

# „der Gasser“

September 2006

## Riesentöter Autocross -

A Brief Report p.12

## DE Note:

Applications for Summit Point, DE  
Nov 10-12, with registration opening  
Sept 9 should be mailed to:

Carol Kramer  
1302 New Virginia Road  
Downingtown, PA 19335

Other correspondence to [RTRREG@aol.com](mailto:RTRREG@aol.com)



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# „der Gasser“

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## Upcoming Events:

- Sept 9 Tech @ Dougherty's
- Sept 9 Mail Registration opens for Summit Point DE
- Sept 22-24 MAW Driver's Ed @ Pocono
- Sept 30 Membership Meeting - Victory Brewery @ 4 p  
(Victory fall Fest 2-9p)
- Oct 25 Membership Meeting & RTR Elections
- Oct 27 Registration closes for Summit Point
- Oct 28 Tech @ Performance Auto 9a-2p
- Nov 10-12 Driver's Ed @ Summit Point
- Dec 9 RTR Holiday Banquet (Save the date!)

### On the cover:

A galant Patrick Wayman, RTR AutoX Chair, leads the masses through the remnants of Hurricane Ernesto.

Photographer: G. Knight

„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. Address changes should be sent to both the Membership Chair & National. If you are having problems receiving „der Gasser“, contact the membership Chairperson. Classified ads are free to PCA members and are printed on a space-available basis. Ads may be mailed, e-mailed, or faxed to the Editor, are limited to auto-related items, and are subject to editing. Pictures of items may also be printed. Please send with e-mail or via U.S. Postal Service. Contact Editor for Commercial Advertising Rates. „der Gasser“ is the official monthly publication of Riesentöter Region, Porsche Club of America. Ideas, opinions, suggestions, etc. are those of the authors and do not necessarily reflect the official position of Riesentöter Region PCA. „der Gasser“ is published to time a year, monthly with combined January-February and November-December issues.

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

# *State of the Region*

*Tom Zaffarano, RTR President*

The Porsche Parade for 2006 has ended and, I understand, for a sell-out crowd. Even though the event was held on the other side of the country (Portland, Oregon) our fabulous Debbie Cooper, once again, swept the Female Overall Tech Quiz. Good going, Debbie!

Another Zone 2 winner of interest was the Pocono Region's Novotnak Family. They received the 2006 Family of the Year Award from the Porsche Family, Porsche AG, and Porsche Cars NA.

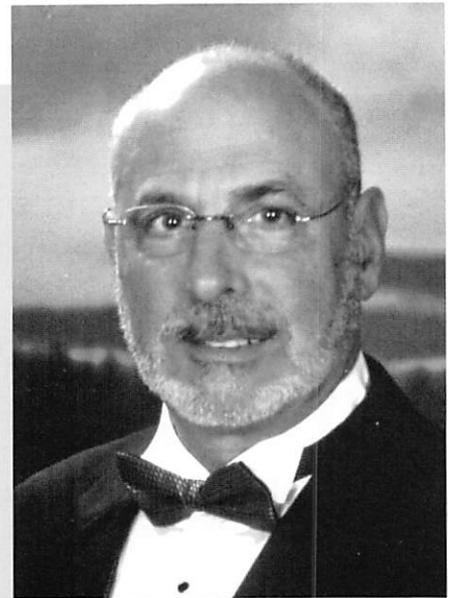
The RTR Family Picnic at Ridley Park was a great time for the members who attended (pictures and article in this issue), but can someone tell me why we get a consistently small turnout? We have held picnics at theme parks, river parks, state parks, and picnic parks, yet attendance barely reaches 30 members — what are we missing?

Make-A-Wish takes place a little early this year – Sept 22-24. I hope you have made your plans to attend. Improvised visits are encouraged. There is a lot going on in this worthwhile program.

Next month (October) is the time for the region's elections, so the September Meeting (Saturday, Sept 30) is the last time to get in your nominations. Business meeting will begin at 4:00 PM (see calendar for details)

Keep up the pace....

*Tom Zaffarano*



# ***Make-A-Wish 2006***

*Bill Moffitt, RTR*

The Pocono/Make-A-Wish three day event is September 22<sup>nd</sup>, 23<sup>rd</sup> and 24<sup>th</sup>. The highlight of the event is always the banquet and silent auction which will be held Saturday at the Split Rock Resort, One Lake Drive, Lake Harmony, PA. Dinner is included in the track registration fee and guests are more than welcome at the bargain price of \$30 per person. Let us know if you are planning to bring a guest.

If you would like to stay at the Split Rock Resort, make your reservations now as only a limited number of rooms were available to hold. Call 800.255.7625 for reservations which are due by August 22<sup>nd</sup>. Mention the Riesentöter Porsche club for a discount.

We are looking for corporate sponsors of the track and we have many marketing opportunities this year for any company who would like to get their message out to the members of our Club. If you or anyone you know is interested in participating, please have them contact Bill Moffitt at 610-304-9256 or email at [bill.moffitt.iii@smithbarney.com](mailto:bill.moffitt.iii@smithbarney.com).

New this year will be the ***Driving Experience***: a program designed for those who have interest in Drivers Education events. The program will be held Saturday, September 23, 2006 and include:

- High Speed Driving Instruction
- Parade Laps of Pocono Raceway
- A Ride with an Instructor
- A Commemorative Make-A-Wish 2006 Photo of the Participant at Pocono Raceway

The cost is a \$300 donation to the Make-A-Wish Foundation

Paddock spaces will be auctioned again this year. You can email your bids to [bill.moffitt.iii@smithbarney.com](mailto:bill.moffitt.iii@smithbarney.com) anytime before September. Don't forget that there is room for two cars in each paddock space and you are bidding on the entire paddock space.

Also, let Bill know if you are interested in a new fund raising event at Pocono this year. The "**Lap-a-Thon**" will be a way for you to get friends, family and coworkers involved in the fund raising portion of the event. Simply get sponsors to donate for each lap you make of the track. The driver who raises the most sponsorship money will earn the "**Lap-A-Thon Champion**" title for the year 2006 and maybe a prize if one can be found.

Silent Auction items are needed. So when you get the chance, confront your favorite retailer, Porsche mechanic or restaurant for a gift certificate or other goody that we can add to our silent auction.

Victory Beer will be participating again this year with case donations and CDOC will join us as a corporate sponsor. Please let Bill Moffitt know of any other corporate sponsors who may have interest in participating.



---

Share the power of a wish.

September • 3

# Membership Meeting News

## Past, Present & Future

*Jeff Haas, RTR Vice President*

Hello All!

Well, summer is almost nearing it's end. Vacations are coming to a close. Many of us are sending our older kids off to college and preparing our younger ones for another school year. As a club, we are in the final stages of preparing for our annual charity event benefiting "Make A Wish".

In recalling the activities of the past eight months and looking ahead to the upcoming calendar of events over the next four months, we are truly a very active, socially involved club. We are a very family oriented, friendship based club. Let's keep going!

I wish to thank Harry Hurst for sharing his passion of racing with us at our June meeting at Rosen's. Wonderful evening. "Thanks" to all the folks at Rosen's for hosting the meeting.

"Thanks" also to Pete and Paul at Performance for hosting our July meeting.

And, a very special "thanks" to Mitch Redding for leading our special group of "club racer's" in an open forum on PCA Club Racing. Great job!

Our August Membership Meeting will be held at AWE Tuning in Willow Grove. On Wednesday evening, August 30th, we will hold our annual "Race Cars of Riesentöter". A presentation of club members' automobiles that have seen the track, still see the track, or wish they could see the track. A club favorite you won't want to miss. Social at 7:00PM. Meeting at 8:00PM.

In September, our Membership Meeting will be held at Victory Brewing Company in Downingtown. Our club has been invited to attend the annual "Victory Fall Fest" on Saturday, September 30th. The meeting will be more of a "social" event as a departure from our past membership meetings. As an added bonus, many club members' cars will be on display throughout the day.

Join us anytime between 2:00P and 9:00P.

Our October Membership Meeting will again be held at The Bent Elbow in Fort Washington. On October 25, join us for a social hour at 7:00P and our election meeting at 8:00P.

Mark your calendars now!

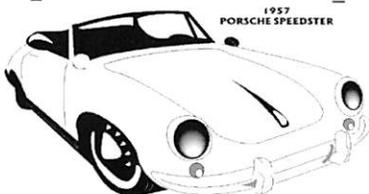
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- ♣ PA State Safety and Emissions Inspection
- ♣ Hard to find parts available

# The RTR Web Forum is growing- Have you visited yet?

Brian Minkin, RTR Membership Chair

## RTR WEB FORUM

One of my goals as the region's membership chair has been to find ways to enhance the value of belonging to the Riesentöter Region. I view the region as a community of people with a common interest, Porsche Cars, and have searched for some time for a way to help this large region bring members old and new into contact with each other.

The World Wide Web has become a standard utility in most people's lives. Many members already participate in Web Forums such as Rennlist. After surveying other PCA regions around the country I found that many of them have their own web forums and they are well subscribed to and used by members of those regions. I suggested to the executive board that RTR should have its own Web Forum. A place where members could share ideas, discuss things, ask technical questions,

meet other members with similar cars or interests and gain additional value from their membership in Riesentöter.

With the boards approval, I have created the Riesentöter Web Forum. Joining/registering is easy and it's free. You can link to it from the RTR Web Site (Top right side of the wheel) or type the URL- <http://rtr.mywowbb.com/> - into your browser.

The Forum has areas of interest such as club activities, a section for the ladies of RTR, tech talk, Porsche model interests groups, for sale and wanted adds, and general discussion of any topic you wish to bring up.

Please enjoy this

new benefit of club membership and begin to become acquainted with the many knowledgeable and creative people we have in our club. If you are interested in becoming a moderator for one of the Porsche Model Interest Groups please let me know once you have joined the forum and I will set you up as moderator for that group.

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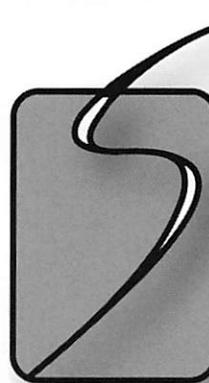
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# Riesentoter Family Picnic

Maureen Sangiorgio, RTR

The natural beauty of Ridley Creek State Park provided the perfect setting for the annual Riesentoter Family Picnic held this year on Sunday, August 20th. A clear, sunny day, Jim and I drove in with the top down, so we were able to soak up the scenery as can only be done in a convertible. The park is HUGE, complete with a fishing pond and rolling horse pastures.

The picnic was a great opportunity for new members to come out and meet and greet other RTR folks. Brian Sullivan, an IT network engineer from Glen Mills, PA, just moved here with his family from the Potomac, MD region. "The first time I saw a Porsche I was sixteen," recalls Brian. "I knew from that moment on, that I had to have one." Brian's first P-car was an

'88 911 Cabriolet, and now drives an '89 930 Cabriolet.

"Owning and driving these cars are my pas-



them if they will take care of the car, how often they will change the oil, stuff like that. If they didn't give me the right answer, I



sion," says Brian. "When I sold my first Porsche, I screened the interested guys as if I was handing over a child for adoption. I asked

didn't sell them the car."

## Looking Forward to DE

Brian is in the process of outfitting his car for the track, and plans on participating in DE events next year. "In my opinion, Porsche is the only marque that offers a high level of performance, style, and a long-standing racing heritage," says Brian. "I'm looking forward to the track events because that's what these cars were designed to do. A Porsche is the ultimate driving machine."



Besides kibitzing with new members, picnic participants also voted on a People's Choice Concourse. Winners were:

*First Place: Tom and Deb Fitzpatrick with their 1976 930 Turbo*

*Second Place: Bill Hanafee with his 1965 356*

*Third Place: Brian Sullivan with his 1989 930 Cabriolet*

Finally, the winner of the Dessert Contest was none other than Francine Knochenhauer with her delectable Turbo Wheel Cupcakes. Special thanks to Robin Zelinskie for organizing a GREAT picnic!



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- '02 911 Carrera 2 Cabriolet, Tiptronic, Silver/Blue
- '02 Boxster, 5-Speed, Silver/Black
- '02 Boxster, 5-Speed, Silver/Blue
- '04 Cayenne, Sold
- '04 911 Carrera Cabriolet, 6-Speed, Black/Black
- '05 911 Carrera, 6-Speed, Red/Black

### New Inventory Sample

- '06 Cayenne, Tiptronic, Grey/Grey
- '06 Cayenne S, Tiptronic, Silver/Grey
- '06 911 Carrera S Cabriolet, 6-Speed, Red/Black
- '06 Cayman S, 6-Speed, Red/Black
- '06 Boxster S, 6-Speed, Yellow/Black



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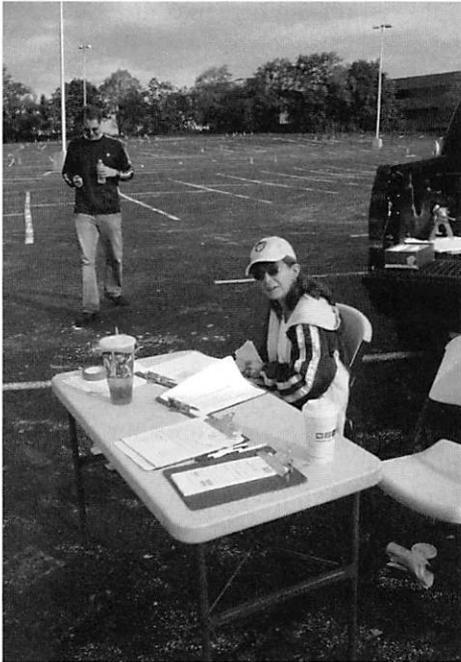
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# Autocross - Sept 3, 2006

Graham Knight, RTR



With Tropical Storm Ernesto bearing down on the Eastern PA region, the thought of an AutoX was far off in the distance. However, after a rain soaked course set up, (thank you Brian Minkin), the cones were ready and the sun was shining on Sunday, the 3rd. Approximately 45 cars showed up, from stock Porsches to a Formula V to a green Beemer (poor thing).



With Patrick Wayman in charge, Brian Minkin and Paul Walsack effectively running the show, Terry Minkin on registration and scoring, and various helpers and volunteers staging, flagging, pitting and running, the day went off without a hitch!

Thanks to all for sharing in the fun and making the event a good one. Special thanks to Patrick for all his hard work and dedication in his three years as AutoX chair.



# The Glen '06

*John Floyd, RTR*

Without a doubt, Watkins Glen is the mother lode of the DE tracks closest to the RTR home base. One indicator of its popularity is the annual feeding frenzy that takes place when it's time to register. This year's event had 174 registrants in the following Run Groups: Red - 36, Black - 39, White - 39, Blue - 30, and Green - 30, and a number of disappointed wait-listers. Approximately 4 1/2 hours from the Philadelphia area, the trip to the track is a scenic one. Having missed all of last year's DE events, I learned the hard way that the last 2 exits of the Northeast Extension now have automated toll booths, which made for some animated contortions and deleted expletives as I struggled out of my race seat and seat belt to insert a dollar into the toll machine. I continued north on Route 81 into Binghamton, and then west on Route 17, parallel to the Susquehanna River which snakes back and forth so you cross it at least 3 times, past Vestal (I'm told the virgins are long gone) and Owego, past Chemung and Wilawana, past the Plantation Motel ((\$23.95, and it looks like it's from the plantation era).

You don't want to go as far west as Big Flats, but take Route 14 north into Horseheads. At this point you are about 25 minutes from the Glen. Watkins Glen is situated at the southern end of Seneca Lake, and has a unique history in the world of motorsports. Approaching the track from town, as you crest the last hill and look to the left, the track looms in the distance, the blue Arceo and

the multi-colored seating standing out in contrast to this otherwise rural setting. Turning left onto the road to the entrance gate, apparently race fans are either pyromaniacs or big users of tobacco products because one is greeted by a large ZIPPO billboard. After signing in

at the gate, as I approached the tunnel under the track, I was greeted by another sign from ZIPPO and a reminder to visit the Owens Corning Museum of Glass (which I keep meaning to do with each visit to the Glen).

With 11 turns in 3.4 miles and incredible elevation changes, in some cases as much as 110 feet, Watkins Glen is one of the most prominent road tracks in the US. Leaving pit out from the staging area you start downhill, blending into turn 1 and approach the "esses", a series of 3 uphill turns forming a large "S" onto the back straight, which is almost 1/3 of a mile and leads to the "bus stop" or chicane - a U-shaped inner loop of about 250 feet in length which seems much shorter when you're driving through it. As you leave the chicane you enter turn 5, a long downhill right hand "sweeper" known as "the carousel", with a very late blind apex (the optimum point in a turn between the entrance and exit and closest to the edge of the track). Proceed into the braking zone for turn 6 - the "chute", another down hill sharp left-hander with

right-hander. Turn 9, with a late, blind apex, is "off-camber" meaning the track falls away from you, instead of being banked in the direction you are turning. Turn 10 is a fast left hander, then a right hand into turn 11, leading you onto the straightaway, which is almost a mile long, and the entrance to turn 1 - the "90" - a 90 degree downhill sphincter-tightening right hander which leads you back into the "esses". All in all, one heck of a drive!

It was raining Friday morning, which kept the "big dogs" who run track tires idle while we on street tires got to play. By mid-morning the rain stopped so all were driving and by early afternoon the track dried out. Saturday and Sunday were sunny and hot, so overall it was a very pleasant 3 day weekend. Special thanks to our grid tech "merry torquesters", led by Steve Meenan and Paul Walsack. The tribe included Pete Dymant, Dan Herman, Steve Hoagland, Jeff Hunter, Bodo Knochenhauer, Steve Mankowski, John Randolph, Dave Schenk, John Toates, and some hack

for der Gasser whose hamstrings were killing him after the first day. In keeping with the educational charter of DE, there was a "track walk", led by Brian Smith, chief Riesentoter instructor. Three truckloads of students followed Brian, disembarking onto the track as he pointed out such things as off-camber spots, elevation changes, and other track nuances. Walking the track is analogous to a freeze frame viewing of a video - giving

one the opportunity to see and comprehend what you're driving over at higher speeds. One nice feature of RTR's Glen event is the dinner Saturday evening at the Glen Club. Located on the grounds of the race track, the Glen Club is a two-tiered dining room situated on the side



a late blind apex that takes you along the "laces" of the "toe of the boot" - so called because from turn 5 through turn 8 the track resembles the outline of a boot. As you start uphill through the "toe" on a short straight to turn 8 - the "heel" - the track changes to a sharp down-hill

of a hill overlooking the "esses" and with panoramic views of Watkins Glen and Seneca Lake in the distance. The food was good and the service excellent, and we were treated to a dramatic lightning display as a storm came through. And some of our members clean up very nicely!

In the Marbles (the debris or "tire boogers" found at the edges of the track)

It was great having Mike Andrews back running the drivers' meetings...special thanks to Erik Haas for his reacquainting me with the track after my last year's hiatus...special thanks to David Bond who worked pit out non-stop Friday and Saturday. No, it wasn't a red flag he was wearing on his face, it was his Celtic genes exhibiting the result of a full day and a half in brutal sunshine... it seems the Couglins, one of the "mobile Branch Davidians", have a motor home with all the luxuries except enough chairs for dinner. David was seen borrowing a few from the Glen garage (which he later

returned)...not only has the bar been raised with motor home compounds that, when set up, look like daycare centers with all the Fisher Price paraphernalia, but it doesn't seem that long ago that just an open trailer was big doings. Visiting some of the enclosed ones at this event, it seems the only things missing (as of now) are saunas and jacuzzis... the Georges Perrier Le Bec Fin Dining Award - to Robin Zelinskie. Since the concession stands were closed, we had to fend for ourselves for breakfast and lunch. As I'm eating my Lebanon bologna and cheese sandwich I'm watching Robin preparing gourmet lunches of grilled salmon, scallops, and asparagus...the Wine Spectator award - to our resident sommelier Mark Reynolds. As I'm opening my box of rose', Mark opens up what looks like a metal steamer trunk with what racks of bottles. The only thing he was missing was the cup on a chain around his neck...Dougherty Automotive was again on site for automotive triage, the ubiquitous blue shirts helping to extend the event for some participants whom otherwise would have

ended the event early...Merry Prankster non-award (because thankfully it didn't happen) to an RTR person who will remain unnamed, spotting an unhitched trailer with a 1995 yellow 993 parked on the street at the Falls Motel and wondered aloud "wouldn't it be fun to hide that"...special thanks to Dan Herman for showing a der Gasser hack how to correctly remove Team Tech harness clips from the car's installed eyebolts... they weren't "chirps" - that you heard as Sutton Faller was leaving the paddock; it was the car's clutch catching...that's why they're in the Red Run Group and I'm not - I understand that by today's technology standards my SC is what would be considered "mechanically challenged", but when I can't stay with Fred Brubaker as he's towing a trailer on the way up to the Glen... On the way back, the only way I was able to stay with Ken Nielsen was because of heavy traffic. I have the feeling if traffic were as light as it was going up, even though we got onto 81 South together, it wouldn't take him long to pull away from me into another zip code.

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# *Without a Net*

*Christopher Mahalick, RTR*

So I guess you all have heard by now that American Collectors will not be writing track policies next season. And for good reason, I would imagine. Apparently, a few folks have mistaken "Drivers Ed" for "Racing". In racing, a bent fender or a violent spin are badges of courage. After all there is a trophy involved! Not to mention that it is in fact, a competition event. "Either bring home the checkered, or bring it home in a ball". I stole that one from an SCCA racer.

On the other hand, bent fenders and violent spins in Drivers Ed do nothing more than loot the already precarious "pools" of the Insurer faster than a group of drunken Huns. And there's not even a trophy involved! It is not, I repeat, not, a competition event. So why take unnecessary chances while performing a so-called "leisurely pursuit"?

It will be interesting to see how this translates to on-track behavior next season. Will folks start to realize that this is supposed to be fun? That you don't (and really shouldn't) need to drive at ten-tenths all the time? That the Ferrari and Williams teams really don't send talent scouts out to Drivers Ed events?

I guess that the argument I'd like you to walk away from this column would be: "Does the purchase of Track Insurance artificially heighten one's sense of immunity regarding on-track incidents?" I mean, "what the heck, it's not my money if I go off; that's why I bought track insurance". Maybe folks will actually turn it down a notch once they realize that the expense involved in repairing their damaged cars may just take them off the track. Not to mention the time involved in getting everything right again.

Everyone who participates in Drivers Ed should really take a look at the folks in our midst that race. I think we have about fifteen or so at this point. And you know what they all have in common? They don't wreck. In fact, these

guys rarely put a foot wrong. They are steady, consistent drivers who do not take unnecessary chances. They took the time to learn how to do it right, and it shows. You just don't see Ferro, Phillips, Brodowski, Winsor, Pechstein, Dymant, Turgen, Herman, Bonanni, Chalfont, Bauman (Don!), Gianone, Mingus, Heckman, Martinez, Tallardy, Carpenter and Mazzone out there driving like amateurs. They are safe and steady. A pleasure to work with.

And then we have another closely related group of folks who do not race, yet have been driving for so long that it is second nature to them. They head out to the track to enjoy their hobby, and do it well. The Reynolds', Smith, Yoroshko, Zelinsky, Brubaker, Ehm, Kovalevich, Diamond, Cox, the Fallers, Olsen, Walsack, Winkle, Owens, Scheuren, Haas and Nielsen are all accomplished, safe drivers. They take their driving seriously. Now the Reynolds' put a lot of their resources into this hobby, and do not strike me as folks who would be out for the season if they ever had a bad incident. Yet at the same time they truly drive as a Lady and a Gentleman. I have never seen them swerving like idiots, cutting people off, as they circle the track. And Brubaker has a screw loose upstairs (read anal-retentive German genes), but he never wavers from the script. In fact, all the aforementioned folks never present a danger to themselves and others while enjoying their hobby.

I can really only remember two specific incidents involving the racers and the die-hards, where money eventually traded hands. Which is statistically lower than what we are beginning to see in some of the beginner and intermediate run groups. One of the incidents actually yielded less damage than a public parking lot shunt. And the other was really just a fluke, as the driver (Ed) is probably one of the most mature folks out there, and has put in more laps than the average bear.

While bouncing this column idea off some folks, the most common answer out there when asked about on-track incidents seems to be "Well, things happen". Which I will most definitely accept regarding the two aforementioned incidents.

But what about the "activity" happening in the lower run groups? I mean, did any of you ever even come close to wrecking while driving in the Beginner and intermediate groups? I won't waver on this one. Something is seriously wrong if a student has an incident their first time out. On a track. Ever.

Being a beginning student is actually one of the few times in life where you will actually be coddled. The bar is set low. There are no expectations. Just keep the car on the track and don't hit anything. Like the wall, or other cars. And if you pass a few folks, then all the better. It is all about having fun.

With this in mind, how in the world can someone actually crash a car their first time out? I actually heard this exact event related to me by "the street" a few weeks ago. As well as a guy putting his new car off while driving on street tires and brakes! "Things Happen". Yeah, right.

Another thing that a bunch of us have been discussing is the practice of owners letting other folks drive their cars. There has been heated debate on this one. Basically, what sort of financial agreement should be in place prior to letting someone drive your car.

When my car broke a couple years ago, I had numerous offers to drive the cars of other folks (Thanks John G., Bruce, Ken, Fred, Steve, John R., Tom and Virginia). Which of course, I accepted. And guess what? We didn't have prior financial agreements drawn up, and there was never a time when this was even mentioned. Because it was someone else's pride and joy. Who am I to jeopardize someone else's investment? Well, in a few cases there was actually

something resembling an agreement. "Break my car and you die!". Good enough for me.

So if you are going to lend your car to someone, just make sure that the person is a responsible, prudent individual (like myself or Doug Ferro). Sorry, I was just trying to line up some future rides in exotic cars. And there is a certain Ferrari with which I know I will share a future "date with destiny".

So there you have it. I plan on return-

ing to the track next year. So let's keep it clean, and if there is another car on offer, please, no agreements. It will just be embarrassing for the both of us.



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## ***Riesentöter Region DE Registration Rules***

### ***Payment***

- Payment must be received before your application will be processed. We are unable to accept any applications without payment.
- Check(s) must clearly indicate the participant for whom payment is being made
- Separate checks are required for each participant for each event.
- Checks will be deposited once your application is approved. If registration is not accepted, checks will be voided and destroyed.

### ***Cancellation***

- You may cancel via email notification to the registrar until 15 days prior to the first day of the event.
- Cancellations not made via email must be received and **ACKNOWLEDGED** by the Registrar in order to qualify for refund consideration.

### ***Refund***

- Written requests for refunds must be received two weeks prior to the event

### ***Applications***

- Due to the large number of PCA club members who wish to attend our Driver's Education events, first priority will be given to PCA members. Non-Porsche cars are also allowed into our events, provided they meet our tech-safety standards.
- Registration will open at two months prior to the event date, and close 14 days prior to the event date. See Application for specific open date.
- Applications must be complete and include a valid email address. We send all notifications via email. You are responsible to maintain your email address.

· APPLICATIONS WILL BE ACCEPTED VIA US MAIL ONLY. APPLICATIONS MUST BE POSTMARKED OPENING DAY OR LATER. APPLICATIONS RECEIVED WITH POSTMARKS PRIOR TO THE OPENING DATE WILL BE PROCESSED AFTER THOSE SUBMITTED CORRECTLY.

### ***General Application Processing and Acceptance***

- Applications will be processed in the order received.
- The registrar will reserve space for sufficient instructors before filling all spaces in the upper run groups.
- You may be accepted for any event for which you have applied without notice until the 15 day cancellation cutoff prior to an event. **IF YOU DO NOT WANT TO BE ACCEPTED YOU MUST CANCEL.**

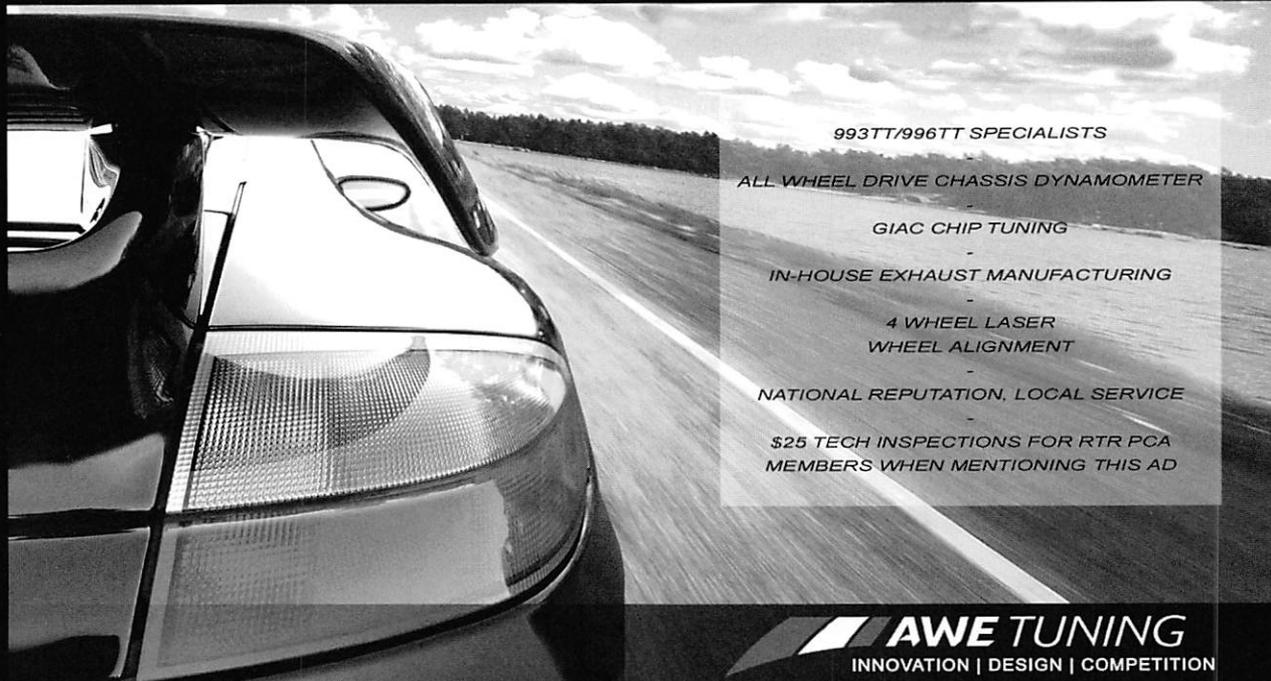
### ***Notification***

- The Registrar will send out wait list acceptance via email entered approximately 15 days prior to each event. **YOU ARE RESPONSIBLE TO MAINTAIN A VALID EMAIL ADDRESS.**
- Applications are processed continuously. If we are able to contact you prior to the 15 day commitment, we will do so via email.

*Forms* \*\*\*ON RTR WEBSITE\*\*\*  
<http://rtr-pca.org/DEApplication06/rules.htm>

There are two versions of the application form available - PDF and WORD. Please select the application for the event(s) you are applying for.

Print out a copy, sign it and send it in (or bring it to the meeting) with the appropriate fee.



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## Porsche Cars

1983 911 Turbo (930)

White coupe w/ blue and red Brumos style detail, reliable DE track car/race car/ street able, fully sorted, fresh engine, many PCA race podiums, all performance upgrades. 1989 5-speed transmission (G 50), Fresh 3.3-liter motor rebuild (with few hours) 300+ HP/ 2880 lbs., full custom roll cage by K-Fab, "fuel safe" fuel cell (17 gal) with stock fuel filler and cap, Corbeau Monza seats with 5-point "team tec" harnesses, custom window net (removable), 17x8/17x10 Fikse FM10 wheels, new windshield/ fuel lines/oil lines, stainless steel B&B headers, rear fiberglass spoiler/deck lid, newer turbo-charger. \$32,000 Bert Cossaboon (267) 496-0452 [lbcossaboon@mtmail.biz](mailto:lbcossaboon@mtmail.biz) [7]



1996 993 3.8 RSR

Built by AASE in California to RSR specs. New DAWE 3.8 MOTEC-Slidevalve motor. 405 hp 2350 pounds PCA-GT2-R. JRZs, complete race-prep Feb 2006. Too much to list. Will sell or trade street 911. Asking \$72,000 with three sets of wheels. Tim Holt 610.692.7100 [8]

1973 PCA-GT3-S-911

Built by KMR in the late '90s. Over 100k invested since. DAWE 3.4 with 360 hp, 2050 pounds, fully sorted with 993 RSR body, 18" BBS, tied cage, full race transaxle, Penskes, camber boxes, new cell, coolers, etc. KMR adj bars, etc. \$42,500 or 911 street trades. Tim Holt 610.692.7100 [8]

1990 911 Carrera 4

(built 8/90, titled:10/90) new targa top, guards red/black, major tune including a/c, 5sp, approx 88,000 miles, all original, perfect, serviced by Mike Tillson Motor Car Service, mobil one, garaged, custom cover, Nakamichi CD system by Goodman Radio(original blaupunkt available), BF Goodrich 205/50ZR16, 225/50ZR16, 17 Cup wheels/Goodyear available Frank Mayer: [fmayer129@comcast.net](mailto:fmayer129@comcast.net), 215.901.4593 [9]

1993 911 RS America

white/black, exceptional cosmetic and mechanical condition, never raced, no collision damage, no paint, no mechanical repairs, all four options - A/C, sunroof, limited slip, radio - "bolt on" mods only - "big red" turbo brakes, H+R springs, chip, exhaust, air box, harness truss, all records, 49,200 miles. \$43,500. John Griffith, New Hope, PA. [jgriffith76@comcast.net](mailto:jgriffith76@comcast.net) [9]

1976 930 Turbo.

Serial # 9306800036. Silver over color-match blue. 43,000 original miles. Bone stock, always. Engine rebuilt at 40,000 miles. Painted one year ago to a high standard, by a Porsche-specified garage with German paint. Original interior. Original Fuchs and Blaupunkt. Although a driver, it



is about as good as one can be. Many records, including the original manual with oil change stamps. No disappointments. Come see it at my house in Doylestown. Call Don at 215-766-1213, or e-mail: [donbarry77@aol.com](mailto:donbarry77@aol.com). [9]

## Porsche Accessories

Intercomp Deluxe Pyrometer

retails for \$159 - never used - \$125

Oxygen Sensor

w/ OE Connector - \$50 - less than 1500 miles - for 1980-83 911's (new \$70) plus shipping.

K&N Air Filter - \$40 -

fits 1974-83 911's - (new \$55) plus shipping. 610-399-3264 [5]

Fuchs wheels

2-16x6, 2-16x7 very good condition. 2-205 55 16, 2-225 50 16 Michelin Pilot Sport tires - as new. Mounted and balanced on Fuchs. Paid \$1500 will take best offer. Contact John @ 610.563.0209 or [jpanizza@genterra.net](mailto:jpanizza@genterra.net) [9]

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2 Dunlop Sport 9090 225/40ZR18 and 2 Dunlop Sport 9090 265/35R18. \$2400.00. Contact Frank Parke 215-355-1806 or [fwparke@verizon.net](mailto:fwparke@verizon.net) [6]

Boxster Hardtop

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bolt in, black rollbar for 964-993 Porsche cabriolets.. Like new, no scratches, etc. Installation is easy and does not damage the upholstery. Can be removed in less than one hour and reinstalled quickly. Have all the installation, plates, bolts, installation instructions and specs. See [dasport.com](http://dasport.com) for details. New cost is about \$1150 delivered. My price is \$700 plus shipping (I will deliver free locally). Dave Schroeder 513-459-8006 [dandnschroeder@aol.com](mailto:dandnschroeder@aol.com) [8]

Racing helmet SA2005.

Medium(7 1/8-7 1/4). White, open face. JEGs catalog no. GF 750...471-5403XXXWH. See [jegs.com](http://jegs.com) for details. Bought recently and used once. My price is \$90. New cost is \$150 plus shipping. Gloves and neck support are free with the helmet. Dave Schroeder 513-459-8006 [dandnschroeder@aol.com](mailto:dandnschroeder@aol.com) [8]

Two sets of seat harness.

Black, 3 inch, 5 point, latch type. Bought last fall

and used once. JEGs catalog no. 471-6000BK. See [jegs.com](http://jegs.com) for details. My price is \$80. New cost is \$140 plus shipping. Dave Schroeder 513-459-8006 [dandnschroeder@aol.com](mailto:dandnschroeder@aol.com) [8]

Tires: two-225/45ZR-17 and two-255/40ZR-17 BRIDGESTONE SO3'S AND two-225/40ZR-18 and two-285/30ZR-18 CONTINENTAL SPORT CONTACT 2. TREAD NEAR NEW ON ALL TIRES. \$300 for either set of four tires. Tom Zaffarano. [Tzaffarano@aol.com](mailto:Tzaffarano@aol.com) [8]

20' Enclosed Trailer

1993 Timberwolf Trailer, white with chrome wheels and stone guards, interior walls and ceilings are finished in white, tire rack, checkerboard sheet flooring is worn and torn, but will throw a roll of 8' wide gray rubber diamond plate design sheet flooring that was intended to use on the floor, two of the four tires are brand new. \$3000.00 obo Dennis Howard 410-733-1115 or [RSAmer@aol.com](mailto:RSAmer@aol.com) [9]

## Wanted

'95 - '98 993 Coupe.

Under 50,000 miles. Please contact Boyd Kelly, 610.329.9510 or [boydkelly@gmail.com](mailto:boydkelly@gmail.com) [8]

## Found

One 996 rear seat cover left at the Shenandoah DE. contact Tom @, [Tzaffarano@aol.com](mailto:Tzaffarano@aol.com)

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*Submissions to:*

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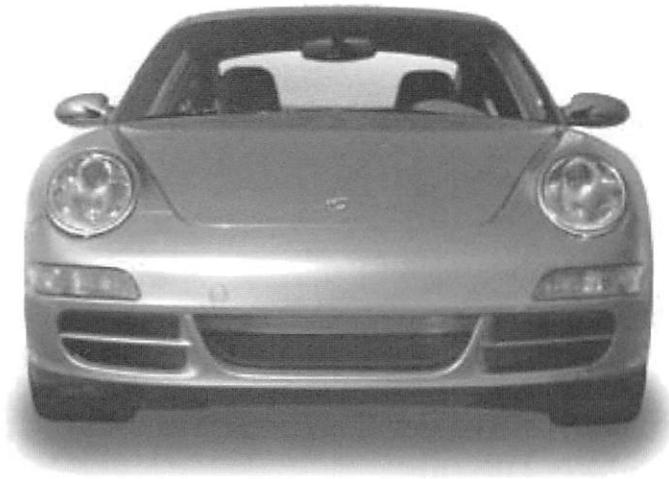
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