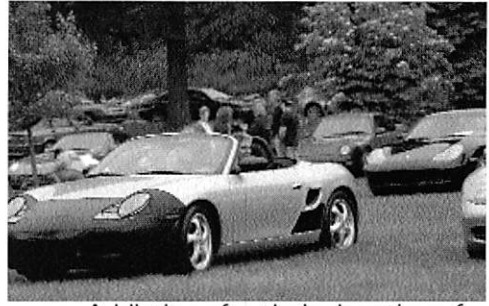
Congratulations go to Peoples Choice concours winners Tim Bolish (1960 356 black roadster) and Anthony Scalliss (1961 356 white roadster) who tied for 1<sup>st</sup>

place. 2<sup>nd</sup> place went to Chuck Jones (1983 black 911SC).

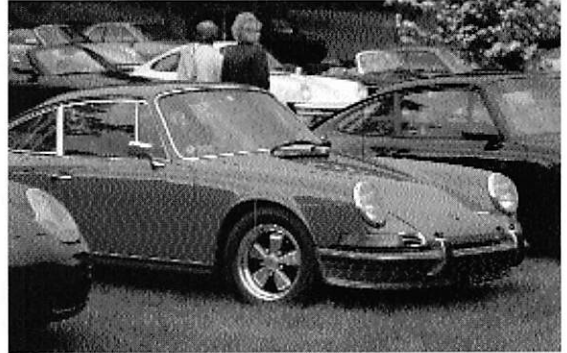
Third place went to Wayne Flegler's 1965 356SC "bandit", a flared and 911 powered 356.

All the Porsche cars that attended are beautiful cars and every one deserves recognition for putting

their cars in this spectacular display. I would like to thank all the participants who came out for the event, Geoffrey and Trish Whaling, coordinators of the Food and Wine Festival; Mary Ellen Koval, The City of Allentown; & Wegman's Food Markets. Special thanks to my significant other Terry Lamont, Craig Rosenfeld, Ken Souser, Bill O'Connell, Tom Zaffarano, Fred & Randa Bonsall, Bodo & Francine Knochenhauer, and Tom & Karen Hiel whose volunteer efforts insured the event was a successful and memorable one. I would also like to thank PCNA and Knopf Automotive for their donation of the Porsche Laguna jacket, Brandywine Porsche for their donation of door prizes, Auto



Addictions for their donation of pre-registration incentive prizes and the various festival merchants who donated prizes for the first place winners.



If you attended the event and had a memorable experience



that you would like to repeat again next year or you missed it



but would like to participate next year, drop me a quick email at [bminkin1@comcast.net](mailto:bminkin1@comcast.net) and with enough positive response I will get to work making it a bigger and better event next year.



**Social Events for July**

**Cruise on July 19**

**Picnic on July 27**

[[www.pca.org](http://www.pca.org) for details]

## Shift Rod Oil Seal Replacement

by Steve Grosekemper, San Diego Region  
(from THE WINDBLOWN WITNESS)

Oil leaks are part of owning a 911. Whether we like to admit it or not, these are things we must live with and deal with. Some oil leaks are easy to fix. Some are not so easy. One leak that is truly an unwelcome one is the shift rod seal. The main problem with the failure of this seal is that when it leaks the fluid is with you inside the car, not outside on the ground.

For those of you who have never had the experience of smelling well used gear oil inside your car, let's just say it is very unpleasant. It also tends to linger around quite a while.

The first step is to determine if you actually have a leaking seal. To do this you must remove the inspection cover from the rear of the tunnel between the seats. Next you pull back the two shift coupler boots and disconnect the coupler by removing the 4mm allen bolt. After the boots and coupler are out of the way, any leaks should be obvious.

The replacement of this seal in the car can be quite tricky unless you know about the special installation tool. This tool is used to evenly insert and recess the seal into the transmission housing without damaging the seal or transmission.

The special tool can be had from any Porsche shop. It is actually a spacer for a late model chain tensioner off earlier cars (slightly modified, of course). To make one of these tools you must take a spacer (930.105.185.00) and machine one end. It must be 1.5mm high and have 5mm of diameter removed.

After you have determined that you do indeed have a leak and the tool has been made, you will be ready for your seal replacement adventure.

1. Safely raise the car.
2. Drain the transmission fluid.
3. Use a tiny seal removal tool to remove the seal [aka - long, skinny screwdriver]. Step 3 is the most

important step in the process because if you scratch the inside of the transmission housing while removing the seal, you will have a permanent seal leak!

4. Wipe the shift rod and transmission housing clean and slide on a new seal [part # 999.113.085.00].

5. Slide the special tool over the shift rod and press the seal all the

way into the transmission housing using two screwdrivers.

6. Reinstall the shift boots and coupler [shift adjustment will not change].

7. Reinstall the inspection cover and refill the transmission with fresh fluid.

The cost for both the seal and the spacer/tool should be less than \$20.00. Good Luck



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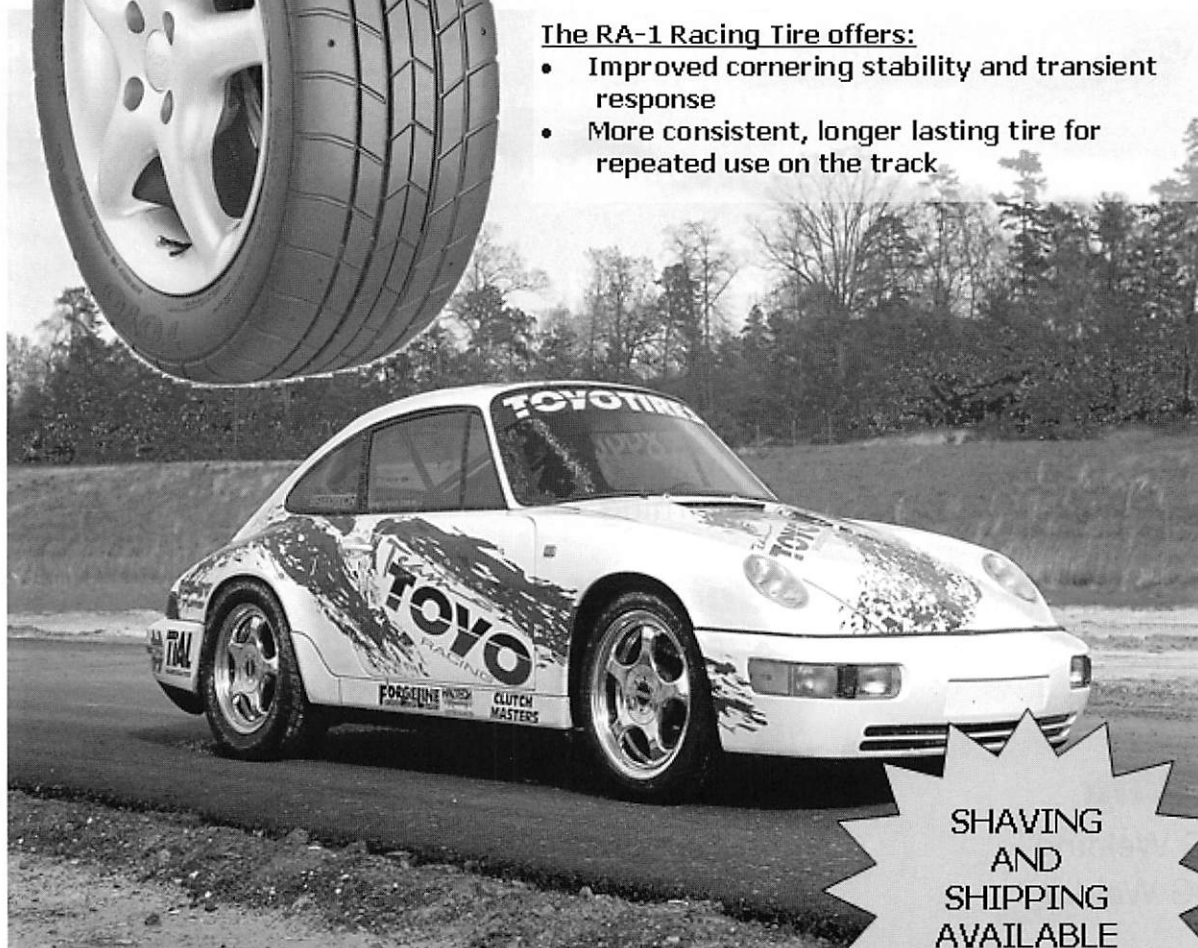


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# Riesentöter PCA Driver Education 2003 Application

<u>EVENT</u>	<u>DATE</u>	<u>FEES - Student</u>	<u>Inst</u>	<u>Open Date</u>
* Pocono East Course	May 23	\$90	\$90	March 26
Pocono North Course	May 24, 25	\$180	\$90	March 26
Summit Point	June 27	\$90	\$45	April 30
Jefferson Circuit	June 28, 29	\$180	\$90	April 30
** Watkins Glen	August 1, 2, 3	\$280	\$140	May 28
*** Shenandoah	August 23, 24	\$180	\$180	June 25
* Pocono South Course	Sept 26	\$90	\$90	July 30
Pocono North Course	Sept 27, 28	\$180	\$90	July 30
Watkins Glen - MAW	Oct 13, 14	\$220	\$110	August 27

**Please circle the event you wish to enter.**

A separate form is required for each event. - A separate check is required for each event and application.

\* The Pocono East and South course events are for white run group and above.

\*\* Registration to the Glen event includes dinner on Saturday night; however seating is limited to 160. Extra dinner tickets are available at \$40 each. The first 160 requests will get seating.

\*\*\* The Shenandoah event is a club race with only one DE group open to red or black run groups.

**REQUIREMENTS:**

You must have a valid driver's license,  
Be at least 18 years of age,  
Have a Snell 95 or Snell 2000 helmet.

**ENTRY DATE:**

If you register within 14 days of an event, please add \$20 for late processing.

**SEND TO:**

**Chris Mahalick, 510 Fletcher Road, Wayne, PA. 19087. 610-909-7968**

**REFUNDS:**

Refundable if **Written Notification** is received two weeks prior to the event.

**TECH INSPECTION:**

Your car must be inspected, no more than two weeks prior to the event, by an approved tech inspection facility.

***Riesentöter reserves the right to refuse any application***

Please print

Name \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Home Phone ( ) \_\_\_\_\_ Work Phone ( ) \_\_\_\_\_

PCA Member # \_\_\_\_\_

Porsche Model and year \_\_\_\_\_ Color \_\_\_\_\_

E-Mail Address \_\_\_\_\_

List the number of days you have done at the following tracks:

Pocono \_\_\_\_\_ Watkins Glen \_\_\_\_\_

Jefferson Circuit \_\_\_\_\_ Summit Point \_\_\_\_\_

Other \_\_\_\_\_

What was the last run group you ran in at a Riesentöter event? \_\_\_\_\_

Riesentoter issued car number \_\_\_\_\_

I certify that I have no physical or mental disorders which might affect my ability to safely participate in this event.

Signature \_\_\_\_\_

**Your registration will not be processed without payment enclosed.**

**EMERGENCY CONTACT INFORMATION**

Contact \_\_\_\_\_ Relationship \_\_\_\_\_

Address \_\_\_\_\_

Day Phone # \_\_\_\_\_ Evening Phone # \_\_\_\_\_

Family physician \_\_\_\_\_

Day Phone # \_\_\_\_\_ Evening Phone # \_\_\_\_\_

# der Gasser's

# CLASSIFIEDS

## PORSCHEs FOR SALE

**61 356b Roadster 1600 super 90**, #88503 engine #603862, transmission #40102, ruby red, black top, black leatherette interior - trans rebuilt 2003, complete restoration done over last 3 yrs. Records available, excellent condition. Restored to orig. color 2yrs ago - brand new Yokohama tires. Same owner since 1990. Nardi steering wheel, Weber carburetors. New kingpins, generator, regulator. \$45,000.00 Joe Evancich, philadelphia, 215-732-9176. 7

**73 911 PCA GT3-R Race Car**, Probuilt by Kelly Moss, the best of everything. Fresh 3.4 Motec, 2,040 lbs. Penskes, BBS, Racer's Group, Fabcar, etc. 993 RSR body, full set-up and support. Over \$250,000 unvested. Bought GT3 Cup Car. Will sell car w/partial spares for \$74,500 or \$80,000 w/new backup gearbox. Tim Holt, Holtmotorsports.com 610-692-7100. 5

**73 911T Coupe**, VIN 9113101864 White/black, excellent condition, PCA preservation class candidate, 83K miles, all records, new tires, needs nothing. \$14,000 215-297-0648 7

**83 911SC Coupe**, # WPOAA0910DS120324, GP White/Br leather, 94,000 mi., sunroof, air, alarm, cruise, major service at 85K with new tensioners, injectors, clutch, trans., tires, fuel pump, CD player, bra. Beautiful, like new in & out, garaged, no snow or rain, all records, \$18,500. jshunta@dol.net. 302-239-7765. 7

**85 928-S Show Car**, 27,000 ORIGINAL MILES! Guards Red w/special order Tan Leather. Multi. P.C.A. and New Hope Concours



Show Winner. First year for the desirable 4 cam, 32 valve V8 rated at 288+ hp. Factory options are Automatic, Pwr Sunroof, Pwr + Heated seats, Hi-Fi Sound pkg. and Alarm, all documented w/Certificate of Authenticity from Porsche. Upgrades include Stereo, BBS 3 pc. wheels, Koni shocks, Swaybar, K+N, Exhaust and 2nd alarm. All original books, tools, records, cover, etc. included. PERFECT! \$22,500. David Redmond 610-964-7-996. 6

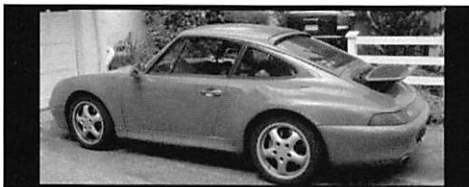
**87 944**, Red/ Black leather, 5spd, sunrf, rear wiper, radio/CD, 95.5K miles, newer michelin tires, battery, timing belt, water pump, steering rack and clutch. No snow, non smoker. Garaged. Asking \$5900.00 oboPhilip van



Asselt. Ardmore, PA. 610 649-8180 Pvanasselt@erols.com 5

**93 RS America**, WPOAB296XPS418047, Red/Blk. 18K miles, 2nd owner, all options, ltd spli, A/C, sunrf, radio. New tires, fresh Mobil One. Perfect! \$42,000 Fred Brubeker, 610-434-8778(d), 610-797-9298 (e) 5

**1996 C4S**. Don Rosen bought and maintained. 51K miles. Red with black leather interior and porsche crested inserts on seats. Electric/heat-



ed seats. Factory CD, sunroof, 18" wheels. Two sets of mounted wheels. One w/summer, the other with all weather rubber. Car is shown with the winter wheels. Air, etc. Perfect condition. All service records. Kept in heated garage when not transporting the owner safely in questionable weather. Buy now and enjoy the summer! Reason for sale looms in background of attached picture - a 2004 Cayenne S. No one needs two (2) 4wd Porsches! \$51,000. Dr. Dick Weiss 610-517-7897(cell) 610-278-9641 (home) rweiss@comcat.com. 6

**99 Carrera 4**, Zenith Blue w/Graphite Grey, Power Leather Seats, 18" Turbo Wheels, Hi-Fi, Am/Fm w/CD, LoJack, 7 yr/75,000 Extended



Warranty, Original Owner, 9,000 miles, Excellent Condition. MSRP \$79,000 Asking \$56,000. James Pesci Doylestown, PA.home:215-348-5845 cell: 267-474-6817 jmpesci@comCAT.com. 6

## PORSCHE PARTS

**Blaupunkt AM-FM Cassette Radio**, Model Reno SQR 46. Original equipment in 1989 944 Turbo. Remanufacture seal 11-28-89. Radio & cassette work fine, relpaced for combinatio CD unit. Owners manual. Separate Blaupunkt

Amp BEA 80 - inconsistent operation, suspect loose wire. Best Offer. Curtis 610-439-0138. 7

**Porsche Tires**: (4) Michelin Pilot Sport Cups, size 225-45-ZR17. Less than 150 street miles, virtually new. \$150 each. John Giannone @ (610) 983-0281 or jgiannone@comcast.net. 6

**Wheels & Parts** - BBS LM 18" wheels 8.5" and 10.5" with or w/o Michelin Sport CUP tires or HOOSIERS. \$3100/set w/tires, \$2600 w/o. BBS Tuner wheels 8.5" and 10.5" with or w/o Michelin Sport CUP tires or HOOSIERS \$3300/set w/tires, \$2800 w/o. Wheels will fit all 993/993TT/996/996TT cars. Ultimate quality. 993 front hood perfect white factory paint \$600. 993 rear complete factory decklid perfect white factory paint \$420 M030 996 suspension \$1500. Joe Fabiani, 215-646-4945 215-646-9828 fax 5  
**Gearbox**, Fresh 915 magnesium gearbox, new 7:31 ring & pinion, new quaife differential, Wevo gate, setup for oil collar (or not), new ratios, etc. Bolt on ready. \$8,000 to build/sell for \$5,500. **G-50 Gearbox**, from '87 Carrera. "Non" ltd. slip. \$2,000 **Cage & Roll Bar**, 993 full bolt-in w/hardware \$450 obo. '74 -'89 911 bolt-in rollbar \$400 obo. Tim Holt 610-692-7100 5

## OTHER STUFF

**94 Honda Civic DX Coupe**, Too good to call a beater, but for \$2500 that's what it'll be (DXs are not IT-eligible in SCCA). Original owner, 78k, all records, perfect maintenance. Fine body with minimal road rash. American mags plus mounted Blizzaks and Sony stereo w/sub. David Reiter, 610-667.4190 or bluesman@dr.com 7

**92 Mercedes Benz 300CE**, Anthracite/ black, rare four seat sport coupe, 32K miles, excellent show cond, new tires, perfect car. \$15,000 215-794-0648 7

**00 BMW Z3 Roadster 2.8**, Excel. cond, Topaz Blue Metallic, Black Soft Top, Factory Hardtop, Beige Leather, 5 Speed, Premium Package, Heated Seats and Mirrors, Sport Seats, CD Radio, Computer, Keyless Entry. MSRP \$42,195. No Dings, Paint, Smoke, Accidents, or Track. Garaged. 40k Miles, Factory Warranty until 8/03. Meticulously Maintained. \$24,250. George Fentress, West Chester, 610-436-8356 5

**00 Ford Expedition 4x4 XLT**, V8 automatic, fully loaded. Towing package. Excellent tow vehicle! \$17,500 484-576-3805 4

## WANTED

**964 Secondary Muffler Bypass Pipe**, prefer u-shaped pipe over v-shaped pipe. Steve Midgett, 610-296-7479, skmidgett@aol.com



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Just send along a picture. E-mailed ones are best but we'll try to run whatever you give us.



Next Month's Meeting

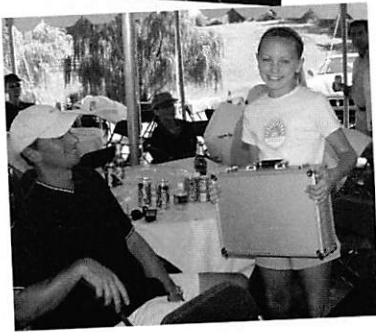
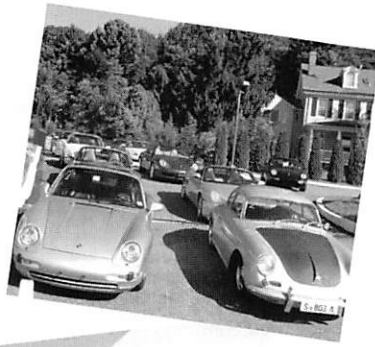
August's  
Membership  
Meeting -  
Rosen  
Porsche

Ridge Pike  
Conshohocken, PA  
August 27

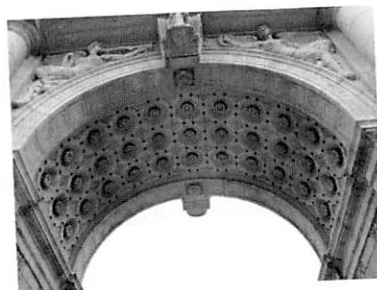
7:30 Social  
8:00 Meeting

From Bill O'Connell's Photo Album

2002 Rally-Picnic



2002 Fall Rally



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Der Gasser is published with the intention of being in members' hands on the 15th of the monthly. 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 month or the month after. Please include a SASE if return is required. All material for print should be received by the Editor by the 25th of the month previous to the month it is to appear. Copy material in electronic format is **required** although photos may be sent for scanning.

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Despite all these distractions, we had Doug's car ready for the Saturday sprint races. The weather cooperated and Doug ran an excellent race, ultimately taking second in his class. An excellent performance. To celebrate, we retired to the "guest house" for a few beers on the patio. It was at this point that the weekend went from mildly disturbing to intensely surreal. The scene begins with a battered old Ford Econoline van with a World of Outlaw sprint car wing affixed to the roof pulling up to the house. From this engineering masterpiece emerges one of the guests staying across the hall from us. He readily informs us that he and his wife came to town to participate in a "dance gathering over at the RV park". "What kind of dancing?", one of us asks. "Oh, square dancing, line dancing, round dancing, we do it all". Next he tells us that he is just stopping back to pick up another outfit for his wife, as "the scene was really heating up" over at the RV park because "the dance floor is really good". We explained to him that we

were in town for the races to which he replied, "that sounds like a real hoot". He then went inside later emerging with a tastefully embroidered denim outfit for his wife. What a trip. Like a time warp. Maybe there is some validity to the teachings of Max Plank, the father of quantum physics.

On Sunday, we had an enduro race, which mandated one five-minute pit stop per car. Since his tank could hold enough fuel for the entire race, it was agreed that Doug would come in if there was a yellow flag and sit for five minutes. As luck would have it (at least from our perspective) the track went to yellow within the first half hour. Doug pulled in, we checked his wheels, he drank some water, and returned to the track. Since the car seemed fine, I decided to hit the men's room for a "pit stop" of my own and to call my father to wish him a happy Father's Day. This took about fifteen minutes and I returned to the hot pit area only to find Doug getting back into his car, stomping mad. It turns out that

his car had developed a miss at about 5000 RPM. Earlier in the weekend he had encountered a loose wire that powered the fuel pump. If that was the case he just needed the wire put back in place. Now I really felt guilty for leaving the pits. He returned to the track and then disappeared. When the race was finished we returned to the pits, yet still no Doug. Finally he returned, on the back of a tow-rope. It turned out that the problem was unrelated to the prior fuel pump snafu. My guilt began to subside. The shame of it was that Doug was in second place overall when his car quit. Once he gets his car sorted, he will be very competitive.

And so ended my first and last stint as a pit crew member. Needless to say, there will be no calls from Junior Johnson. Darn, I thought I would be a natural. So, to all of you club racers, I salute you. Yet at the same time, please refrain from ever asking me to pit crew again, I am unworthy!



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<b>930-107-764-01 x10</b>	<b><i>930-107-764-01 x10</i></b>	<b>52.95</b>
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<b>986-504-994-01-G2X</b>	<b><i>Boxster Speedster Hump Kit</i></b>	<b>795.00</b>
<b>000-044-801-91</b>	<b><i>In Dash Cup Holder 996 or 986 w.o. PCM</i></b>	<b>66.95</b>

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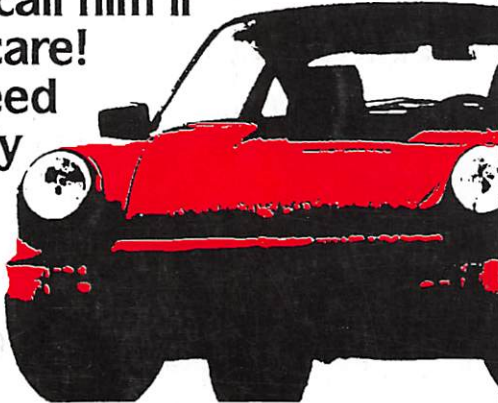
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