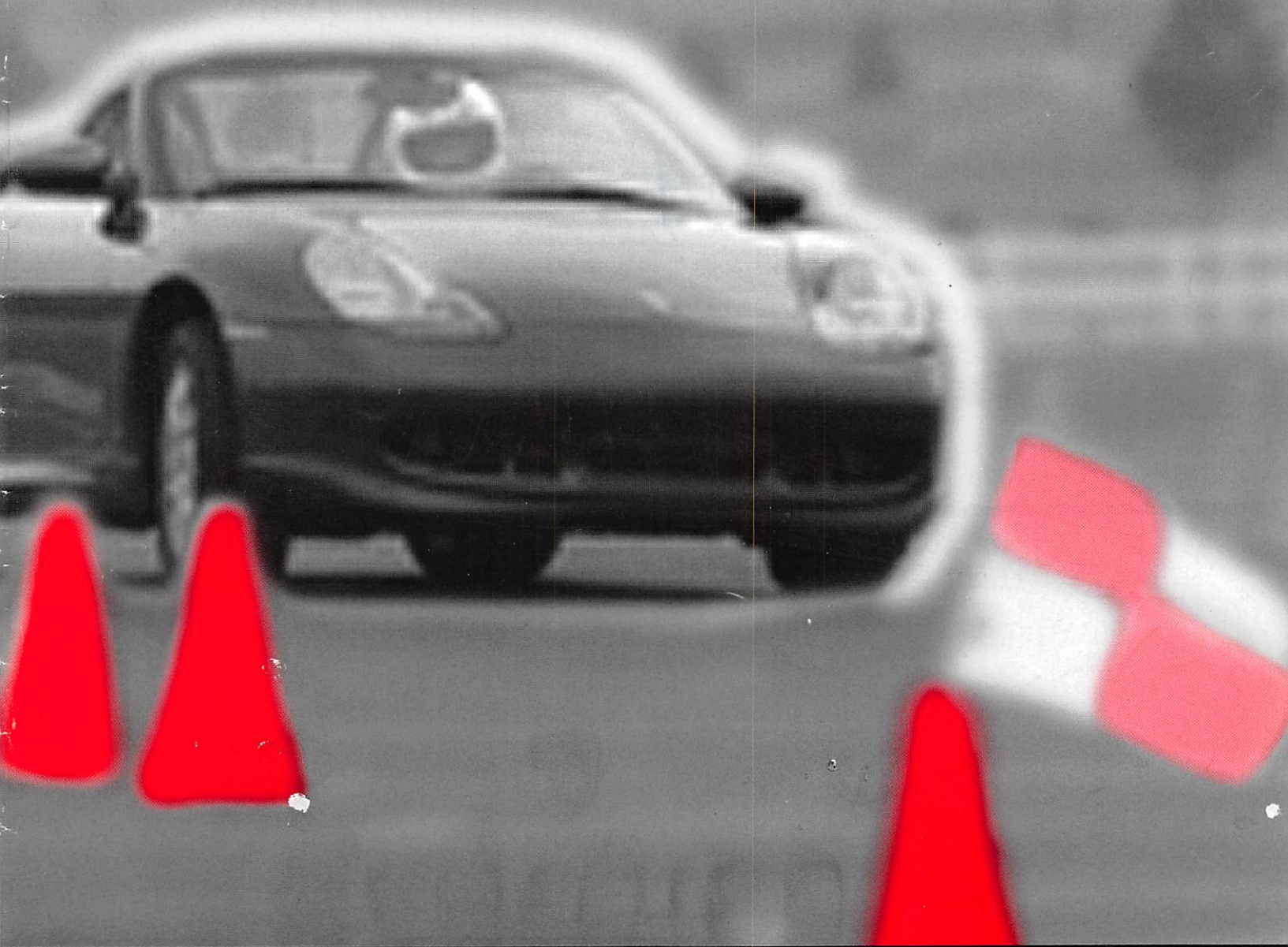


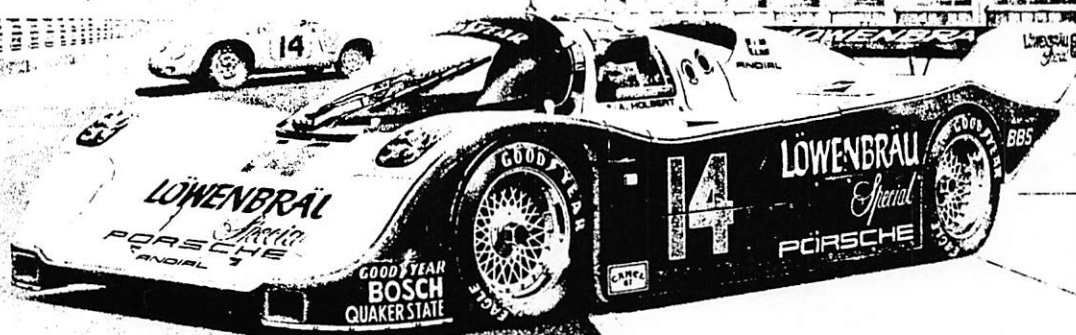
# *der Gasser*

JUNE 2003

*Autocross Is Back !  
DE - Where to Stay & Eat  
Pocoono Driver Ed - The Big Fog*



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**C**hange is inevitable. The only thing you can be sure of is change. Whatever the weather, it will change. These great words of wisdom have been repeated ad nauseum from people a lot smarter than I. And, they are true.

But change is also scary. It is one of the things people fear most. At work I can raise the largest consternation if medical benefits are discussed, a new manager arrives, or schedules are altered. You can just imagine the emotions I aroused when I started in this job to a populace whose routine had not been altered in 25 years!

Porsche has recognized this phenomomum since their early days.

Despite the inherent disadvantages of an aircooled, rear engine layout, the basic design hung around until 1998.

Not that they didn't try to change. My first new 911 was a 1980. One of the foremost facts surrounding that purchase was that 1980 was to be the last year for the 911. This newly introduced 928, with the more efficient and clean air friendly V 8, safely laying out in the front, was the wave of the Porsche future.

There was one problem, however - customers weren't buying it. There was quite a long lag before 1981 911's were introduced. Vince, help me, but my recollection is that Porsche was forced to capitulate to market demand and, in essence, bring back the 911.

With the introduction of the 996 they showed that they knew their market. Sure, it was a strong departure from the 993, but the engine stayed toward the rear and styling stayed in the same family, yet technology prevailed throughout the product whenever possible

Hence the contemporary 911, a strong influence of history, breeding, and family modernized by technology, innovation, and evolution

This is the business model I see for Riesentöter. A good blend of respect and reverence for our (approx) fifty year history combined with contemporary and dynamic programs designed for the Porsche Club member of today.

With 150 members on average at each meeting, I hope we are hitting on all cylinders

Let's keep up the support, success is contagious

Thanks,  
Craig



# President's Message

## This Issue

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Cover Photo - This spring's Hershey autocross challenge. (Barry Corke)

# Calendar of Events

## JUNE

- 14 Tech Session 2- 9:00-3:00 Brandywine Porsche  
4005 West Chester Pike, Newtown Square, PA
- 22 Picnic - Brandywine Park
- 25 Membership Meeting
- 27- 29 RTR Driver Ed, Jefferson Circuit

## JULY

- 13 Vertern's Stadium Autocross - see pg 8
- 19 Tech Session 3 - To Be Announced
- 19 Dinner Cruise - Spirit of Philadelphia
- 30 Membership Meeting

## AUGUST

- 1 - 3 RTR Driver Ed, Watkins Glen
- 10 Vertern's Stadium Autocross - see pg 8
- 23 - 24 Club Race - Shenandoah
- 27 Membership Meeting

## SEPTEMBER

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

## 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

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



Don't Forget The Picnic & Cruise

## June's Membership Meeting - Brandywine Porsche

4005 West Chester Pk  
Newtown Square, PA  
Directions - 4 miles west of Rt. 476 (Blue Route) on Rt. 3 (West Chester Pk.)

June 25

7:30 Social  
8:00 Meeting

### Social Events

- June 22 - Picnic - Brandywine Park, Pacopson, PA
- July 19 - Dinner Cruise - 'Sprit of Philadelphia' - Penn's Landing, Pier 3 - 8:00 p.m. \$64 ea.
- 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

More Details to Follow



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### Golf Outing

Here is an idea for a social event. I would like to organize a golf outing, I need about thirty golfers minimum to make it a great day. Please send me feedback to let me know how many of you would be interested. Answers by July 1 would be appreciated so I can plan ahead.

Francinebodo@aol.com

Francine, Social Chair

Many thanks to Mike and Sue Tillson for their hospitality, great food, and Mike's impromptu commentary on the 2002 Mille Miglia Vintage Rally.

I also want to thank Brian Minkin for his unseen tenacity in working with a projector that almost didn't.

June's meeting will be held at Brandywine Porsche, Newtown Square, PA.

<http://www.brandywineporsche.com>  
Don Besecker, Dealer Principal, and Frank Donatoni, General Sales Manager will be our hosts. Brian Minkin, RTR Membership Chairman will have pictures and commentary on the June 8th RTR Gathering and Culinary Festival at Cedar Beach Park.

The meeting will be held Wednesday, June 25, with social at 7:30, membership meeting at 8:00. Address: Brandywine Porsche, 4005 West Chester Pike, Newtown Square, PA 19073, Phone: 610-886-1000

The July meeting will be held at Vision Porsche, Reading, PA.

**Drive for Hope**

I logged over 2700 miles as part of a three-man driver team piloting one of three Cayenne Turbos. First and foremost we raised over \$250,000 for cancer research. Secondly the Cayenne Turbo is a blast to drive and I feel it worthy of the name Porsche. The handling, and power are AWESOME. Check out the web site: [www.driveforhope.org/index.php](http://www.driveforhope.org/index.php) for pictures, many taken by yours truly.



**PS Don't forget  
AUTOCROSS July 13, 2003  
Veteran Stadium parking  
lot—be there.**



Doug Mahoney

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Fred,

Thanks again for setting up the Snidley Treck to the Pocono's. In spite of the fog, and then the rain, I had a interesting and informative day. The rain actually helped increase my driving knowledge. The Riesentöter fellow members (event chair Jolene, participants, instructors) were not only friendly but went out of their way to be helpful. The track time was perfect for a first time event. I am eagerly looking forward to the Jefferson Circuit event for which I have already signed up.

The knowledge I picked up from this one day will last a lifetime.

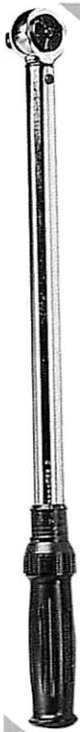
George Luciani

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Tech



# Tech Session at Dougherty Automotive Services

Saturday, July 19, 2003

Dougherty Automotive Services  
720 E. Nields St  
West Chester, PA  
9am - 2pm

**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.

Dougherty's will be sponsoring our Track Tech Session on July 19. A fee of (\$20/hr.) will be collected for use of the lift. Part of the lift fees from this years tech sessions will benefit charity. Coffee and doughnuts/bagels/muffins will be available in the morning and we will order pizza for lunch. Be sure to bring the tools and parts you need to complete any minor maintenance. Dougherty's mechanics will be on hand in if you need some advise.

These are tech sessions are scheduled to coincide with a track event but by no means are they limited to track participants. Anyone in the Club can bring their Porsche for maintenance or minor repairs. The shop will have their mechanics on hand to answer any questions and there are usually plenty of club people around with lots of experience. It is a great time to meet other people in the club. You can even drop by just to see what is going on and learn from watching other people. You can call or email me if you have any questions. See you there!

Ed Kovalevich  
Dave Ehm  
Riesentöter Track Safety



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## DE: Where to Stay and Where to Eat

by Christopher Mahalick, RTR

Last month we tackled the arduous task of getting you and your car to the track. This month we will explore the elegant accommodations and sumptuous meals awaiting you at your next Drivers Ed event.

Never,  
under any  
circumstances  
let the  
bedspread touch  
any exposed skin.

In a perfect world there would be a track in New York City's Central Park. And after a day's driving on this mythical track, one would merely leave his (or her, can't forget about the PC fascism of the nineties) car behind and jump in a cab to be taken to the Four Seasons, afterwards dining on some of the best meals this world has to offer, followed up by an all night rave with some European supermodels.

Unfortunately, the tracks we visit are miles away from any major metropolitan areas making the quest for optimal lodging and dining a little more difficult, to say nothing about entertainment.

Let's start with lodging which varies greatly from track to track. At Pocono it is possible to get a group together and rent a house at "Lake" Harmony. Lake is in quotes as I don't know if being situated a mile from the lake in a "vacation village" with a housing density roughly equivalent to that of a northern England working class town qualifies as "lake". On the flip side you could always regress back to your college years by throwing an impromptu toga party. From Pocono to the Glen to Summit it's all about making your own fun. Which leads to the obvious point of

being polite to your fellow drivers on the track. Keep in mind that this same group will be your major source of entertainment for the next two or three days. No sense in limiting one's already limited social resources whilst in the middle of nowhere

So you are headed to Pocono or Summit Point and you decide to stay in a regular hotel. Now before we go any further, no matter where you stay there is one cardinal rule. Never, under any circumstances let the bedspread touch any exposed skin. These are filthy germ collectors with a disease potential matched only by the tarpaulins used to cover biohazard dumpsters in the rear of hospitals. With that said, just try to stick with the recognized names in the industry such as Shoneys, Best Western and Hampton. Nothing fancy, but at least clean and consistent.

When I first started attending DE events, I always wondered why no one would recommend a hotel in the Watkins Glen area. I falsely believed that there was some uber hotel known only to a select few, that resembled the Playboy Mansion complete with Grotto and hot tub. Well, subsequent investigation revealed that there was no such place. In fact, all of the accommodations in the Watkins Glen area could best be described as "rustic". Rustic, as in motels still being called "Motor Courts" and "Motor Inns". And like the promise of TV and Air Conditioning are going to entice me. I have these two "modern marvels" in my home. At least the majority of the local rooms are clean and serviceable even if they have not been renovated since the 1950s. And it really does look like the 1950s in some of the "lodges". One could easily imagine Princess, Bud and Kitten leaping out of

an old woody station wagon, eagerly anticipating their promised TV and air conditioning.

With that said, I will refrain from suggesting any specific locations in the Watkins Glen region.

At this point, we have gotten to the track and located acceptable (it's all relative) lodging. Time for some grub and some entertainment. Be it good or bad, eating and entertainment seem to morph into one single activity due to the remote locations we visit.

Add to  
this combination  
a frazzled  
waitress with  
prison tattoos,  
a beehive hairdo,  
and a general  
disdain for the  
human race and  
you could see  
why there is  
so much potential  
for inconvenience  
associated with  
group dining.

But before we eat, let's explore the concept of a post-track happy hour. Aside from the obvious benefits of relaxation and camaraderie, a good happy hour will expose you

*continued on page 16*

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## Mother's Day Autocross Results

by Joline Schwartz, Autocross Chair

The Autocross Regional Challenge lives on.....the gauntlet was thrown, the challenge was taken, and the smack talk began. On May 16<sup>th</sup>, RTR (AKA the Evil Empire) guys and girl drove west into the grey rainy empire of the Central PA Region. We left the evil vs eviler scripts at home and had a great time. Those Central guys run a fun AX and we were amazingly well matched.

Cutting through the blood and the gore, the class breakdown was Street tires and Track tires, Mark believes in keeping things simple; Central won the Street Tire class by less than a second, and RTR took the Track Tire class with Patrick Wayman's Darth Vader replica and very well driven 996TT.

RTR showed up with 13 Porsches and 4 guests and CPA ran 15 Porsches and a sprinkling of non- Porsches, both teams had experienced and novice drivers. Mark Bolt set up a .7 mile course and at the last moment switched a gate and ran the course around itself again for a 1.5 mile run. It could have been a plot, if it hadn't confused good drivers from both teams. The real shame was if any of us had driven just 3/4's of a second faster, we coulda taken home their coveted inflatable plastic "Love Sheep" Trophy [on second thought where would we keep it?].

So the challenge is on again for next year; we'll wander out to Hershey and do it again. Mark runs a fun event and who knows maybe we can win that coveted inflatable friend !!!!

<u>Name</u>	<u>Fastest Time</u>	<u>Name</u>	<u>Fastest Time</u>
P. Wayman, 996TT	1:56.671	S. Choi, 911	2:12.296
D. Angelisanti Jr., Boxster	2:00.661	M. Corke, 993	2:12.412
D. Angelisanti Sr., Boxster	2:02.378	L.Volpe, 911 SC	2:19.734
J. Cullen, 914	2:08.811	B. Minkin, 911	2:21.786
K. Ho, 996	2:10.547	P. Nolan, 911	2:23.880
G. Korcmaros, Boxster	2:10.838	B. Corke, 993	2:26.327
		J. Schwartz, 911SC	2:48.471



RTR Autocross  
at  
Verteran's  
Stadium  
Parking Lot

July 13

8:00 Registration

9:00 Instruction

12:30 Timed Runs

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Phillies Sign

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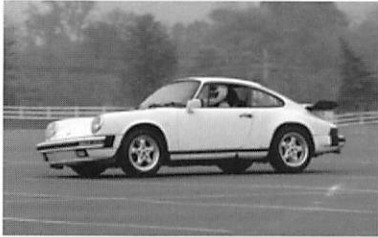
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## The Hershey Autocross Challenge

Text & Photos by Barry Corke

The day of the much anticipated Hershey Autocross Challenge finally arrived. The forecast for the local weather was however far from



encouraging. The weatherman was calling for a signifi-

cance chance of rain, including the possibilities of storms. This gloomy prospect did not deter a father and son combination from setting out on a very foggy Sunday morning. Having made the supreme effort of

getting up at 5.30am. on a Sunday morning the pair were



determined to make the journey to Hershey and hopefully take part in the autocross. Starting out from Delaware the visibility was down to less than 50yards. Driving on relatively narrow Pennsylvania roads through Lancaster was less than optimum preparation for the important event following the drive. Despite the conditions the journey



was completed and Hershey Park was arrived at on time, without mishap.

It was evident that members of the organizing club preceded our arrival. The course was already laid out and the registration areas set up. The surface being used for the autocross was surprisingly smooth and some of the gate appeared to be far apart enough for more than the usual autocross speeds. Another novel feature was the use of a bar-code reader to register the competitors and to identify cars at the starting gate. Close to the



starting time, two changes were made to the planned course. It was decided to increase the length of the course by driving twice around the laid out track. This entailed the introduction of a tricky twisting section, which linked the two circuits. It was also decided to reduce the revolutions around the skidpan from two to one.

A distinction was made between cars with track tires and those with street tires. No distinction was made between experts and novices. This was not a helpful decision for our father and son combination, both being very new to autocross driving. Non Porsche entries were allowed to drive but their times were not to be counted in the competition.

The organization was very efficient, allowing two cars to be running at most times. Course workers kept account of drivers hitting cones and driving off course. One humorous incident involved an



elegant Mercedes, which went off course. Over the intercom a comment was heard, "his GPS was malfunctioning."

The competition continued through the morning and into the early afternoon. When all the runs were completed and the times recorded the totals for each team was added.

(By a member of the Hershey team, which I am sure had no influence on the final result, even though calculations were made on my elderly Palm Pilot.) RSR was declared the winner of the track tire group whereas Hershey was the victor in the much larger street tire shod competitors.



One thing became depressingly apparent during the competition. Son is a much better driver than father, (was there ever ant doubt) since son's times were significantly better than fathers were, both driving the same 993. Despite this, both thoroughly enjoyed the experience. We would like to thank the Hershey group for organizing such



a well-run event, with a challenging course. Hopefully further events of this nature will be arranged and perhaps father will improve enough to approach the times of son.



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# Autocross



Thank you all for your help and suggestions. The search for an autocross site at the Veterans Stadium Parking facility for three autocross events this year. So mark your calendars and faaast driving! We'll meet at the "Phillies Ballpark" sign.

Located at Broad and Pattison, Veterans Stadium Parking Lot is easily accessible and can accommodate a large turnout easily. I have invited several veteran autocrossers to design truly challenging 3rd gear courses. The energy and membership support to find a site to use this opportunity to get the past, rabid autocross membership participating in RTR is no better way to test and refine your driving skills and discover your limits.

On July 13 the day will start with registration from 8:00 to 9:00 followed by a race. Looks like the helmets Bill Dougherty generously donated will get used real soon. Come one, Come all - Drive or Watch, but C'mon Out and support the first club Riesenötter participation.

See the RTR website for lots more details.

Jolene Schwartz,

**Big News !!!**  
**Riesentöter Autocross**  
**is a Reality ...**



has been successful. We have negotiated with Kinney Systems/Central Parking to use your calendar and join us on July 13, August 10, and Oct. 19th for fun, friendship

via Route 95. The space is open, huge, smooth (in most places) and will accommodate track and to instruct at the first day's event. I expect they will create some site and get autocross up and running has been overwhelmingly positive and we want to events again, as well as introduce newer members to this fun event. There simply

a three hour autocross class with timed runs beginning at 12:30 and going until 3:00. because everyone must wear an RTR approved helmet. Thanks, Bill.

autocross event in over a year! Let's make this a great and fun year for



## Pocono Driver's Ed

Text by John D. Floyd,  
Photos by Jack Kramer

According to longstanding RTR members, the first DE of '03 was a historical event – it was the first DE event that the track was closed for

portions of both Saturday and Sunday. Pocono weather is always a crapshoot and the spring of '03 has given us a taste of what liv-



ing in Seattle must be like, but the fog was of a magnitude of literary inspiration. At various times it felt as if one were on the moors, listening for the howl of the Hound of the Baskervilles. Or straining to see the 3 witches as they hailed Macbeth "Thane of Glamis, Thane of Cawdor" and on Sunday it was like Stephen King's "The Fog" had been moved to Long Pond. Not the weekend to choose track photography as a profession.

That the RTR DE-ers were psyched for the first outing of the year was documented by the fact that each run group was filled to the max: 26 Red, 26 Black, 24 White, 24 Blue, and 23 Green drivers. And in spite of the weather, all one had

to do was wander around the garage and pad-



dock area and listen to the enthusiastic comments from drivers (other than some grinding of teeth by those on track tires). Even during the fog delays, there was always at least one optimist claiming that "it's clearing" (which left me wondering about some folks' visual acuity).

As usual, the logistics were handled extremely well, starting with the 7 AM Saturday registration of 123 drivers. RTR's equivalent of

Hunter Thompson during his days with Ken Kesey and The Merry Pranksters, nationally published PANO author Chris ("I'd rather eat from a dumpster") Mahalick, along with a couple of Colorado ski bums (Carol and Mark Reynolds), "the Baaad Motorscooter" (aka Ken Nielsen), John Genovese, accompanied by "Mini-Me" (known as Jack to the rest of us) and a special guest appearance by RTR's newest

club racer, Doug Fero distributed the colored wristbands signifying the different driving groups. From there, drivers went to have their cars "teched", the 11 point safety inspection each car must pass

before being allowed onto the track. With true Teutonic efficiency there were *two* tech lines manned by Ed Kovalevich and David Ehm's Grid Tech "torquettes". Grunts were heard coming

from Rick Owens, John Raidy, Earl Macomber, Terry Lefco, Jeff Haas, Myles Diamond, Dave Schenk, Dan Rufer, Bodo Knochenhauer, Greg Haas, and Fred Brubaker, as they

torqued lug nuts, inspected throttle snap, checked brake lights and brake fluids – to name just a few of the things the mandatory safety inspection requires. And in spite of the less-than-promising weather on Sunday, they enthusiastically did it all over again.

The fog closed the track for 2 runs on Saturday and 2 runs on Sunday, resulting in drivers getting the equivalent of one full day on the track. This also impacted chief instructor Jim Zelinski's classroom sessions for the green and blue students

since the students hadn't enough driving time to familiarize themselves with the track for Jim's in-depth discussion of the line, apexes, and general strategy for safe, effective driving. Saturday was also the "Snidely Whiplash Trek to the Track" and after the Treksters were teased with a taste of DE and the track was closed, there was the annual pizza feeding frenzy. Mike Andrews, Track Chairman, ordered 40 pizzas of assorted flavors and the chow line was set up in the garage. Special thanks to Liz Turner - in addition to picking up the pies, Liz rode herd on the feeding frenzy issuing a paper plate per eater (to avoid last year's plate shortage) as well as keeping the napkins in plentiful supply. I guess all that standing around and shivering stimulated the appetites



because it didn't take long for the grazing participants to inhale 40 pizzas. The brightest

ray of sunshine for the weekend – everybody managed to "keep the shiny side up" (there were no "incidents" - the DE euphemism for an accident).

*In the Marbles...*(for those unfamiliar with the term, the tire debris that accumulates on the edges of the track.)

*Special thanks to the instructors who willingly put their lives in we students' hands. While they saw limited duty this weekend, they still had to reign us in in the rain. Not a task for the faint of heart...*"Why Doesn't This

*continued on page 15*

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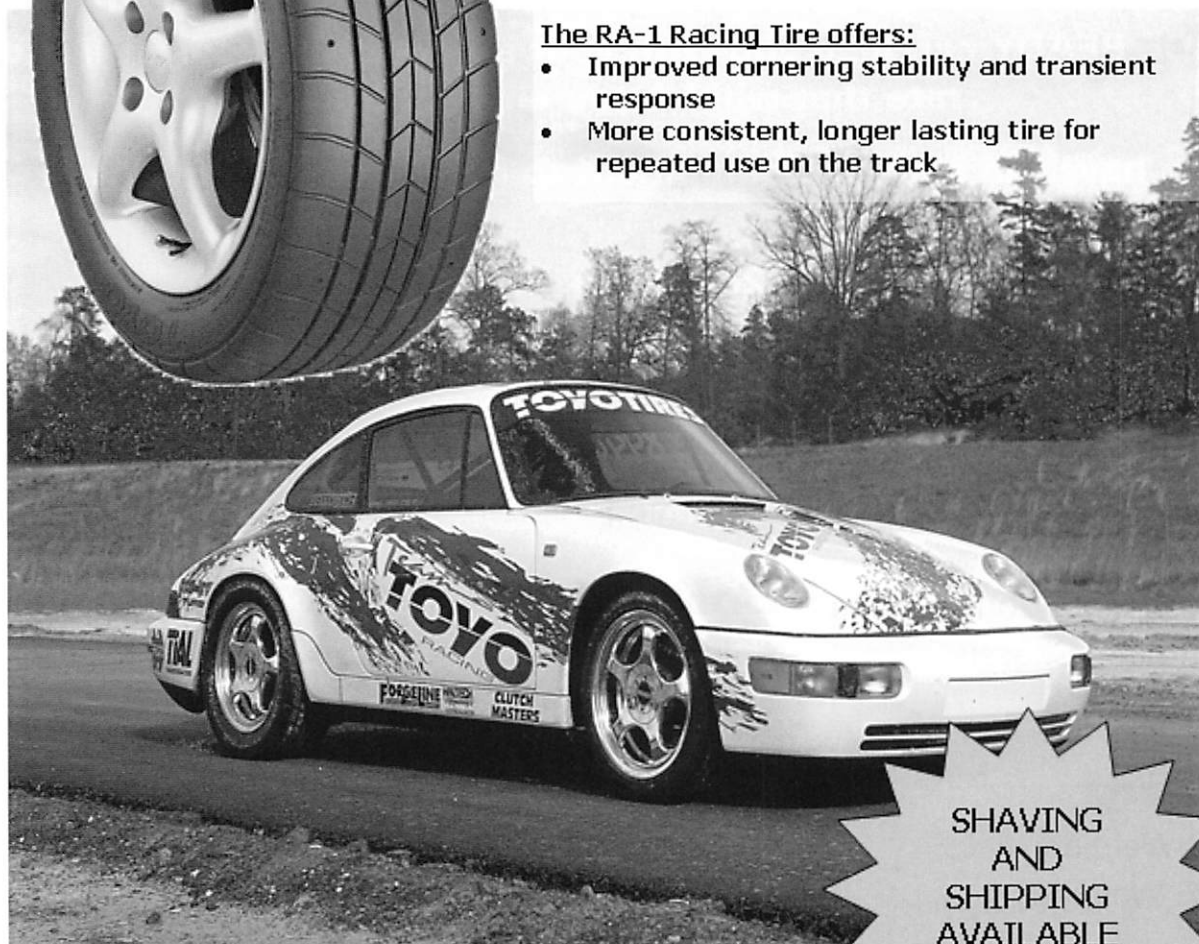


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*Or request information on line at [www.cjtire.com](http://www.cjtire.com).*

# 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? \_\_\_\_\_

Riesentöter 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 # \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_

## PORSCHEs FOR SALE

'64 356 C Coupe, #217424 with SC engine #820119. Original, good condition light brown interior with Brown leatherette, and #6411 exterior paint (Togo Brown), both per Cert. of Authenticity. Dash-mounted VDO oil pressure gauge (just to right of clock), camber compensator, 8,000 RPM tach, chrome wheels, perfect bumpers. Straight and rust-free. \$22,750. Doug FitzSimons, Elverson, PA. 610-469-1029 after 7pm.

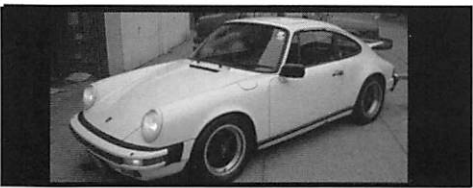
**72 911** Zermont silver, 5 speed 2.7 engine and original 2.4 is available. lots of new parts have been installed including batteries, rotors,



calipers, carpets, ect. ect. same owner since 1976. classic tags. 97,000 miles on car, 41,000 on engine. \$11,000. barbara weaver 610-469-6331 or barbmgr@aol.com

**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

**85 911 Carrera**. White w/black leather. Excellent Condition! 6 way power seats, power windows + locks, sunroof, alarm, headlight



washers, cruise control, good a/c, Momo Course steering wheel, Autothority chip and Borla exhaust, Aiwa w/ MBQuartz, strong engine: dyno at 210 hp at wheels, Centerforce clutch, most records, factory spoiler + tail, H4 headlights, lowered to Euro specs. Extras available like bra, cover, wheels, etc. 113K miles \$16,500 obo. Just bought a C2. Mike (718) 721-6182 or kingsvil@erols.com

**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. THIS CAR IS PERFECT! \$22,500. Call David Redmond at 610-964-7-996.

**86 928S coupe**, WPOJB0928GS862707 Red/blanc leather, auto, ABS, A/C, sun roof, Blaupunkt AM/FM Cassette, 43K orig miles. New tires, battery, timing belt, water pump, A/C, cover. No snow or smoke, Garage kept. All service records since new. Very exceptional car. Must see to appreciate. Pictures available. Runs & looks like new. \$20,000. Mr. Vassil, 93 Dispatch Dr., Washington Crossing, Pa 215-321-1324

**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 obo Philip van Asselt. Ardmore, PA. 610 649-8180 Pvanasselt@erols.com

**87 Carrera Turbo Coupe**. 43,232 miles. Always garaged. Excellent interior and exterior condition. Sun roof. Guards Red. Black leather trim interior. Integrated radar. Stereo upgrades. Tinted windows. PCA race-ready but never raced. Lowered and corner balanced. Full suspension upgrades--torsion bars, Weltmeister adjustable front and rear sway bars, Bilsteins, front and rear anti-roll bars. Dyno-tested 246hp at rear wheels. Prepared and maintained by Euro Motorworks in Indianapolis, and Performance Automotive in Malvern. \$40,000. 610-212-2164/610-415-9278.

**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)

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

**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 jpesci@comCAT.com

**99 Carrera 996**, Street legal racecar, 19k Miles on Race PCA Stock Class C Log Book, s/n WPOAA2994XS623392 This racecar has NEVER struck a stationary object. Red w/black interior, GT-3 Aerokit nose, skirts, Banana Wing, rear bumper, front & rear tow hooks, sunrf, exterior kill switch, Gambella headlight trim, clear 3M poly windshield, nose and headlight protector. Carbon fiber interior trim, CD Radio & all speakers remain, back seat removed, full cage, through dash A/C vents. A/C is operational, removable cage side bars. Team Tech harnesses, + OEM seatelts, OMP racing seats, Momo racing steering wheel, wiring for Motorola racing radios w/PTT switch & helmet kit. Driver Cool Vest w/ice chest, DataCam data acquisition on video recorder, eng temp, oil pres, O2 sensor, lap counter, accel/decel g, left/right g, mph, rpm, brake on/off, throttle %, lap time. Spot-on weight requirement for car in class. Motorsport engine oiling kit w/GT-3 third radiator, racing limited slip transaxle, GT-3 suspension arms & bushings, front tower brace, ProTrac triple adjustable gas canister shocks. Lowered w/H&R racing springs, BBS competition wheels Hoosier race tires, Pagid brake pads, drilled cryo rotors. This is a very special car, fresh and ready for trouble free competition. \$71,500 Gordon Nagle, gnagle@spibeams.com, 570-385-2352.



## PORSCHE THINGS

**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

**Porsche Parts,** Single wire oxygen sensor with less than 2000 miles (new \$90) - \$50. John D. Floyd 610-399-3265 johndfloyd@mindspring.com

**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

**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  
**FOR SALE:** Four 16x6 Fuchs wheels with 205/55 ZR16 BFGoodrich Comp TA R1 tires @ \$450; differentials for 914-6 or 928 S4 @ \$75; front/rear 911SC Ferodo brake pads @ \$25; handheld CB radio @ \$30; early Passport radar detector @ \$40; 2.5lb fire extinguisher @ \$25; helmet intercom set @ \$25; steel 2.5 gal. gas can @ \$5; Mityvac brake bleeder @ \$10; VDO ammeter @ \$10; four 914/6 or early 911 chrome hubcaps @ \$20; pair original 914/6 speakers @ \$15; black 914 headlight surround @ \$10; chrome 914/6 bumper grille (w/out light) @ \$25; yellow racer's tape @ \$5; Alpine #7235 AM/FM/Cassette @ \$35; original 914/6 or early 911 steel spare/tire @ \$15; black vinyl 914/6 driver's seat bottom @ \$5; left 914/6 taillight lens @ \$10. Call Bruce Bristow (609) 921-2466 or dcobruceb@aol.com.

**Drivers Education Equipment:** TRW-Sabeit 6 point camlock harness and belt sets (2) red - \$100 each. Bar and 2 harnesses \$375. Call Tom Zaffarano 610-644-7588 or tzaffarano@aol.com

continued on page 16

## June's Membership Meeting - Vision Porsche

Route 183,  
Bernville Road  
(North of Route 222)

Lessport, PA  
July 30

7:30 Social  
8:00 Meeting

## Pocono DE continued from pg. 10

**Car Have Inside Door Handles???**

**Award** - to Len Mancini, who agreed to stay in my car as interim instructor, in spite of: 1. this was my first event in the Blue Group 2. This was my first time on the track in the rain 3. this was the first time on the track with tires I'd never driven on...  
**The Tiremeister Award** - to Jack Kramer, who, after this weekend, would qualify as anyone's pit crew. Having run the east course counter-clockwise on Friday, on Saturday morning he rotated his track tires to minimize wear. He then realized that the North Course is clockwise, so he changed his track tires back to their original position. So far so good - until the rain. Off came the track tires, on went the street tires. Ironic that his name is "Jack" ...  
**Painted on the roof of John Heckman's SC** - "Driver Has No Cash"...if Riesenötter ever sponsors an autocross for radio-controlled cars, John Heckman sure knows how to move those little muthas. During one of the fog-outs, he gave quite the demo in the garage and out in the paddock...  
**"When All Else Fails, Read the Directions"** - to the Porsche owner who commented that he couldn't get an oil-level reading on his dipstick when his engine was turned off...  
**Keen Sense of the Obvious Award** - to the Marbles

scribe who asked Mark Reynolds "When you are home from Colorado, where do you stay?" Duh...  
**The Thomas Alva Edison Award** - or should it be "Quest For [Electric] Fire?" - to John Toates, for the foresight to bring an electric heater into the garage. In addition to helping to take the chill off, since the garages don't have doors, everything that was left there Saturday looked like it was hosed down on Sunday...  
**Luck o' the Irish** - Bill Dougherty, debating whether drive, decides on Sunday morning and ponies up the full amount, only to see half his track time go up in fog. Then, on the way home, loses the trans on his tow vehicle while on the PA Turnpike. Not the day to head to Atlantic City...  
**Missing** - Fred and Ginger's graceful turbo pas de deux on the track. Turns out Jeff Yoroshko lost 3<sup>rd</sup> gear during his first run on Friday, so we were deprived of watching red # 66 frolic around the track with black #21...and speaking of Ginger, the GQ award for chapeau sartorial elegance to Brian Smith. While toiling on his damaged oil lines, he sported a Pep Boys hat (reportedly given to him for all the parts and tires he buys from them, in addition to the service work they do on his turbo). Comes time to head for home, his hat of choice was a lovely tan number

sporting the BMW logo...  
**Exxon Valdez Award** - to the driver of the 944 who started losing oil as he came through turn 5. Rumor had it that he really knew the line - all you had to do was follow the oil slick around the rest of the course to hit every apex...  
**"It's a beautiful day at the paddock, neighbor"** - hearing Kurt Faller asking his daughter Bailey "Can you say Turbo?"...no truth to the rumor - that Chip Grimes had Kalani Gohara fabricate a roll cage for Max's stroller, but it did look like Max was strapped in with a TeamTech harness...  
**Chariot of the Gods???** - no, just 6'5" Mike Andrews, wearing a full-faced helmet with shield down, emerging soundlessly from the fog on Sutton Faller's Segway. I don't know why it made me think of Kon Tiki ...and speaking of the Segway, Sutton drives it like she stole it. It was amazing to hear her get 'chirps' as she accelerated across the paddock...  
**Grid Tech** seems so routine until something is discovered out of order. Turns out a few cars that ran in the advanced group on Friday were found to have loose lug nuts at Saturday's inspection. And there were a couple of drivers who were surprised to find out that their brake fluid levels were low. Good thing we have both the Tech session and Grid Tech for each track event.



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Appointed Members

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.

**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. Editorial contributions and pictures are welcomed.

**der Gasser** is the official monthly publication of Riesentöter Region, Porsche Club of America. Ideas, opinions, suggestions, etc. are of the authors.

Visit the Riesentöter web page at [www.rtr-pca.org](http://www.rtr-pca.org)



**DE: Where to Stay and Where to Eat**

by Christopher Mahalick, RTR

Last month we tackled the arduous task of getting you and your car to the track. This month we will explore the elegant accommodations and sumptuous meals awaiting you at your next Drivers Ed event.

In a perfect world there would be a track in New York City's Central Park. And after a day's driving on this mythical track, one would merely leave his (or her, can't forget about the PC fascism of the nineties) car behind and jump in a cab to be taken to the Four Seasons, afterwards dining on some of the best meals this world has to offer, followed up by an all night rave with some European supermodels.

Unfortunately, the tracks we visit are miles away from any major metropolitan areas making the quest for optimal lodging and dining a little more difficult, to say nothing about entertainment.

Let's start with lodging which varies greatly from track to track. At Pocono it is possible to get a group together

and rent a house at "Lake" Harmony. Lake is in quotes as I don't know if being situated a mile from the lake in a "vacation village" with a housing density roughly equivalent to that of a northern England working class town qualifies as "lake". On the flip side you could always regress back to your college years by throwing an impromptu toga party. From Pocono to the Glen to Summit it's all about making your own fun. Which leads to the obvious point of being polite to your fellow drivers on the track. Keep in mind that this same group will be your major source of entertainment for the next two or three days. No sense in limiting one's already limited social resources whilst in the middle of nowhere

So you are headed to Pocono or Summit Point and you decide to stay in a regular hotel. Now before we go any further, no matter where you stay there is one cardinal rule. Never, under any circumstances let the bedspread touch any exposed skin. These are filthy germ collectors with a disease potential matched only by the tarpaulins used to cover biohazard dumpsters in the rear of hospitals. With that said, just try to stick with the rec-

ognized names in the industry such as Shoneys, Best Western and Hampton. Nothing fancy, but at least clean and consistent.

When I first started attending DE events, I always wondered why no one would recommend a hotel in the Watkins Glen area. I falsely believed that there was some uber hotel known only to a select few, that resembled the Playboy Mansion complete with Grotto and hot tub. Well, subsequent investigation revealed that there was no such place. In fact, all of the accommod



**CLASSIFIEDS - CON'T**

**OTHER STUFF**

**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. s

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



# **DON ROSEN PORSCHE**



1312 Ridge Pike, Conshohocken, PA 19428, 610.279.4100

## ***Another Great "We Have Too Many" Sale***

*( Back by popular demand )*

<b>PART#</b>	<b>DESCRIPTION</b>	<b>SALE</b>
<b>000-044-900-41</b>	<b><i>Litronic Headlights for Boxster or 996</i></b>	<b>1095.00</b>
<b>000-044-900-15</b>	<b><i>Litronic Headlights Kit for 993</i></b>	<b>1195.00</b>
<b>000-044-900-35</b>	<b><i>996 or 986 CD Changer Retro-Fit Kit</i></b>	<b>629.95</b>
<b>COL-946-size-98</b>	<b><i>Porsche Laguna Varsity Jacket</i></b>	<b>159.95</b>
<b>WAP-080-(083/84/85/86)-11</b>	<b><i>Porsche Basic Cap ( white, black, red, grey )</i></b>	<b>9.95</b>
<b>WAP-020-SET-05</b>	<b><i>New Racing Legends Model Set 1:43</i></b>	<b>149.95</b>
<b>WAP-020-SET-03</b>	<b><i>Le Mans Model Set 1:43</i></b>	<b>219.95</b>
<b>WAP-020-SET-04</b>	<b><i>Turbo Model Set 1:43</i></b>	<b>138.95</b>
<b>930-107-764-01 x10</b>	<b><i>930-107-764-01 x10</i></b>	<b>52.95</b>
<b>944-107-201-08 x10</b>	<b><i>944, 944T, 924S Oil Filter, 10 Pack</i></b>	<b>41.95</b>
<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>

*Quantities may be limited, prices are subject to change.*

*Our toll free number is:888-Audi-4-Me*

**Don Rosen Imports**

**1312 Ridge Pike**

**Conshohocken, PA 19428**

***(we can pronounce Conshohocken, don't try it at home)***



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LANCASTER, PA 19380

Address Service Requested

Dated Material - First Class

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