



DER GASSEER

SEPTEMBER/OCTOBER 2010



Podda

STATE OF THE REGION

Fellow Club Enthusiasts,

It has been a pleasure serving as your President for the last year and a half. We have commenced many new initiatives and we hope that you notice the difference. We have expanded our social program, in part because that is what we heard what you wanted through our member survey, and in informal discussions. From drive and dines to rally's to polo matches, each activity brings people together to enjoy their cars and meet and see new and old friends at relatively low cost. In addition, our members who run our drivers' education (DE) program have made it friendlier and more flexible. The participants seem to have noticed. In my opinion, having a friendly place where we can talk cars and see friends is what our car club is all about.

Our 2009 financial statements were published in the last *Der Gasser* and subsequently I received several questions, particularly about *Der Gasser*, the DE program, and last year's accounting issues. *Der Gasser* costs the club thousands of dollars each year, but because the DE program made a profit the Club did not operate at a loss. As a result of new vision, we have made several changes to *Der Gasser* in hopes of breaking even and possibly even making money from the newsletter. The DE program had a down year in 2009 after many years of positive returns. The general economic downturn undoubtedly has much to do with that decline, and this year is faring better. We are still not attracting as many members as we would like to our DE events so we are marketing our DE events more to other groups. The accounting issues we had were unfortunate, but are now behind us

Looking forward, we have a great slate of board candidates lined up for next year. The members on the proposed slate have shown a keen interest in the Club; many of them have served in another position with the Club or on a subcommittee, thus allowing them to see our operations first hand. I would like to personally thank those members of the Board that are stepping down; all your work has been greatly appreciated.

Our Club is going strong; we have become quite dynamic and able to adapt to the many different situations required of us. I want to say how proud I am of everyone on the executive team and all the subcommittees; it is with your hard work and volunteerism that our Club keeps progressing.

Graham Knight

RTR OFFICERS ELECTION FOR 2011

Fall is fast approaching and this is a reminder that our election meeting is coming up on October 9. Our Bylaws provide that a nominating committee (consisting of the President and the three most recent Past-Presidents who are still members) recommend nominees for each elected office. Graham Knight, Tom Zaffarano and Brian Minkin (Craig Rosenfeld absent) recommend:

President—Graham Knight
Vice President—Rita Hancock
Secretary—Bud Horenci
Treasurer—Chris Barone
Membership Chair—Peter Majka
Technical Chair—Larry Herman
Social Chair—Joe Asher
Autocross Chair—Ian Curtis
Webmaster—Todd Little
Goodie Store Proprietor
—Francine Knochenhauer
Track Chair—Myles Diamond
Der Gasser Editor—Dan Newton

If you would like to nominate a Club member for one of these offices, you may do so at the September 15 meeting (7:00 pm at Fabspeed Motorsports, 283 N. Main St, Ambler, PA). Active and family-active members may make nominations from the floor at that meeting or by submitting them in writing to a member of the Executive Committee before that meeting. No second is required. An individual may be nominated for only one office. Nominations will close at the end of the September meeting. All members will be sent a written notice of the candidates for election in a separate mailing before the October meeting together with a proxy to vote by mail. Ballots will be available at the October meeting.

On the Cover



Only fitting, since our club's major charitable giving is going towards the Philadelphia Ronald McDonald House, is our talented member's painting of Ronald McDonald in a Porsche 550 Spyder. Thank you Bodo Knochenhauer for this front cover!

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Submissions

The deadline for submission of materials is the 10th of the month preceding bi-monthly publication. Please e-mail submissions to editor@rtr-pca.org with "Der Gasser" in the subject line.

Der Gasser is the official publication of the Porsche Club of America, Riesentöter Region, and is published six times a year. Any statement appearing in Der Gasser is that of the author, and does not constitute an opinion of the Porsche Club of America, Riesentöter Region, its executive staff, or the editor. The editor reserves the right to edit all materials submitted for publication. Classified ads are free to PCA members and are printed on a space-available basis.

DER GASSER

A bi-monthly publication of the Riesentöter Region
Porsche Club of America

SEPTEMBER/OCTOBER 2010

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Unsubscribe from Der Gasser

Why unsubscribe? Other than it's a green thing to do by saving a few trees a year, you'll be saving the club printing and postage costs. And you won't miss out getting your *Der Gasser*, since we'll put you on our Digital Mailing List and send it direct to your e-mail Inbox.

Let's talk about savings. By mailing fewer copies we can use the saved money to subsidize more RTR events. Also, usually by the time you get *Der Gasser* via snail-mail, the PDF of the newsletter has already been uploaded days before for your reading pleasure. If you're like most of us, you already have bookshelves groaning with Porsche club materials. Let us take the strain—you can download *Der Gasser* anytime from the Web site and you can check back issues as well.

Yes, you can! E-mail Membership Chair Marty Kocse at membership@rtr-pca.org to unsubscribe today—put "Unsubscribe *Der Gasser*" in the subject line. We'll put you on the e-mail list and notify you when *Der Gasser* is ready for your download – thanks!

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Business Card	3.5" wide by 2.0" high	\$500
1/4 Page	3.5" wide by 4.625" high	\$750
1/2 Page	7.0" wide by 4.625" high	\$1,000
Full Page	7.0" wide by 9.5" high	\$1,750
Inside Front Cover – color	7.0" wide by 9.5" high	\$2,500
Inside Back Cover – color	7.0" wide by 9.5" high	\$2,500
Back cover 1/3 page		\$1,000

**All prices are for 6 issues of our bi-monthly publication.
Thank you for your interest!**

From the Editor's Desk

I'm sure many members have noticed a decline in quality of the newsletter in the past two issues. Let me state that it is the fault of your editor and I apologize. The full story is the loss of many advertisers has caused the club to review costs of the newsletter. We were forced to find new, competitive quotes to print and mail. And we dropped the spot color for the front and back covers for cost reasons. Your editor was in charge of making these decisions. Sadly, the printer I chose did not meet expectations.

So, here we are with our latest supplier, a recommendation of one of our members, Bud Horenci.

I think you'll agree that the latest newsletter is an improvement. This issue contains a lot more images than I'm used to. But I think they add a refreshing note to the usually copy-intensive layout.

We have introduced color to the front and back pages, together with the center spread on the autocross/concours/show and shine. Online, you'll find the images throughout in color. Go on, have a look of the Web site and check the latest issue in all its glory! Full details of the results of the autocross and concours will be published in our next issue. As always, I look forward to any and all feedback!

Hooroo!

Dan Newton



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RIESENTÖTER'S "TASTE OF THE TRACK" PROGRAM

by Brian Minkin

Have you considered Drivers' Education (DE), but are not sure if you want to take your car on a race track? Do you have a friend that you have told about your DE experience that would like to check it out? Is your spouse or significant other curious about what you find so intriguing about DE? The Riesentöter (RTR) "Taste of the Track" program is a way for interested drivers to explore DE without enrolling for a full event.

"Taste of the Track" is not just a joy ride. You will receive an informative introductory classroom presentation about DE. After the class you will drive on the racing surface in your car at parade lap speeds and then take a ride at speed with one of our nationally trained instructors. Helmets are required for the ride with our instructors so if you have one please bring it with you. If you don't have a helmet RTR will provide you with a loaner. Also make sure you have long pants and closed toe shoes with you. Participants must be over 18 years old to drive the parade laps and ride in the instructor's car but younger folks are welcome to attend the class and ride with a participating driver in the parade laps.

There are 2 DE events left in the RTR 2010 schedule.

The 1st is at Pocono Raceway on September 18-19. Be at the track by 10:00 AM either Saturday or Sunday and for a \$25 registration fee participants will experience RTR's outstanding Drivers Education program on the world famous Pocono Raceway.

The 2nd event is being held at New Jersey Motorsports Park in Millville, New Jersey on October 22-24. At this track, "Taste of the Track" participants will experience world-class Thunderbolt Raceway. Thunderbolt is one of the tracks used for the Grand AM Sports Car Racing series, where famous Porsche drivers such as David Donohue, Darren Law, Patrick Long and Craig Stanton have competed for victory. This is a 3-day charity event and RTR has received a pledge from Renn Link Racing to donate \$100 per "Taste of the Track" participant for the first 50 participants to register for "Taste of the Track" at Thunderbolt. Registration for "Taste of the Track" at Thunderbolt is \$25 Friday the 22 and Sunday the 24. Registration for Saturday the 23 "Taste of the Track" is \$50 and includes a ticket to our charity dinner and silent auction held Saturday night at the track. There will be a caravan from Plymouth Meeting for the Saturday "Taste of the Track." Experience RTR Drivers Education by making a day of it and help RTR raise money to benefit the Philadelphia Ronald McDonald House.

Questions about "Taste of the Track" should be directed to Brian Minkin, at Bminkin1@comcast.net.

RTR PERSON OF THE MONTH – JERRY ATWELL

You may remember last issue Brian Minkin was seeking to get his storage back from the invasion of the cones? Well, Jerry Atwell stepped up and is taking them. Jerry is now officially our RTR Person of the Month. Well done that man.

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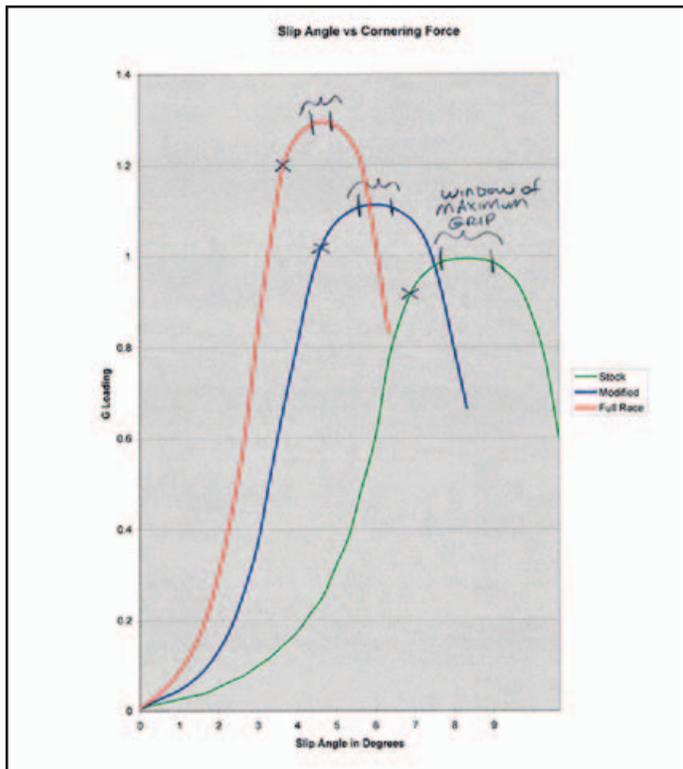
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PERFORMANCE CLINIC

A synopsis of the recent event at Fabspeed Motorsports

by Larry Herman

For the novice and even the intermediate track driver, improving the handling of one's car is probably the hardest thing to truly understand. What will it do for your car if you were to install R compound tires, stiffer roll bars, stiffer shocks and stiffer springs? How will it affect your car's personality? What will it mean to you and your abilities as a driver? In the short space provided I will touch on some of the basics.



The stock car, represented by the wider line, has a large, flat plateau of grip. As you stiffen the car through roll bars, shocks and springs, the grip of the car improves and the reaction time to take a set will decrease. Note that the next widest line of the modified car (say upsized roll bars, 600/800 lb springs and Bilstein sport shocks on Hoosiers) has a higher level of grip that comes with less steering angle, but also with a smaller window of grip. This car will "feel" much better when driving it below the limit, and will provide greater performance, but it will be harder to find the limit in this car. The racecar (narrowest line) takes that to an even higher level. It has much higher performance, but is much quicker to react, a very small window of grip and a very peaky limit.

Starting with the stock Porsche, when you get to the limit of grip the body leans, the tires howl, and the car starts really moving around on its

suspension. You get plenty of warning that the car is getting to the limit. And the car has a nice fat window of grip before it starts to fall off the back side. What does that mean? Simply that you have a large margin of steering input, or speed differential to play with before it really is gone. As you can see from the chart, even if you add a little too much steering, you have a window that is almost 2 degrees wide where you will maintain roughly the same amount of grip. As a novice or intermediate driver, this is a good thing to have, as your skills and consistency are still improving and the safety margin that a stock car has will provide an added level of safety and confidence. It may not feel all that secure, but it really is. This is the car to learn on where you can approach the limits carefully.

But everyone wants to go faster, and the first thing is to make the car handle better. I think that you may be starting to understand what will happen. The more you stiffen the car, the flatter the tires will stay on the track, and the more grip that they will produce. This comes at a price, and it is that the window of maximum grip that they produce, though higher, will be smaller, and harder to stay within. You can see that it will take less steering input to produce the same cornering forces, because the car reacts faster. It leans less, and the tires don't squeal much (if at all). But also realize that you now have less margin for error. So less warning, and a smaller window means a car that is harder to find the limit and stay there, so it takes more experience from you as a driver knowing where the limit is and how to not drive right past it.

With the full race car on slicks, the grip levels are very high, but the reactions are really fast, the feedback is subtle, and the window is very small. Unless you are very proficient at sliding your car around, it is a limit that you can very easily overshoot because it is so hard to feel. These cars require years of driving to develop the ability to get the best out of them. They require a level of talent and feel that even a good number of advanced drivers may never acquire.

There are many drivers who will claim that they are going so much faster and how the car is so much safer now that they have upgraded their suspensions, but they are only half right. Those are the drivers represented by the X. They never quite learned where the limit was on a stock car, and so now with their upgraded suspension they are going faster, but are still X away from the much harder to find limit. This means that a mistake will inevitably result in a moment; i.e. a nasty spin or worse. And

so it reinforces their inclination to stay a healthy distance from the limit, never really knowing where it is and never learning how to dance at it. At this point the "learning to drive better" pretty much stops, and now it becomes just trying to achieve lower lap times.

So, after pounding around a few years in a stock car, what can you do? The answer is to start with small improvements and once you have mastered that, slowly move up the ladder. If you and maybe your favorite instructor feel that it is time, I would suggest starting with stiffer roll bars, and see how that makes the car handle flatter. Once you can drive it with the same confidence you had before, then try going to R compound tires and a full-blown track alignment. Once you feel that you are really on top of this, then you can think about stiffer springs and shocks. Try and resist that temptation to modify your car beyond your skill level. And if you are uncertain as to whether or not you are ready, just hitch a ride with one of the faster instructors who race. You'll see what I mean about dancing at the limit.



The roll up to the Performance Clinic at Fabspeed.

Stay tuned for the next *Der Gasser* where I will explain why the car becomes so much quicker to respond and harder to drive as the modifications increase.

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Back by popular demand – the Riesentöter Jacket.

Originally created for our club's 50-year celebration, its popularity has had members (old and new) clamoring to bring the jacket back.

You asked. We responded. The red and black jacket will have the Riesentöter logo on the left chest, "PORSCHE" on the back, along with options such as your choice of name, PCA number, and "Instructor" (if applicable) on the right sleeve.

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Millennium Aviation hanger showing their Hawker 850XP jet, with Porsche Carrera RS, RSR, and Porsche tractor in the foreground.



Walking the course prior to the start of autocrossing.



This Hudson Hornet was created for the launch of the movie Cars, which featured Paul Newman as the voice of Doc Hudson.



Steve McMorn and Brian Minkin delivering the autocross driver's meeting instructions.



Stainless steel engine grille on the fabulous Carrera GT.



Fred Brubaker's immaculate 356 Carrera 2.



Some of the many autocross attendees at the drivers' meeting.



Dr. Ferry Porsche's personal 911.



Engine bay detail on Dr. Ferry Porsche's 911.



The autocross saw many different marques competing. Detail of the cockpit of Brett Sokolow's Spyker C8 Spyder.



Jeffrey Dunn in his black 997.



John Wisniewski Jr. in his Mazda Miata smoking up the rears.



Steve Landstra in his brutal Chevrolet Corvette Z06.



I think this is Tom Zaffarano in his Porsche Boxster?



Bryan Papillon in his Porsche 997 Carrera 2.



Andrew Klucsarits in his Mini Cooper S nearly lifting the inside rear.



Winie Carter in her BMW M3 with some attitude and showing the roof.



John Holliday in his Porsche 911 3.2.



Chris Vuotto in his Porsche Cayman.



Vee Bichnevus in his Porsche 911 showing some severe understeer.



Who is this riding with an instructor in a Porsche Boxster?



Photographers need numbers for identification on the windscreens too! Someone's Porsche 997.



Zone 2 Rep Tom Zaffarano talking to Brett Sokolow behind Nick Betegh's very quick 911 Carrera.



Steve McMorn, the autocross chair, talks to entrant Davis Hall.



A few runs came to an abrupt mechanical end. Ian Curtis seen here helping a fellow competitor.



OK, no number but it's a Ford Mustang Bullitt? It's got to be Dennis L. Angelisanti.



Ian Curtis taking Millennium Aviation owner's wife, Jolanta, out for a spin.



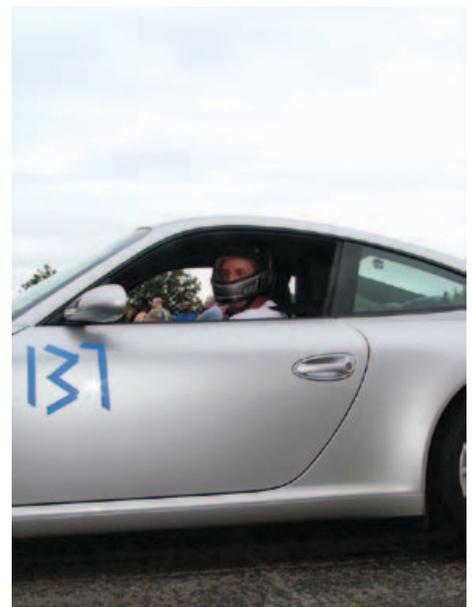
Process of elimination – there was only one Saturn Sky. William Slotter's...



Tom Zaffarano with instructor Geza Korchmaros at the starting grid.



Vee Bichnevus again, here at the start line.



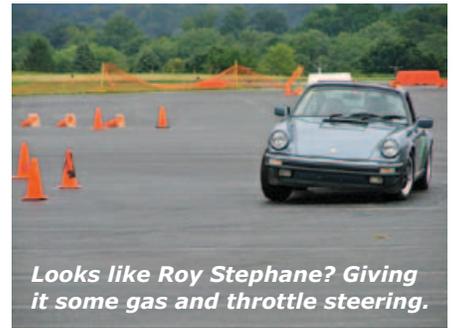
Robert Paradis at the starting grid.



Chris Curtis at the starting grid.



Porsche Boxster swings wide of the cones.



Looks like Roy Stephane? Giving it some gas and throttle steering.



Detail of window stickers on an early 911 in R-gruppe style.



The appreciative crowd had a great day at the combined event.



Curves of the 356 Speedster.



Concours and Show and Shine participants shared the paddock.



Badge on beautiful early 356 Speedster owned by Francis and Linda Hardner.

*Note: your editor takes no responsibility for misspelled names or car identification. This was taken from the official Excel spreadsheet.

Announcing the 2010 PCA Riesentöter Region Holiday Party Saturday, November 13th

Location: Maggiano's Little Italy, King of Prussia, PA

Time: Cocktail Hour (Cash Bar) 7-8 pm

Dinner served at 8 pm

A special four-course Italian sit-down dinner will be served family style

Dress: Casual Chic

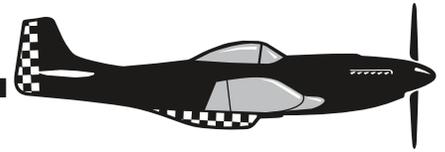
Big Al's Entertainment will provide music and a fabulous light show for dancing the night away.

Cost: \$48 per person including tax & tip

Space is limited so please confirm your seat early!

RSVP: Please confirm your reservation to social@tr-pca.org by 11/10

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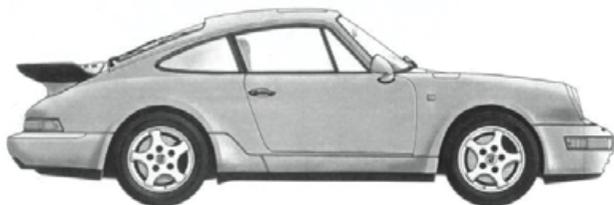
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DRIVERS' EDUCATION

PoconoSept 18-19 (Sat/Sun)
NJMP T'boltOct 22-24 (Fri/Sat/Sun)

TECH

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NJMP Thunderbolt Oct 9
Holbert Motor Cars, 1607 Easton Road,
Warrington, PA 18976. 1-866-465-2378.

AUTOCROSS

Central PCA at HersheySept 26 (Sun)
Delaware PCA at Dover 17 Oct (Sun)

Please note: check upcoming Der Gassers and the Web site for more details. For registration and payment for Drivers Education and Autocross events go to www.MotorSportReg.com.

RALLY

Check the Web site for up-to-the-minute details.

Fall Rally Sept 25

MONTHLY MEETING

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

September 15 – Fabspeed Motorsports,
283 N. Main St., Ambler, PA 19002.

October 9 – Holbert's Porsche, 1607 Easton Rd.
(Rt# 611), Doylestown, PA 18976.
Note that this meeting will be at 12 noon
(immediately following the Tech session).

SOCIAL

Check the Web site for up-to-the-minute details.

**Southern Chester Horse Country
Road Tour..... October 10**

**Charity Fund Raiser/Drive & Dine/Taste of
the Track..... October 23 (Sat)**

At New Jersey Motorsports Park benefiting the Philadelphia Ronald McDonald House. We will be meeting at the Cracker Barrel restaurant in Plymouth Meeting at 7am for an optional breakfast, departing for the track in caravan @8am. Classroom instruction at 10am, parade laps @11am in your personal vehicle (any make vehicle is eligible for the parade laps). 12:30 - 4pm a "ride" in a PCA instructor's car at speed, sessions are 20 min each. Note that the ride speed can be adjusted to your comfort level. 5-6pm cocktail hour at the New Jersey Motorsports Park Officers club followed by our annual fundraiser dinner/ auction for the Philadelphia Ronald McDonald House. Cost \$50.00 per person, friends, better half's, etc are welcome, after all it is a fundraiser... RSVP to Joe Asher: asher681@hotmail.com or 215-669-6323.

Annual RTR Holiday Party..... November 13

Maggiano's Little Italy in King of Prussia (see the menu choices on the Web site). Plan to come out to join us for a wonderful night of awards, food, dancing and PCA camaraderie. Seating is limited and this event is expected to sell out quickly. Please RSVP ASAP to www.motorsportreg.com and scroll to November 13 to select RTR Holiday Party. If you are unable to register on the site, please contact Rita Hancock to RSVP directly at social@rtr-pca.org or 215-368-2842.



Riesentöter Region, Porsche Club of America

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SOCIAL UPDATE

by Rita Hancock

The summer social calendar has been buzzing with activity including the launch of RTR's first "Porsches and Polo" in Bucks County. We also arranged for a few combined events with Delaware, Potomac and Central PA Regions. In August, another first was RTR and Delaware Region's "Night with the Phillies" on August 20 to benefit the Ronald McDonald Homes in Philadelphia, Delaware, and New Jersey.

Another highlight included the great western Pennsylvania long weekend highlighting the scenic Laurel Highlands roads. The event officially began at the four-star Nemaocolin Woodlands Resort, followed by tours of Frank Lloyd Wright's Kentuck Knob and Fallingwater historic sites and sprinkled with a few more great rides, as well as a few mechanical hiccups. The weekend ended at the Flight 93 Memorial in Shanksville, PA and a personal conversation with Tim Lambert, former landowner of Flight 93's



Attendees of the Fallingwater event in the car park and some Porsche cars.



The roll up at the Wings and Wheels Car Show in Dover.

ultimate 9/11/2001 demise. Thanks to John, Donna and Mike for coordinating this event on behalf of three PCA regions.

On July 17, we joined Delaware PCA for the Wings and Wheels Car Show in Dover. This was another great hot summer event!

As a reminder, donations are now being gathered for a "silent auction" at our Fall DE Charity Fund Raiser. Any RTR member who wishes to donate an item for auction (does not need to be Porsche or car related)

or help gather donations and support this charity event, is asked to contact Rita Hancock social@rtr-pca.org or 215-368-2842 as soon as possible. More details on this charity event will follow on the Web site and e-mail blasts, so please stay tuned or contact Rita directly.



Some of your executive board and guests being shown around Philadelphia Ronald McDonald House.

Please continue to check the RTR Web site for the latest update on social events as more are being planned as we go to press. Look forward to seeing you all soon!

THE ROLEX MONTEREY MOTORSPORTS REUNION 2010

by Dan Newton, photos by permission of Mazda Raceway Laguna Seca

Classic racecars don't rumble and roar inside a museum. That's why there's the Rolex Monterey Motorsports Reunion (http://www.mazdaraceway.com/pages/2010_Rolex_Monterey_Motorsports_Reunion) every August at the world famous Mazda Raceway Laguna Seca.



A line up of Porsche 356s at Laguna Seca back in the day.

The Reunion is the world's greatest racecars in their natural environment. It's the howl of a Porsche 917 LH through the straight. It's the wail of a Ferrari 250 GTO's V12 as it climbs up the hill toward Turn 6. It's the crackle of a Jaguar D-Type as it runs down through the corkscrew, Laguna's signature corner. This is heart-gripping stuff; something museums can only hint at.



Porsche 917 in Gulf livery cornering hard.

When new, racecars are tools. And they are treated as such. Each is engineered to consume itself in the pursuit of victory. Once its racing days are done, most are stripped of usable parts and discarded. At least that's the way things used to be.



A Gruppe of Porsche resting, prior to entering the foray.

That is, before racing enthusiast Steve Earle formed General Racing back in 1970 with the explicit intent to, says the company's Web site, "encourage the restoration, preservation and the use of historic sports and racing cars." By 1974, Earle had convinced the Sports Car Racing Association of the Monterey Peninsula (SCRAMP) to open up the Laguna Seca Raceway to a one-day event held around the time of the nearby and well-established Pebble Beach Concours d'Elegance.



The rare and ill-fated F1 Porsche under braking.

Thus was born the Rolex Monterey Historic Automobile Races, or The Monterey Historics as the event became known to car enthusiasts around the world.

In retrospect, 1974 seems an unlikely time to celebrate racing. Back then, people were still using old Ferrari 250 GTOs as daily drivers, Shelby Cobra 427s were just used cars and the glory days of the Trans Am series were long over. Indeed, by 1974, there was so little interest in the original Can Am series that the SCCA didn't even bother to run the last race of the season. Throw in serial fuel crises and it seemed that America's love affair with cars was ending.



Street cars and racers share the track after the Corkscrew.

Earle, however, saw through all the discontent. And SCRAMP understood the vision. The first Rolex Monterey Historic Automobile Races attracted 66 cars. But they weren't just 66 old beaters with hazy pedigrees—they were all cars with documented racing histories and a few had substantial legends behind them. The event was an instant hit and the next year the



Flame on! Porsche 935 giving the hurry up to a Porsche RSR.

Rolex Monterey Historics grew to two days. By the end of the '70s, it was the world's premiere on-track event for historic racing cars and it has continued to be just that for four decades.

This year, the four-day event was reborn as the Rolex Monterey Motorsports Reunion, and it was more spectacular than ever. From August 12-15, Mazda Raceway Laguna Seca played host to hundreds of classic machines ranging from spindly racers from before World War I to recently retired Formula 1 and NASCAR machines.



One of the most beautiful shapes ever to be penned from Porsche, the 908.

Accepted cars not only must be mechanically correct as when they were originally raced, but even sponsor decals must be period-correct. It's like a museum that bursts to life.

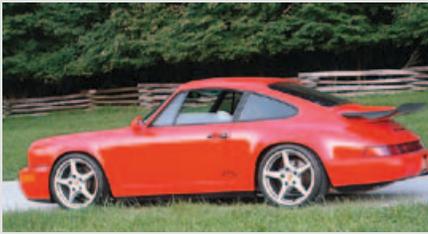
Automobile enthusiasts worldwide had more to look forward to and experience this year, as the Pre-Reunion earlier in the week (Sat & Sun 7-8) was open to spectators. Until this year, it was normally closed to the public. The Pre-Reunion is a relaxed weekend for the competitors to prepare for their actual races. The drivers get valuable track time to shake down their cars, test tires, and car set up and have fun with their fellow competitors.

Together, the Historics have always been one of the few places on Earth to see the world's greatest motorsport machines testing, then racing at speed. And that, after all, is what they were built to do.

Editor note: yep, I'm attending the next Pre-Reunion. Anyone else interested in going and maybe we can meet up? My planning will have to start shortly, so let me know...

MARKTPLATZ

944 2.5L 8-valve motor, approximately 70,000 miles. Fresh timing and balance belts and assemblies. Runs great. Asking \$750 - negotiable. Contact Norm - floridamustang56@aol.com (07/08)



1993 RS America. Perfect, no sunroof. 79,243 miles. Bilstein PSS9 suspension, antisway bars, B-K strut bar, and Porsche 18"

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1968 911 Targa.

11880128, Cocoa/Tan, rebuilt Webers, brakes, beautiful original interior, Certificate of Authenticity, last year of SWB cars, great driver. \$17,900. C. Lewis, 215-968-5153, penn.int@verizon.net (07/08)



2009 Cayman S Coupe, Arctic Silver Metallic/black, 6-speed, 320 HP, 11,000 miles with road hazard tire coverage expires May 2012. "Cayman S" script along both sides. Bixenon headlights



with dynamic cornering, heated front seats, colored crest wheel caps, Bluetooth, Universal Audio Interface, 5mm wheel spacers.

\$52,000. Frank Griscti, Yardley, PA. 215-750-1068. frankgriscti@hotmail.com (09/10)

Porsche 2004 996 Porsche 911 GT-3 Cup Car, engine: 0.5

Hr. since Refresh by TRG - Kelly Moss, 420 HP Crank (stock is 390) – Dyno sheets from Kelly Moss, 2-piece floating front rotors, G-50 w/ cooler (0.5 hrs. since refresh), Premiere Racing Fuel System 27 gallons – Hood not cut, Aviation Dash w/ Hr. meter, PTT for Lights, Fuel Mgt. Lights &



Switches, cool suit, fan, etc., new Recaro Seat 2009, new Schroth 6 pt. Driver Harness 2009, much, much more... Extras include Fikse wheel set - 3 piece, 4 Sets of tires, spec. fluids, brake pads, rotors, a spare refreshed G-50 Transmission and more. Price reduced. Please call or e-mail for full details. Contact: Allen Smith 610-202-4855 or Astra@pobox.com. (09/10)

2002 GT2 – 14K miles - silver - \$70K. Converted to track car (could be made street legal again). Composite panels/fenders/hood/doors, GT3 Cup rear wing, full cage, Brembo GT brakes, GIAC programming/headers/exhaust 600+HP. Very clean, very fast, no damage. Set of original street tires. Extra new set of Hoosiers on original wheels. Extra set of Hoosiers (used) on Fikse wheels. Set of new rear brake pads. (2) New front rotors. Currently have one original door with interior panels, hood, deck lid, seats, exhaust, ceramic discs (fronts are shot), original steering wheel. These can be made available but are not included. No working headlights on car – covers only. Driven by a little old lady on weekends (and that's the truth – except the old part). Contact Mark Reynolds at mar1223@verizon.net or call 610-952-2580 or 610-738-7115. (09/10)

Das Sport rollbar for coupes - powdercoated w/ das Sport logo and certification - \$625, **Brey - Krause R1510 strut tower brace** for 69-89 coupes. 304 stainless - \$135, **Brey - Krause K1015 harness guide bar** - fits 74 - 93 Targas. 304 stainless - \$135, **Colgan 911 work bra** - with tool pockets - like new - \$75, **Team Tech harnesses** - driver & passenger - needs re-webbing - \$50, **2 Toyo Proxes** - 245/45/16 - 5/32" and 7/32" tread - \$50, **Cool Scoop** - for 74 - 89 911's - increase air flow to front mount oil cooler - \$50. All prices exclude shipping. Contact John D. Floyd at jdfloyd1@verizon.net (09/10).

Excellence Magazines – The Magazine About Porsche. 118 issues stretching back to the start of publishing (1987), up to early 2010. Contact Dan at editor@rtr-pca.org to be e-mailed a complete list. \$300. Pick up at ZIP 19118. (09/10)

1980 911SC, sunroof coupe, VGC, VIN# 91A0142740, Pacific blue, full black leather interior. Owned since 11/94 - always garaged.

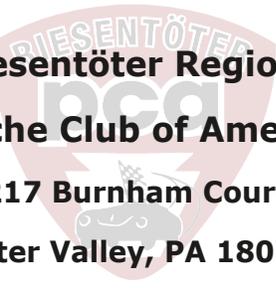
Service records available. Not concours but well maintained with 145,000 miles. Stock mechanicals except for chain



tensioners, pop-up valve, and upgraded torsion bars. Transmission rebuilt in 2009. The car is very solid and tight. Asking \$12,900. Larry O'Malley, Souderton, PA 215-723-3610. omalleylarry@gmail.com. (9/10)

Please note terms:

Member classifieds are free to PCA members for occasional sales of personally owned items and run from date received for two issues unless cancelled. Porsche vehicles for sale may be accompanied by one small photograph. Copy and cancellations must be received in writing by US mail or e-mail. Other vehicles may be offered for sale by members at the cost of \$10 for two issues; check for payment made out to "RTR-PCA" must accompany your copy. Commercial classifieds are available to businesses within the Riesentöter Region for the sale of Porsche cars, parts, or accessories. Commercial classifieds are available at a cost of \$20 per issue, limit 25 words. E-mail submissions to Dan Newton at editor@rtr-pca.org with "Der Gasser" in the subject line.



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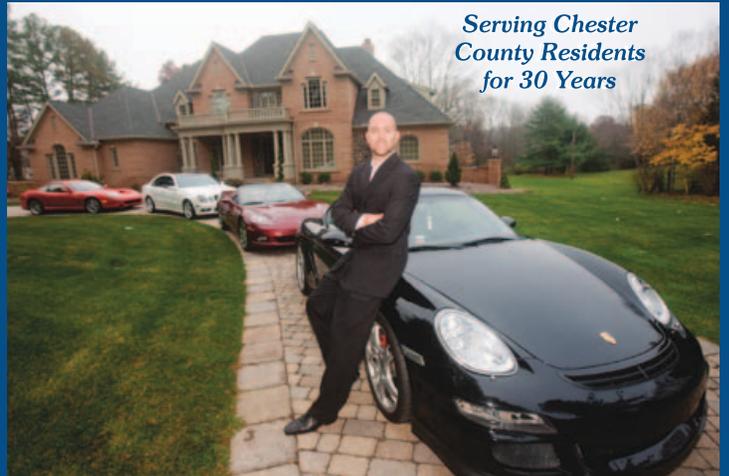
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