

*der Gasser*

SEPTEMBER, 2002

***Another Date at The Glen***

***Another Kind Of DE***

***Another Fall Rally***

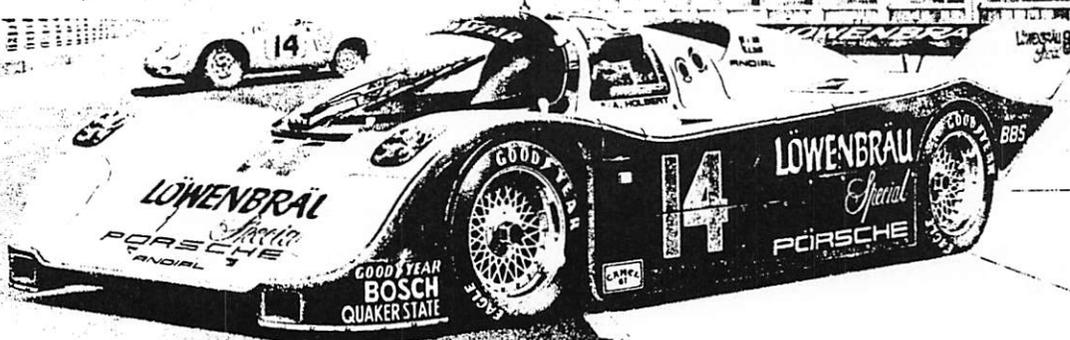


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*Porsche Club of America*

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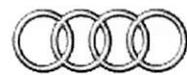
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You can never really feel another person's pain. You might feel sorry for them, even pity. Their wounds might cause you to turn your eyes away. You may lose sleep, have nightmares, or cry yourself to sleep. But you never, truly, live and feel their pain. Until September 11, 2001.

This senseless act of mass murder touched us all and for the first time ever I felt the intensity of another person's experience. Their pain was my pain. The survivors were left with absolutely no closure – just devastating emotions and endless questions.

A year later life is more in perspective than it was that fatal day. Patriotism is again in style, the Flag flies everywhere and travelers patiently line up for airport security. Everyone has an opinion on how their life has changed and the fact that we even think about it is a positive sign for our society.

I certainly appreciate life more. The thought of my good fortune astounds me and most of the greatest pleasures are in the simplest of things. The fresh flowers Nancy picks from her garden sitting on my desk. The unbelievable smell of fresh coffee as the sunlight starts to peek thru the darkness at dawn. The smile of a friend you haven't seen in a month and you're just bursting to talk to them after a heartfelt hug. This is really great stuff.

But I am also a material guy and I need to add automobiles to my list of things to be thankful for. The Existential stuff is great but I also need to have red meat, and cars (and motorcycles) fulfill that need for beef.

Why do we go by the thousands to Pebble Beach, Amelia Island, or Radnor Hunt to stare at these works of art? Why does the sound of an open exhaust bring goosebumps to our arms? Why does the value of my car collection far exceed the market price of my house?

Sometimes I have terrible guilt feelings over this materialism. The truth is, however, that many/most of us in RTR share this same appreciation – it can't be all that bad. Cars, especially Porsches, bring me pleasure. The happiness they bring to me can't be explained, so now I just accept it as fact. And I am thankful every time I get behind the wheel or attend an event.

Life has been great to me. I appreciate my friends, family, and life itself. But without automobiles there would be a tremendous void. Last month I almost lost my eyesight. I knew I would still have all the things that were important to me except the ability to drive. That was the only negative in the whole potential situation. It made recovery a necessity, not an option, and the fight had great purpose.

I am glad I am here. I am glad I have a Porsche to drive. I am glad the sun shines in my life every day.

I am sure you all feel the same.

Craig



<b>Election Slate for 2003</b> <i>Vote at October's Membership Meeting</i> The Bent Elbow Tavern 582 S. Bethlehem Pike Ft. Washington, PA October 30 7:30 - Social 8:00 - Meeting	<b>President</b>	Craig Rosnefeld	<b>Social</b>	Francine Knackhaur
	<b>Vice President</b>	Tom Zaffarano	<b>Member</b>	Brian Minken
	<b>Secretary</b>	Terry Lamont	<b>Editor</b>	Jim McHenry
	<b>Treasurer</b>	Art Rothe	<b>Tech</b>	Bill Cooper
	<b>Driver's Ed</b>	Mike Andrews	<b>Auto X</b>	Open
	<b>Goodie Store</b>	Liz Zaffarano		

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Cover Photo - GT2. (Porsche web site)

# Calendar of Events

## SEPTEMBER

- 8 RTR Picnic and Fun Rally - see this page
- 15 Buckingham Concours - see page
- 25 Membership Meeting - Vision Porsche - Reading
- 27 RTR Driver Ed, Pocono East
- 28 - 29 RTR Driver Ed, Pocono North
- 29 Porsche Swap Meet, Princeton (see page 4)

## OCTOBER

- 12 Country Caravan III - Ken Souser, coordinator  
Sorry, Caravan fully subscribed at time of publication.
- 14 - 15 RTR Driver Ed, Watkins Glen
- 20 Fall Rally, see page 4
- 26 - 27 Zone 2 Hi-Performance Driving Clinic (see pg12)
- 27 Fall Rally rain date, see page 4
- 30 Membership Meeting - Elections - TBA

See RTR Driver Ed Application on page 11 and  
[www.rtr-pca.org](http://www.rtr-pca.org) for the latest updates.

### Great Track News! Another Glen Date

A show of hands at our last Watkins Glen event indicated you wanted us to host a second event at the Glen. As such, we have added another DE at the Glen for this year. This event is scheduled for October 14th and 15th which is a Monday – Tuesday. While we are still in the planning stages, this will be a charity event with all of the profits going to the Make-A-Wish Foundation.

Registration for this event opened on August 28 at the "Race Cars at Rosen's" club meeting at Don Rosen's. The tech session is scheduled for Saturday, October 5th at Dougherty Automotive. We are still in the planning stages and will have more details shortly.

As always, stay tuned to our web site [www.rtr-pca.org](http://www.rtr-pca.org) for developments.





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September 25

7:30 - Social

8:00 - Meeting



## In spite of the weather, standing-room-only was the scene at Rosen's to hear Dave Coughlin relate his 2002 CANNONBALL ONE LAP OF AMERICA adventure for our August Membership Meeting.

Dave also brought with him Brock Yates, Jr., promoter of the Lap of America event. Together they answered the many questions members had about the event and probably convinced several that this is an adventure not to miss. Thanks Dave, thanks Brock and a special thanks to Keith Shaw and his team at Don Rosen Porsche for hosting our meeting.

September's meeting will be at the NEW LOCATION OF VISION PORSCHE AUDI VOLKSWAGEN, 2746 Bernville Road, Leesport, PA. [www.visionautogroup.com](http://www.visionautogroup.com) See the Porsche New Millennium facility Craig and his team have designed and built to better serve their clients. Bill O'Connell will be on hand to take, "a suitable for framing," picture of you and your Porsche as part of the festivities.

Directions: from 222 north take the Route 183 (Reading Airport) exit; at top of exit/light take a left turn onto 183 north; Vision is one half mile on the left. Meeting

will be in the new Audi-VW building.

The meeting will be held Wednesday, September 25, with Social at 7:30 PM, Membership Meeting at 8:00 PM.

### LICENSE PLATE UPDATE

Only 20 Plate Applications are needed to complete our first order! Hurry or be left out of the charter subscription.

Sooner is Better!

PCA PA LICENSE PLATE APPLICATIONS WILL BE AVAILABLE AT THE MEETING— to fill out an application at the meeting bring your owners card(s) PCA membership card if you can find it, and \$20 check or cash.

October's meeting — Election Night — will be held on Wednesday the 30th at the Bent Elbo Tavern at Fortside, 582 S. Bethlehem Pike, Fort Washington, PA.

Goody Store Update: New Enameled RTR Logo Pins And A Fresh Supply Of RTR Polo Shirts. Tom Zaffarano



## It feels adulterous. Or maybe it's heretical or just contrary but I'm going to do it anyway.

Now that I have your attention - I'm going to talk about a car other than a Porsche in these hollowed pages but the point isn't really the car as much as something else. I just bought a Mini. And it's a great little car. Now I say that while still in break-in purgatory and bound not to go over 4K rpm. So, the jury has not quite taken their seats and voiced their final opinion but things are looking pretty good. As I've stated here in the past I'm not really a new car guy. Too much depreciation on the car - too much parsimony in me. But when a good value presents itself I can be smitten. And if nothing else the Mini is a good value on a cool car. Solid, strong, good reflexes, great interior, a little odd. My kind of car. I always liked the original so of course I was vulnerable to one made by BMW. I bought it from Don Rosen Mini, which is more to the point of this article.

Rosen Porsche-Audi has supported this club since, well, since forever. Every year they sponsor meetings like last month's Racers at Rosen's and if you turn to the back inside cover you'll see their ad. It is there every month and this club relies on it even though I always wonder how much direct business it actually generates for them.

It's pretty common knowledge that der Gasser always runs in the red. We get money from National to have a monthly newsletter but the club depends on the income from the Driver Ed program to keep our fiscal balance, including subsidizing this magazine. In addition, of course, we collect advertising fees. If not for our sponsors we

would still have a newsletter but its scope would be greatly narrowed. No more glossy paper, no more 8½ x 11 format, no more full-bleed covers. Our advertisers make a difference; we should make a difference for them.

Rarely will people do anything that is not in their own best interest. All things being equal we need to patronize our advertisers. In the case of the Mini I choose Rosen not because they are the only dealer in the Philadelphia area but because they support us (I live closer to the Princeton dealer and work ten minutes away from the one in Morristown, NJ). When my daughter bought a Jetta and later a Passat I strongly encouraged her to go to Holbert's, which she did (inside front cover, every month). We need to support our businesses not only because it's good for them but because it pays us back too.

And let them know you are there because of their commitment. I believe some of our advertisers support us out of the kindness of their hearts. Really. Or duty. Or loyalty to the marque. Whatever the reason it doesn't seem like it's strictly business. There is a passion in their support. I sense it when I talk to some of them. We should return the passion; keep it alive.

If you are buying a Mini ask for Mark O'Neill and tell Sales Manager, Alex Nitterhouse you are there because of Rosen's Porsche club support. And because of their passion. Maybe it's the same thing.

Jim McHenry



# Rally

The Fall Rally date has been set for Sunday, October 20<sup>th</sup> with a rain date October 27<sup>th</sup>.

There was an error on the hand-out at Don Rosen's for the Fall Rally-oops! Sorry... The meeting place will be the parking lot of Dick Clark's at 11:00 AM at the King of Prussia Mall. Dick Clark's is adjacent to the Sears parking lot. This will be a TSD (time, speed, distance) Rally with the usual assortment of clues, markers, and so on.

Enough about the details. I strongly encourage everyone to try and attend this Rally. Aside from setting a Rally date that agrees with my travel

schedule, I purposely chose this date to be later in the year than has been chosen in the past. I did this for several reasons:

I realize that many if not most of you will be winterizing your cars. That is, statistically, most of you will not drive your cars over the winter. The cars will be garaged, covered and so on. I do not share in this philosophy. The Porsche motto (aside from Porsche...There is No Substitute....) is "life is not measured by the number of breaths we take, but by the moments that take our breath away". I combine that with "it's not worth living if you can't feel alive" and end up driving my cars throughout the year. Yes, even in the snow. I particularly like driving my 911 in the snow (after the streets have been plowed) because the slippery conditions exaggerate the weight bias and the handling characteristics of the car. I learn something new every time I go out for a "spirited ride" in the countryside.

Well, to make a long story short, I do realize that my ideals and sense of spirit is not shared by everyone out

there. A Rally this late in the season may be the last opportunity for many of you to GET OUT THERE and enjoy your cars with other people that share the same honor for the marque. The marque that is exclusively, Porsche. A special club dedicated to respecting and admiring the privilege of ownership.

Furthermore, I understand that we all have busy schedules. So much to do, so little time, previous engagements, obligations and so on. This Rally is over a month away. Please try and make it. Our Summer Rally had a spectacular turn-out. I expect to see more people out there. Driving through country roads, with the leaves turning; cool autumn breeze as you hit the gas; kicking up hundreds of leaves behind you as you look in your rear view mirror. Then the pause, as the leaves seem to follow you for a brief moment. I can't imagine anything else that I'd rather be doing. I'll see you soon.

*Steven W. Choi, Rally Chair*



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## Schattenbaum Car Show/Swap Meet

Sept 29 Sun. 9:00 - 2:00  
Forefall Shopping Center,  
Rt. #1 Princeton

Covered garage available  
if bad weather.

### Judged Car Show

A no charge event with judging beginning at 11:00 am. There will be an open class for non-Porsches. Pre-registration can be made at [joankrieger@comcast.net](mailto:joankrieger@comcast.net).

### Directions

Traveling North on I 95 or 295 exit at Rt. #1 interchange in NJ. Go 5 miles and exit at College road West overpass.

Dan Petchel, 609 298 2277



## Membership News

by Brian Minkin, Membership Chair

I would like to welcome all the new & transfer members who joined Riesentöter in August of 2002. I encourage you to enjoy the benefits of membership and look forward to seeing you at an event. The region has 1296 active members.

### New Members

BARRY J BENTLEY	1997 911
JEFFREY H BORNHOLDT	'88 911
JOHN BURKE	1999 911
DANIEL R CERVEN	1998 911
ROBIN COPPINGER	1986 911
CHRIS COSMAS	2002 C4
PHILIP S DEMING	1996 911
BARRY G FEIERTAG	1996 911
LEONARD FEINER	1975 911
WILLIAM S GORDON	1986 911

CAROL GOTRO	1999 Box
JOSEPH M HANKINS	2002 911
LEWIS C LEDYARD	1988 911
MARTY LEVIN	1990 911
BRIAN MINOT	1988 944
PAUL D RIALS	1987 911
LARRY J RICCI	1988 911
JOHN SAWAYA	1997 986
DALE R SCHOBER	1987 911
GEOFFREY R SHARPLES	'80 930
TIMOTHY SMITH	1997 Box
STANLEY S WULC	1996 911
ANDREW D YOUNG	1980 911

### Transfers From Other Regions

SCOTT HOOVER	1992 911
JAMES D MC CARTHY	1986 911
TULLIO SIRAGUSA	1999 911
EARL W WANKLIN	1970 911
ROB J WILLIS	1988 924



## Cayenne Pricing Announced

ATLANTA, The Cayenne S and Cayenne Turbo the third model series from Dr. Ing. h.c. F. Porsche AG will be presented to the public for the first time at the Paris Motor Show, which will open on Sept. 28, 2002. In preparation for the unveiling, Porsche has announced pricing for both models. The Cayenne S base price in the United States is \$55,900, while the base U.S. price for the Cayenne Turbo is \$88,900.



## Octoberfest at Delaware Water Gap Featuring Hot Air Balloons

What could be better than flaming fall foliage, hot air balloons and Porsches? Come join Pocono Region at their fourth annual Octoberfest multi-event weekend celebration on October 18-21. The Clarion Hotel in Stroudsburg, PA will be our headquarters for the weekend. Admission to the Friday night Welcome Party also includes two runs in the remote control Porsche autocross. Saturday morning's concours d'elegance (full wash & shine versions) will be held at the Hot Air Balloon Festival at Shawnee, PA. It will be a beautiful mix of Porsches, hot air balloons, in a golf course setting along the Delaware River.

Participation in the concours will get you free admission to the Balloon Festival. Saturday afternoon will begin with a Poker Run gimmick rally along the picturesque roads of the beautiful Pocono Mountains. Saturday night you can enjoy an evening of good food and friendship. Sunday morning will let you test your knowledge of Porsche in a general tech quiz. For info contact Jim and Margie Becker, 3438 Wild Cherry Lane, E. Stroudsburg, PA 18301, 570/629-5568, or at [jimmar@ptd.net](mailto:jimmar@ptd.net). Registration forms at [www.pca.org/poc](http://www.pca.org/poc).



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## Another Kind of Driver Education

by Eric Hans, RTR Member

Since I was four years old, I have dreamed of two things: owning a Porsche and being a race car driver. Well, last year I bought a new Carrera Cab. I talked with friends and family who participate in PCA Drivers Ed events and they recommended buying a second car for the track. I searched the newspapers, Pano, and the PCA website. In March I finally found an original

The instructors want you to push the cars beyond their limits during the skill drills & autocross section to learn their limits (the cars, not the instructors) and how to correct your mistakes.

owner 1984 944 with 69,000 miles in Northern New Jersey. Then it was off to Performance Automotive for updates, repairs, and maintenance.

After getting the car back, I searched PCA to find a Drivers Ed event that had an opening in the Green Group. Finally I found a Metro New York PCA event at "The Glen" in June.

On the advice of some friends and family I read the RTR Driver's Ed Manual and pack up the car with all the usual necessities.

I arrived to the track and my Instructor Vince introduced himself to me. He went over basic driving terms and techniques and then we were off on the track. On my first few laps I kept the car in 3<sup>rd</sup> gear (boy, was I holding up traffic) but finally along the back stretch a funny thing happened: the car started to hesitate. I had hit the rev limiter (good thing the car had one). Time for forth gear. As we headed for the bus-stop Vince told me to break and downshift, as I did I chirped the tires. Well, the checkered was out and into the pits we went. Vince went over the benefits and theory of "Heel and Toe Downshifting" and explained it is to be learned on the road not the track. After a day of chirping the rear tires on some of my down shifts I couldn't wait to try this on the road. Well I tried it and I just couldn't do it. I was either going to destroy my gearbox

or get myself in an accident. I hoped my next instructor would teach me "Heel and Toe."

My next event was in July with Northern New Jersey at Pocono. Day one was the Double Infield. I asked my instructor about 'Heel and Toe' and he told me he doesn't do it. Day two at Pocono was "The Bowl" and I had a new instructor, so I asked him about "heel and toe". Nope, he doesn't use it either.

Event number three was RTR's Glen Event and two of my friends were going to be there instructing. I did not want to make a fool of myself. I had to learn heel & toe before the Glen. Off to the web to investigate Performance Driving Schools. I looked at Skip Barber, Derek Daly, Jim Russell, Bob Bondurant, and Justin Bell. I chose a one day course at Bob Bondurant School of High Performance Driving called Intro to Racing. I chose this class because they stated they teach heel and toe. From an expense point I wanted to take a one day course not a multi-day course and the availability of the course fit in well with my schedule.

The day starts at 6:30 AM and in July the temperature is already over 80 degrees. First we register and purchase insurance on the cars, it costs \$50 per day with a \$1500 deductible. If you crash a car you are financially responsible. Then it is off to the classroom where we were greeted by our instructors and provided with Bondurant's High Performance Driving Training Manual. The instructors explained proper seating position, shifting, heel and toe downshifting, under steer, over steer, braking, and the anatomy of a corner. Class is over, time to get fitted for our racing suits.

We were split into groups of three students per instructor and went out onto the skid pad in our instructors modified Ford Crown Victorias. The first exercise of the morning was trying to keep your breakfast down while the instructor demonstrated throttle steering by going around a circle with a diameter of about 30 feet locking the steering wheel in one position and gradually increasing the throttle until our turning radius doubled. Then each student got a turn.

Next we picked our Ford Mustang GT and went out on an oval track (probably about a 1/3

mile). We followed our instructor's line and then he pulled off into the center of the track to monitor our braking and line technique. If the instructor felt the student needed additional tutoring he would ride along with the student.

We went back into the Crown Vics with our instructors to see heel and toe down shifting. From a stop



our instructor Pete went first to second to third, onto the brakes and down to second as smooth as a baby's back side. Pete explained when we try this to break hard using the ball of your foot on the brake pedal with your heel off of the floor, engage the clutch, change from 3<sup>rd</sup> to 2<sup>nd</sup> gear, angle your heel over to the gas pedal and mash the gas while letting your foot off of the clutch. He wanted us to actually jerk the car forward until we were ready to match RPMs. Back we went into the Mustangs for a half an hour of heeling and toeing.

It is about 9:30AM and about 90 degrees, time for a break. We need a drink of water and our cars need a little bit of time to cool down.

We are off with our instructors in a modified Ford Taurus Skid Car. This car has four additional wheels that are connected by hydraulics that can raise the front or rear of the car to simulate oversteer or understeer. We were placed on an oval track on a skid pad with two cones placed at either corner to mark the turn-in point. Our job was to turn the car while maintaining as much control, coming out of the turn pointed to the turn-in cone of the next turn. Pete manipulated the hydraulics first teaching how to control understeer and the vehicle dynamics involved, then it was time for oversteer and how to correct it. Then we were thrown whatever pleased him for about 15 minutes, while the other students in the back of the car

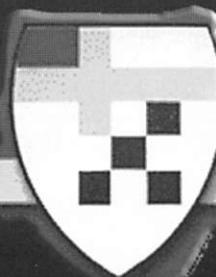
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## Porsche Collectibles: The Collectibles Surrounding the 1973 Carrera RS Mystique

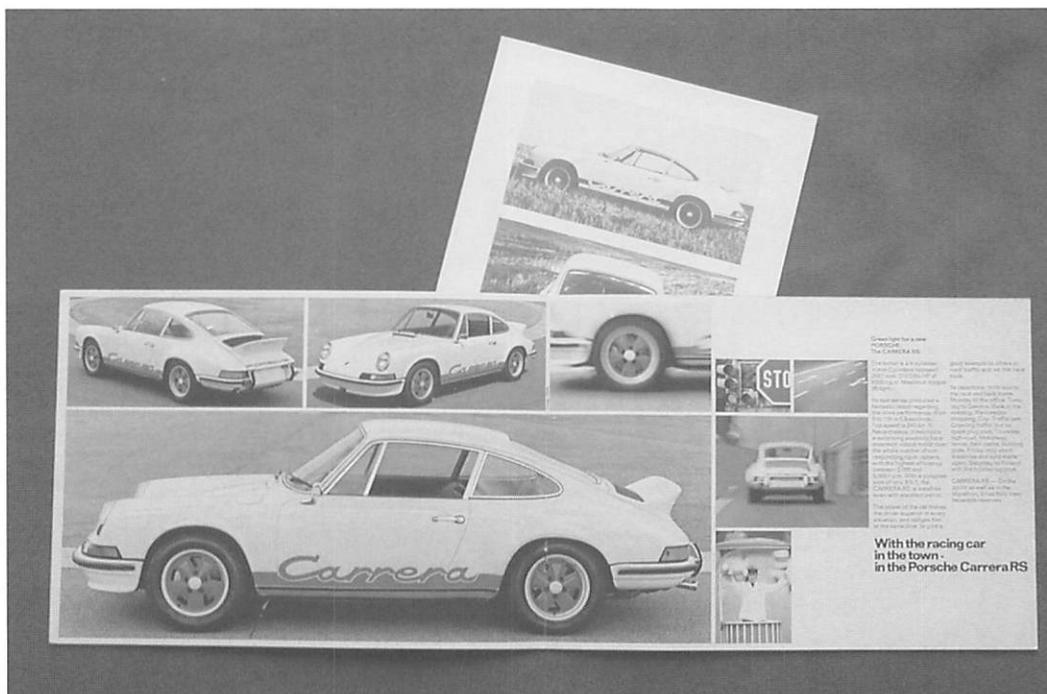
by Prescott Kelly, Connecticut Valley  
Region (from *The Windblown Witness*)

If you've hung out with Porsches for at least a few years you've probably heard an aficionado extol the virtues of 1973 Carrera RS's, or

Championship) to the 917 (and the first Porsche overall win at LeMans) to the turbocharged 917-10 and then the awesome 917-30 (with Can-Am and Interseries championships).

That spending, combined with softening production car sales, led to the management overhaul. The new management, in turn, decided to move to production car based racing – shades of NASCAR's thesis of "win on Sunday, sell on Monday." Thus were born the Carrera RS and its big

racecars the factory saw that 911s could be competitive. The factory chose Norbert Singer to develop the RS/RSR. Singer is a brilliant engineer and a plainspoken, thoroughly engaging man who later became even more famous as the father of the 956/962 series. His team took the FIA Group 4 regulations (RSR) and backed down within the permitted allowances for the production car homologation base, the RS, of which at least 500 would have to be produced.



To the left is the inside spread of the '73 RS sales brochure. The side decal was modified for the production run and the color band through the bottom half of the word Carrera was replaced by one that ran through the center of the word.

you've read an article about them, or you've seen a road test of a new car which uses the Carrera RS as a benchmark. Whatever great things you've heard or read, they ARE true. The Carrera RS is a classic 911 because it is a terrific automobile that inspires fierce collector loyalties.

The historical background is simple. In early 1972 Porsche family members left operating control of the company to a management team headed by the former chief engineer Ernst Fuhrmann. For the previous six years, and carrying forward through 1972 and 1973, Porsche put massive spending behind prototype racing. Under the aegis of Ferdinand Piech's Experimental Department, the factory had a fabulous run from the 906 to 910 to 907 to 908 (and the first Porsche World

brother, the RSR, which led later to the 911-based 934 and 935.

The RS (Renn Sport) probably had its genesis in an experimental 911 built by factory engineer Gunther Steckkonig. From it and privateer

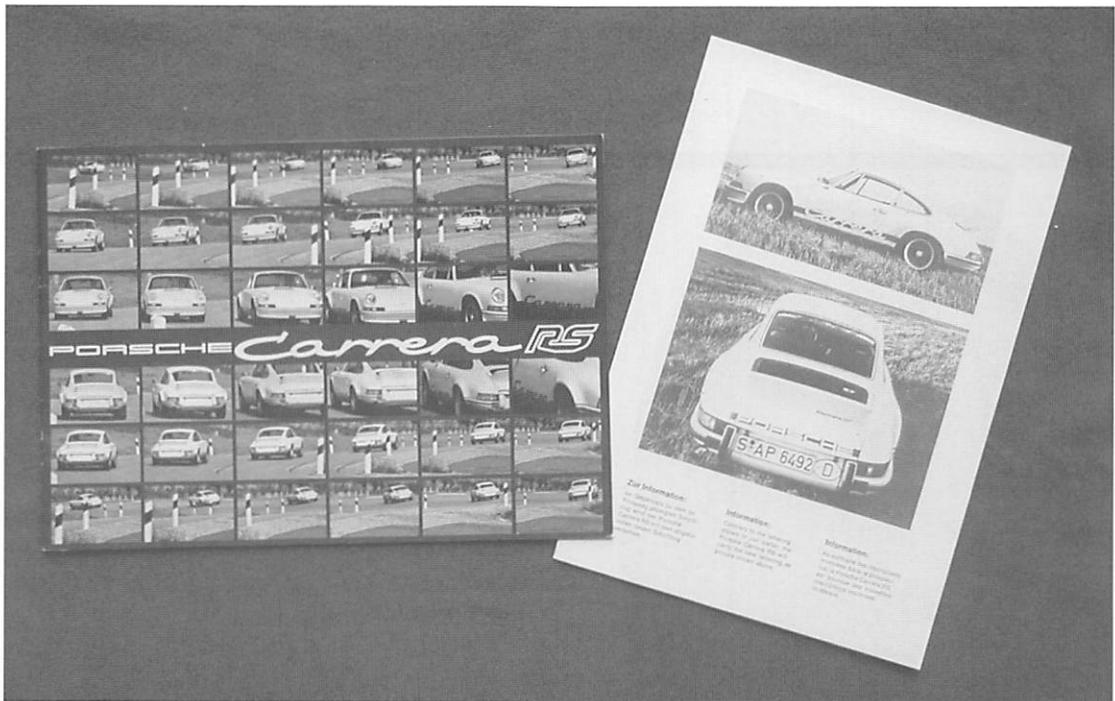
*This 1974 poster commemorates an RS's victory in the East African Safari Rallye. This very successful car led to a large number of "replicas" being built out of 911T's of the era, especially in the US where the SCCA demanded a US-legal production car serial number on its rally cars for transit stages.*



Lightweight was one of the keynotes so the car was pared down to 1985 pounds with thin steel, thin Glaverbal glass, fiberglass rear lid and bumpers, and stripped interior. For handling, Bilsteins were fitted to a

This RS sales brochure is available in at least German and English.

It is in four-color, eight pages, 8.25 x 11.5 in size. It contains a single sheet insert that explains that the side "Carrera" decals are different for the production cars than for the prototypes shown in the brochure. This brochure sells for \$400 and up.



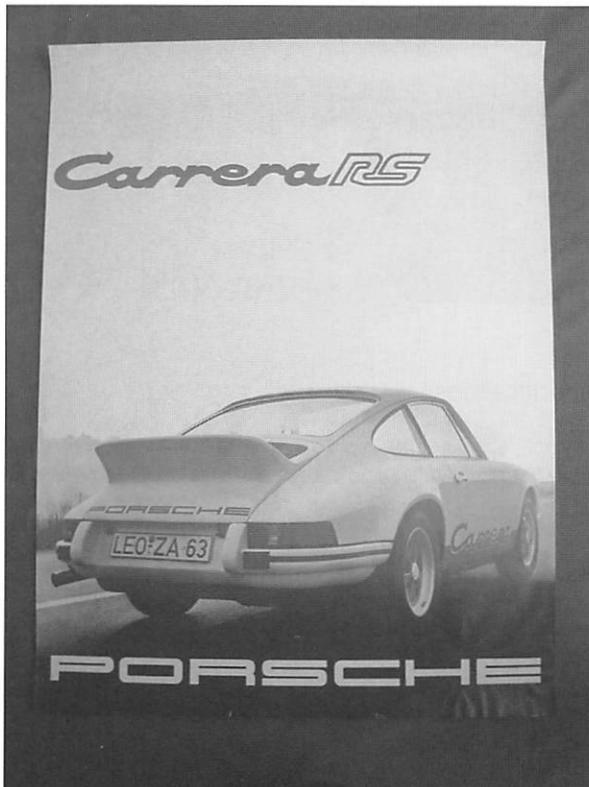
production Porsche for the first time, flared fenders were put over wider wheels, sway bars were updated, and the 1972 chin spoiler and the new "ducktail" were fitted. Thus set up, the RS could pull .9 g's on the skidpad, the first production Porsche to do so. The FIA required an engine of 2.5 liters or larger so that the Group 4 car could go to 3 liters. The RS engine was moved up to 90mm bore on the stock 70.4mm stroke to deliver the 2.7-liter, 210 horsepower (DIN)

911/83 engine.

The Sales Department did not embrace the RS concept. Because the car could not be sold in the U.S., Sales worried about selling the 500 cars. They should not have worried: eventually 1596 would be sold, including about 50 RSRs (the M491 option) and just over 100 lightweights (the M471

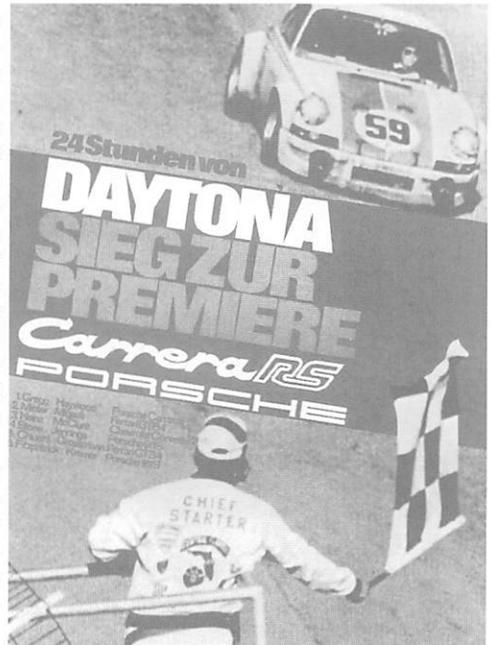
\$10,000 at the time); M472 added 2,500 dm; the M492 RSR (Renn Sport Rennen) pushed the tab up to 63,000 dm, but that was for a full-bore race car, and a story for another day.

This is the introductory poster for the Carrera RS, shown here without the performance specs overprint. It is all B&W, except for the Carrera RS logo that is in red. It is fairly rare and has sold for \$1,000 + recently.



This is the most popular of the RS posters.

It is primarily green with red, white and blue accents and celebrates the Gregg /Haywood victory in the 1973 Daytona 24 Hours race. The car was really a RSR, but the poster clearly says "Carrera RS," so....



option). The remainder were M472 touring cars with full 911S interiors, sound deadening, thicker glass, and steel rear bumpers. The lightweights sold new for 33,000 dm (about

RSs were eventually allowed into the U.S. as used cars under the "once in a lifetime" EPA exemption and if brought up to DOT standards (lights, door bars, flasher, ride height). By 1989 there were probably more RSs in America than in any other country. Many left in the "car recession" of 1990-1994 but more are coming in now, and the market for them is hot. Prices are in the \$60,000 - \$75,000 for touring cars and \$125,000 up for

continued on page 15

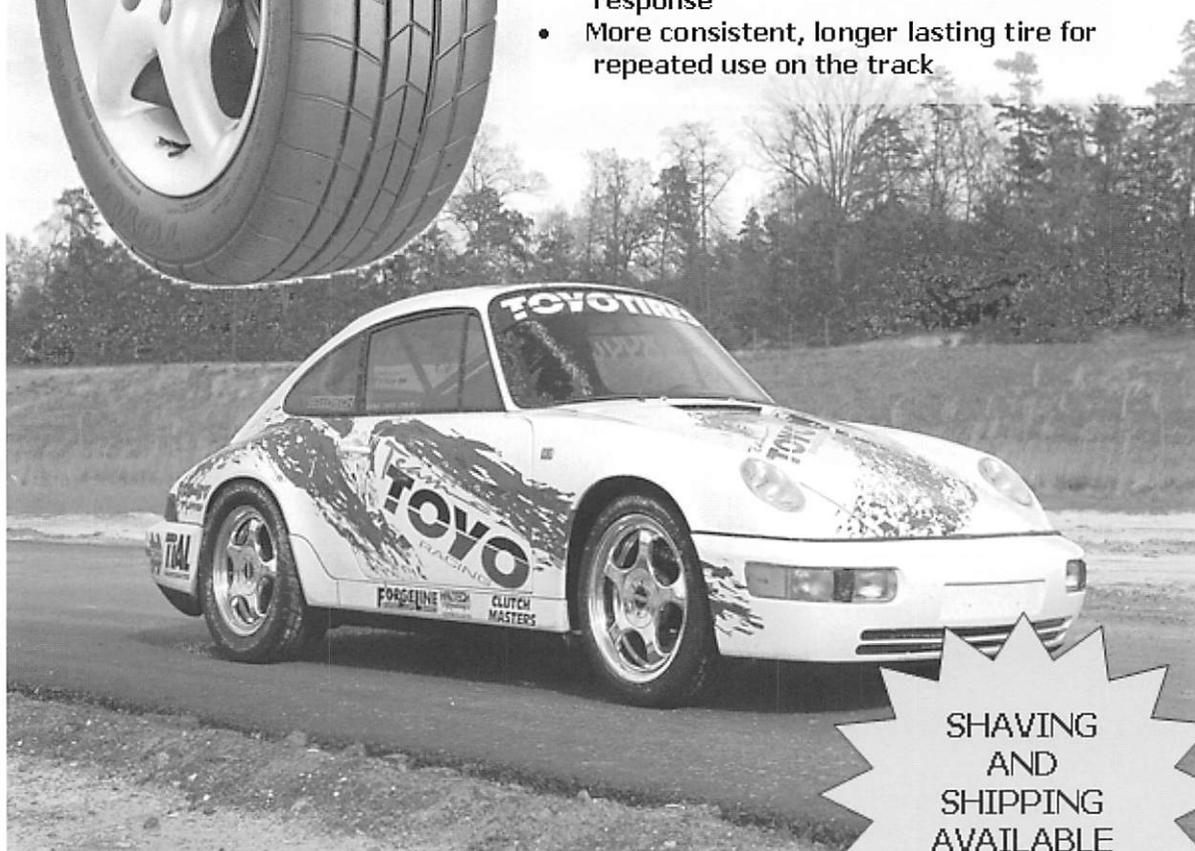


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*Or request information on line at [www.cjtire.com](http://www.cjtire.com).*

Riesentöter PCA  
Watkins Glen Driver Education Application  
October 14 - 15, 2002

New Date  
added!

This event is a charity event and all profits will be donated to the Make-A-Wish Foundation

Students - \$200  
Instructors - \$100

- 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 OPEN DATE: August 28, 2002. If you register within 14 days of the event, please add \$25  
late processing fee.
- SEND TO: Michael Andrews (Michael.r.andrews@unisys.com)  
215 Jonathan Drive, North Wales, PA. 19454 215-368-9362
- 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 \_\_\_\_\_

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

If your are registering as an instructor and have not instructed with us before, please list the  
region(s) and the chief instructors name and number where you have instructed:

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

2002 Driver Education Application

## Another Kind of DE

*continued from page 6*

enjoyed the ride culminating in a 180 degree spin.

Now it is 10:30 and time for lunch. Off we went to find a place that served lunch at 10:30. After eating our 10:30 lunch we are on our way back to the School. We were in a left turn lane that enters onto Interstate 10; ahead of us is a Mercury Grand Marquis with five gentlemen in it some with balding heads. The car was half in our lane and half in the other lane of traffic. The left turn light turned green and the driver appeared to be pulling something from out of his back side. A CELL PHONE and he is not moving but dialing the cell phone and the light is turning yellow. He goes through the yellow light as do we and proceeds onto the on ramp doing about 30MPH. I enter the highway and pass him on the left and then get back into the right lane. They get into the left lane and are even with my car, gesturing me to pass them. I gave them the Philadelphia hand signal that they are number one, when Jim (one of the students in my group) said uh-oh those are the instructors. After getting back to the school we inquired about their new course on driving while on cell phones. They said they just wanted to drive like the rest of America drives.

The next drill is Accident Avoidance. The course was set up there is one narrow lane that splits into three lanes all divided by orange cones at the end of the lanes were stop lights that were operated by the instructors. When you were fifty feet before the lane divides they would turn a red light on in one or two of the lane and you would have to go into the "green lane" without hitting any cones. Each pass you make you would increase your speed by 5MPH until you reached 40MPH. Then the game changed. You would acceler-

ate to 40MPH and have to slam on the breaks and steer into one of the three lanes. Thank you ABS. It is now over 100 degrees.

We now had learned the basics so it is time to do an autocross. It was follow the leader to learn the course for a few laps then we were off and being timed. My first lap was a 1:09.66, may last a 1:04.93. We spent about a total of 45 minutes on the autocross track boiling in the hot Arizona sun.

The group then was fitted with helmets and off we went onto the Road Racing Course. Best way to describe the course is lots of curves and a few turns. The Glen it is not. The turns and curves remind me of the South course at Pocono. At Bondurant they teach on the track by following the leader the entire time we are on the track. No passing is allowed. Each lap the instructor increased his speed. We were on the course for about 30 minutes.

Graduation time! We went back to the classroom to receive our graduation certificates and to answer a questionnaire about the class and our instructors.

I learned a lot about car control and dynamics through the skill drills that were run. The autocross and Road Racing Course helped to put together everything we learned in the skill drills. I feel that I would have learned more if I had an instructor in the car with me more of the time especially during the Road Racing Session and Autocross. For \$925 for a one day class I feel the instructor student ratio should be 1:1.

The instructors want you to push the cars beyond their limits during the skill drills and autocross so you find out the limits of their handling and learn how to correct your mistakes. At a minimum, instructor to



student radios would be an improvement. Another improvement would be to change the make of car they drive. Every one knows only

day Grand Prix Road Racing course. Wait! Did you see the credits roll? I don't think this story is over yet. Jim and his dad named Jim took a cab to the school and were calling a cab to pick them up to take them back to their hotel. Hold on guys I'll drive you back. (Their hotel was only 10 minutes away from mine and it was all highway driving). So I dropped them off and was on the way back to my hotel on Interstate 10 when I saw this dark blue SUV/tall station wagon ahead. It was a SUV that I have never seen before in person but the tail looked familiar. I pushed my rented 6 cyl Mustang as hard as I could to catch up with this taped up mule. As I got closer I know I had found either that new VW SUV or the Cayenne. As I passed the SUV and looked back at the taped up hood emblem and disguised headlights I knew I had just seen a Cayenne. I followed it for a few miles and it just took off. The Cayenne was rather good looking. Better than the pictures we have seen would allow us to believe. The one that I saw (when comparing it to the pictures that have been released) was the S version. And did it have pickup and passing ability! The shame is I just bought a GMC Yukon to tow my track car and now am trying to pass it off to my wife so I can buy a Cheyenne for myself.

It is now back to The Glen with RTR, I can heel and toe downshift and I am overall taking the course at a higher speed. I can feel my car and drive better than I did before. I actually passed a few cars. Thank you, Pete and Mr. Bondurant.

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Devon, PA 19333  
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## Zone 2 High Performance Driving Clinic

PCA Zone 2 will conduct a 1 day High Performance Driving Clinics on the Jefferson Circuit at Summit Point Raceway in Summit Point, W Va. from 8:00 am to 5:00 pm on Saturday, Oct 26 and again on Sunday the 27th. Summit Point is 90 minutes west of Washington, DC off Virginia Rt. 7 near Winchester, VA. The High Performance Driving Clinic is an outstanding opportunity to introduce PCA members, who have not participated actively in track or autocross events, to the techniques of high performance driving. Each one day event is designed to provide practical classroom and driving experiences and to learn further about PCA driving events. For more details see last month's der Gasser and <http://www.pca.org/zone2>.



### High Performance Driving Clinic Registration Form (BOXSTERS WELCOMED!)

Please Circle ONE of the following and indicate the amount remitted.

Venue	Date	Amount	Amount Paid
Jefferson Circuit, Summit Point Raceway	10/26/02 Student	\$160	_____
Jefferson Circuit, Summit Point Raceway	10/26/02 Instructor	\$0	_____
Jefferson Circuit, Summit Point Raceway	10/27/02 Student	\$160	_____
Jefferson Circuit, Summit Point Raceway	10/27/02 Instructor	\$0	_____
Jefferson Circuit, Summit Point Raceway	10/26 & 27/02 Instructor	\$0	_____

**Instructions:**

Email to [leckels@avmgt.com](mailto:leckels@avmgt.com) is preferred for all DE and HPDC information and notification. Please go to <http://www.pca.org/zone2> to register on line, to download training materials or to check your registration status. Registration will be limited with preference to the least experienced drivers. Maximum 1 driver per car per day. Use only one form per driver per event. Confirmation will be provided a minimum of 60 days in advance of the event. Refunds will be provided if notification of cancellation is received 14 days prior to the event. There is no registration at the event. Mail registration with check payable to "PCA Zone 2", c/o Lynn Eckels, 10315 Waverly Woods Drive, Ellicott City, MD 21042.

**Car and Driver Information:**

Name: \_\_\_\_\_ Telephone: \_\_\_\_\_  
(Driver) (Day) (Evening)

Email: \_\_\_\_\_ PCA Region & Member #: \_\_\_\_\_

Address: \_\_\_\_\_  
(No. & Street) (City, State, Zip)

Car: \_\_\_\_\_  
(Make) (Model) (Year) (Color) (Modifications)

**Driving Experience:**

\_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_  
(PCA DE Events) (PCA Autocross Events) (BSR, Bondurant, etc.) (Total)

**Car Restrictions:**

All makes and models of cars are permitted. All cars must have three point seatbelts or approved and properly installed driver harnesses. Trucks, Vans, SUV, etc. will not be permitted to participate. Convertibles can participate in the track and skid pad exercises but must have an approved roll bar to participate in the afternoon track sessions. Instructors will be responsible to grid tech each others car. All loose items and exposed equipment such a car phones, radar detectors, etc. must be removed from the car. Cars must pass all technical inspections prior to and during each event.

**Dress Restrictions:**

Loose fitting shoes (loafers, sandals, open heel shoes, etc.) will not be permitted. Short pants will be permitted for High Performance Driving Clinic skid pad and track exercises. Short sleeve shirts will be permitted for High Performance Driving Clinic track exercises, skid pad, and track sessions. Please dress comfortably and appropriately for expected weather conditions at the track venue. Helmets are required to participate in the track sessions or "lapping". Loaner helmets are available at the event.

**Driving Restrictions:**

Each driver must be at least 18 years of age and possess a valid driver's license and PCA Membership Card which must be presented at the event.

**Certification:**

I hereby certify that I am a current member of the Porsche Club of America and have no known physical or mental conditions that might jeopardize myself or others if I participate in this event.

Driver: \_\_\_\_\_  
(Signature) (Date)



Zoned Out

## Pictures!

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

## PORSCHEs FOR SALE

**65 911 Coupe**, #302210 w/2.2 "S" (1970) eng. Original color -sand beige, original Interior. Weber carbs, K&N filters, Allison Crane electronic ignition & Jacobs h.p coil, 5 sp trans 901/911 & h.d. Clutch, s.s.header/heatboxes, kyb front struts & adj. Koni rear shocks, front spoiler (metel) Factory "S" Fuchs wheels/Yoko tires 610-326-1066 after 6:00 eastern or e-mail hshontz@nwcontrols.com 8

**74 914**, 2.0 Limited Edition "Can-Am" package, black w/black interior, 3rd owner (since 1991), 118K miles, all service records including origi-



nal bill of sale, garaged, moon roof in targa top, runs/looks great. \$5,400.00. Van Burriss (610) 429-5253 vburriss@aol.com 7

**74 Porsche 911S Targa** - excellent condition. Owned since 1988, Silver/Black, fully rebuilt engine w/all upgrades including hydraulic ten-



sioners, dilivar head studs and pop off valve. Transmission rebuilt with new synchros, SS heater boxes, Carrera duck tail, bare metal repaint, interior excellent. Just passed NJ inspection. Always garaged. \$12,500 (973) 763 0295 before 9PM 9

**78 928**, Good condition. 5 speed. \$6500 or best offer. 610-239-4280 9

**80 911SC**, D.E. car, newly constructed, 2300 lbs., 264 hp, 3.0 twin-plug w/Tec 3 electronic fuel & ignition, cage, Turbo brakes, fuel cell, trick suspension, fresh trans w/new posi, RS interior, new white epoxy paint, more. \$28,000 obo 215-348-9774 Greg Gelcius 9

**82 911SC Targa**, red/black leather, cold a/c 5spd, excellent cond, 45k miles needs nothing new inspection \$18,000/obo 215-493-5989 frank palumbo@msn.com 8

**83 928S**, 5 SPD, about 85K miles, silver/blue interior, front sport springs, new clutch hydraulics, Devok Aluminum radiator, Blaupunkt Berlin TQR07 radio, custom 3 inch exhaust (not really loud), factory manuals. Recent inspection. Asking \$6500 Ted Heinritz 610 265 1684 Heinritzta@nswccd.navy.mil 7

**85 911 Targa**, 43K miles, 2nd owner, black/black with tail, very good cond, \$23 000. mark rosenberg, markr@geminibe.com located in Horsham 8

**85 Porsche 928-S**, 26K ORIGINAL MILES! Guards Red w/special order Tan Leather. Multi. P.C.A. Concours Show Winner. First year for



the desirable 4 cam, 32 valve V8 rated at 288 hp. Factory options: auto, sunroof, pwr + heated seats, Hi-Fi sound pkg. and alarm. All documented w/Cert. of Auth. from Porsche. Upgrades include: Stereo, BBS 3 pc. wheels, Koni shocks, swaybar, K+N, Exhaust and 2nd alarm. All orig. books, tools, records, cover, etc. included. THIS CAR IS PERFECT! \$22,500. Call David Redmond at (610)-964-7-996 8

**86 944 Turbo**, Guards red/blk leather, 72K miles. Absolute Mint. All records, all maintenance by Don Rosen (Bill Mathes will verify)



AC, Fac alarm, pwr windows, door locks & driver's seat, sun roof. Fuchs wheels. Runs and smells like new. \$1500 sound upgrades by Goodmans. Insurance totalled value at \$13,500. Dave Biddle- Email tickydave@aol.com. 610-293-1817 or 609-368-0617. 8

**86 928S Coupe**, WPOJB0928GS862707, red/black leather, auto, ABS, A/C, sunrf, Blaupunkt AM/FM cassette, 43K orig mi. New tires, battery, timing belt, water pump, A/C, cover. No snow or smoke. Garage kept. All service records since new. Very exceptional car. Runs & looks like new. \$20,000. Mr. Vassil, 93

Dispatch Dr., Washington Crossing, PA 215-321-1324 9

**87 911 Carrera Coupe**, 49,750 miles, black/black leather, front spoiler, whale tail, new Alpine in dash CD & 6 disc changer w/amp,



pwr: seats, side mirrors, locks & windows, sunroof, AC, original window sticker \$44,000+ when new. Garaged and fully serviced with records. Contact: John Panizza, 468 Wharton Road, Exton, PA 19341; 610 363-6003 x125, 610 563-0209 or jpanizza@genterra.net. 7

**87 911 Targa**, 49,000 miles, guards red/black, chip, 9" and 7" Fuchs (includes old 6") , Dina mahogany steering wheel. Well maintained,



looks and drives great. \$26,500. call Bob at home 215-256-9584, work 215 721-5400 ext. 2328. 8

**94 Carrera 4**, Factory wide body, very rare, 3.6L 6 cyl., blk exterior/blk leather interior, all options, recent Porsche certification & service complete, 25K miles, excellent cond, WPOAB2966RS420445, \$58,000 Michael Dymek, Bethlehem, PA 18020 610/867-8333 7

**96 911 C4 Cabriolet**, Guards Red w/full leather interior. Incredibly loaded including walnut interior trim. Original sticker \$96,000. 82K miles, garage kept, all records. Best offer over \$48,000. 610-496-3299 9

**98 Carrera 4 Cabriolet**, Six speed, custom dark blue/dark blue/midnight blue full leather, supple, rear seat delate, AM/FM/CD player w/6 disc remote, digital sound, motor sound, lumbar left, factory sport classic wheels, 3500 miles, MSRP \$91,424. As new. \$69,500. Jeff Hayes, 2610 Westview Dr., Wyomissing, PA 610-376-3834 JWHatHCI@aol.com 9

**01 Boxster**, Biarritz White, w/ Metropol Blue leather int. , heated seats , Painted roll bar , Sports Package , Metropol blue floor mats, Sport Classic Wheels, w/ colored crests , Boxster stainless steel door sills . Mint condition, 6000 miles . 47,000. R. Pepe 610-388-8618 eve. pepecando@aol.com 7

# PORSCHE THINGS

**996 C2**, One meticulous owner, garage-kept, 10K miles, Artic White/Gray Leather, Aluminum Trim Kit, Factory Aero Kit, 18" Turbo-look Wheels with colored Crests, 3 Spoke Sport Steering Wheel, Chrome Exhaust Tips, Armourfend Paint Protectant, Lowered by Factory European Springs, HI-FI Sound Package w/ CD Player, On Board Computer. Asking \$59,000 - Jeff Meyer Kutztown, Pa (610) 683-5920 Day (610) 683-6386 Eve, watches@1usa.com. 7

**Tires and Wheels**, four w/tires from 1985 928S. Good condition, minor scratches on wheels mostly where previous owner cut off wheel locks. Tires are Avon Turbospeed CR228, size 225/50-16. The tread is approximately 4/32 on 2 tires, 5/32 on the other 2. Glen McCartney (610)336-0808, glenmac721@earthlink.net 7

**944 Turbo "S" parts**, complete stock exhaust \$750, F. brake rotors (new oem) \$150pr., F&R brake caliper rebuild kit (new oem) \$100, F. wheelbearings (new oem) \$75/4, K&N air filter \$50, car cover (new) \$65, bra \$25, window net kit,\$15. Misc. parts: heavy duty trailer hitch w/ anti-sway bars \$150, TRW 5 pt. racing harness \$25, 5 gal. gas cans \$5/ea. Bob Burnett 215-540-5599. 7

**Tires and Wheels**, four w/tires from 1985 928S. Good condition, minor scratches on wheels mostly where previous owner cut off wheel locks. Tires are Avon Turbospeed CR228, size 225/50-16. The tread is approximately 4/32 on 2 tires, 5/32 on the other 2. Glen McCartney (610)336-0808, glenmac721@earthlink.net 7

## OTHER STUFF

**Porsche Wheel:** 7JX15 ET23.3 Phonedial style rim, Part# 951.362.104.00, Fits 944 and possibly others. \$125 Rick 401-782-3624 (best after 8:30PM EST) zrick@yahoo.com 8

**Black Bra**, Porsche OEM for 993. Almost new. \$40. Ray 610.363.3914 or mamray@aol.com 9

**02 Volkswagen Passat Estate Wagon**, Dark Green Pearl/beige velour interior, 5 speed, Sunroof, Alloy Wheels w/ Michelin Pilots, bun warmers, Monsoon Sound System w/CD changer. Always serviced with Mobil 1, like new, bumper-to-bumper factory warranty 'till July 2005. \$20,900. Bill Cooper, 1148 Saint Finegan Drive, West Chester, PA 19382, 610-793-9345, barrett356@msn.com. 9

**Trailer**, '92 AM-TEC, 16' bed with 6' ramps, electric winch, 2' by 3' locking box, tire rack. Brakes and bearings replaced last year. Sell for \$1700 Pete Fitzpatrick 215-317-4199 Day or P951T@aol 7

**Tires**, Michelin MXV4+, 195/65HR15, O.E. on Honda, VW, MBenz, BMW Etc. new car take-offs with 18 miles. Current Tire Rack price \$120. each, my price \$90. each or \$320./set of 4. Bill Cooper, 1148 Saint Finegan Drive, West Chester, PA 19382, 610-793-9345, barrett356@msn.com 9

## RS *continued from page 9*

lightweights. But if you don't have that in loose change for an RS, take heart. There is a nice array of collectibles for the RS fan.

First we have the sales literature – which includes the very nice eight-page sales brochure (\$400 and up), the introductory press kit (\$600), and the ordering package for the US distributors to use for foreign delivery (\$200). The homologation papers (\$500) are rare and desirable. The RS uses the stock 911S owners manual with a rare and very desirable RS Supplement (\$400-\$500). This 12-page, blue-covered booklet was available from the factory Sales Department for \$6 through 1985 (when Jim Perrin, Tim Kuser, and I made several forays into the Ludvigsburg "goodie store" to buy all they would sell us in every language - English, German, French, Italian).

There are lots of nice RS models and toys, but one stands tall among the others. That is the Schuco contemporary (to the real car) toy in 1/24<sup>th</sup> scale – a terrifically realistic plastic-bodied toy. They sell for about \$150 today.

There are several posters that RS fans collect. The most popular of them is the 1973 Daytona victory poster that features the Brumos RSR piloted by Peter Gregg and Hurley Haywood that incorrectly labels the poster "Carerra RS." It brings up to \$400 today. The 1974 poster of an RS winning the East African Safari Rallye is also quite popular and can bring \$300 easily. The rarest RS poster is the introductory B&W poster

## WANTED

**Wanted** - 993, Speed Yellow, 6 speed or TIP, CD, AC, sunroof, very good to excellent condition, low to medium miles. Must have all service records and ownership history. I do not want a cab, S or C4. I would like to trade a '87 911 in good condition if possible but not imperative. Contact: John Panizza, 468 Wharton Road, Exton, PA 19341; 610 363-6003 x125, 610 563-0209 or jpanizza@genterra.net. 7



featuring a 3/4-rear view of the car. It comes plain or with a surprint of performance specs under the headline "Deutschland schnellster Seriensportwagen" (Germany's fastest production sports car). These posters can bring \$1,000 or more.

The car and its collectibles make a great combination: the car is great fun to drive; the collectibles are great fun to track down. Happy hunting.

Prescott would like to hear from anyone with questions or a Porsche collectible story. pamandprescott@cs.com or 203-227-7770 (home, eastern time!)



October's  
Election  
Membership  
Meeting -  
Will Be Held  
At The  
Bent Elbow  
Tavern

582 S. Bethlehem Pike  
Ft. Washington, PA

October 30

7:30 - Social

8:00 - Meeting

Next Month's Meeting

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bsaia@fast.net

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Appointed Members

Der Gasser is published with the intention of being in members' hands one week before that month's membership meeting. 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 first of the month it is to appear. Copy material in electronic format is **required** although photos may be sent for scanning.

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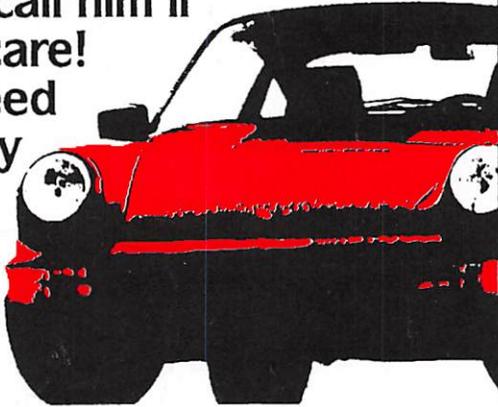
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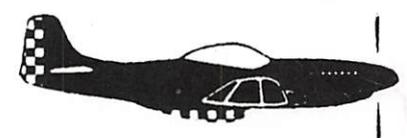
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