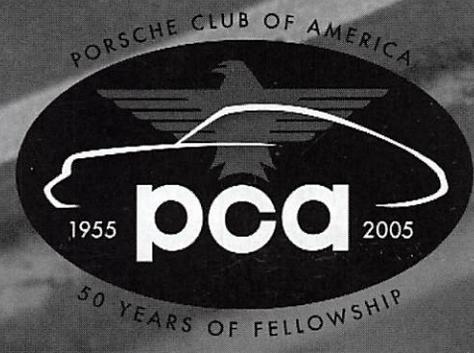


„der Gasser“

Oktober 2005



Riesentöter Region
Porsche Club of America



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3 NEW SHOWROOMS COMING SUMMER 2004

„der Gasser“

Oktober 2005

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Fan Mail Only

Upcoming Events:

- Oct 15 • RTR Family Picnic @ Flat Rock Park
- Oct 26 • Membership Meeting - Oktoberfest and Elections
- Oct 29 • Tech Session (Summit Point)
- Nov 6 • AutoX - Valley Forge Convention Center
- Nov 12-14 • Driver's Ed @ Summit Point
- Dec 10 • Holiday Party and Awards Banquet

On the cover:

RTR DE participants @ Watkins's Glen

Photographer: Doug Mahoney

„der Gasser“ is published with the goal of being in members' hands on the 15th of the month. Editorial policy is to print as much locally produced material as possible. If we don't get it into this month's issue, we will try next issue or the issue after. Please include SASE if return is required. All material for print should be received by the Editor by the 25th of the month prior to the issue it is to appear. Copy material in electronic format is required although photos may be sent for scanning. Editorial contributions and pictures are welcomed. Address changes should be sent to both the Membership Chair & National. If you are having problems receiving „der Gasser“, contact the membership Chairperson. Classified ads are free to PCA members and are printed on a space-available basis. Ads may be mailed, e-mailed, or faxed to the Editor; are limited to auto-related items, and are subject to editing. Pictures of items may also be printed. Please send with e-mail or via U.S. Postal Service. Contact Editor for Commercial Advertising Rates. „der Gasser“ is the official monthly publication of Riesentöter Region, Porsche Club of America. Ideas, opinions, suggestions, etc. are those of the authors and do not necessarily reflect the official position of Riesentöter Region PCA. „der Gasser“ is published 10 times a year, monthly with combined January-February and November-December issues.

For the latest information, please visit the Riesentöter Region web page at: www.rtr-pca.org

State of the Region

Tom Zaffarano, RTR President

Our annual Make-A-Wish charity program was held last month, actually it just closed several hours ago.... Again we surpassed our goal and early unaudited numbers look like we will exceed \$60,000 in donations to the program. Over 120 members and friends participated. Thanks again to all the volunteers and participants and to Mark Reynolds, our Community Service Chairperson, for energizing another great charity program and to Mike Andrews and his team for another smooth Drivers Education Event. Photos and an article on the Weekend will appear in our next issue.

Betsy and I participated in the Redwood Region's 'Escape to the Wine Country' in Sonoma County, California this past August as part of our West Coast vacation. A welcoming reception, winery tours-drive-tastings, an unjudged car show and a Porsche corral at Infineon Raceway for an IRL series race, -all within a long weekend- made for an exciting and interesting time.

This was the first try at providing a non-competitive long weekend open to all PCA members at a resort location, and is an outgrowth of criticism that the Parade was too long and too far away for many members to participate. Beginning this year, an annual 'Escape' will be planned in addition to the Parade.

For 2006, 'Escape to the Finger Lakes' has been approved and will be run by three regions in Zone1. It is scheduled for early September to coincide with the Zippo US vintage Grand Prix at Watkins Glen. Look for information in Panorama soon.

Patrick Wayman has snagged us another date for Autocross...November 6, 2005 at the Valley Forge Conference Center. This will be our second and final Autocross event for the year....

Reisentöter was again well-represented at the Radnor Hunt Concours d'Elegance. Rally official results were not available at the time of this writing. Look to the web for the announcement when available. A printed listing will appear in the next issue

Signature Brandywine a magazine published by the News Journal in Wilmington is in the process of writing an article about the PCA's 50th anniversary and is using interviews with club members for content. Look for a reprint in a future derGasser.

The Election of club officers will be held at the Bent Elbow Tavern, Fort Washington, PA on October 26, 2005.

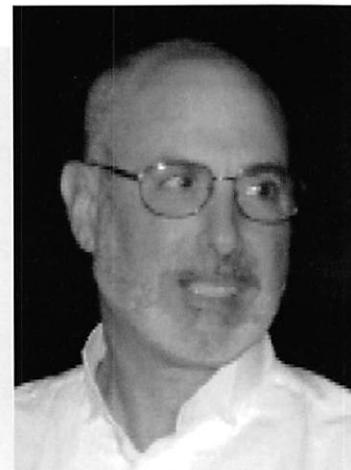
The names Below will be on the official ballot for club officer's for 2006

<i>President: Tom Zaffarano</i>	<i>Editor: Sandor Ferenczy</i>
<i>Vice President: Jeff Haas</i>	<i>Social: Robin Zelinskie</i>
<i>Treasurer: Art Rothe,</i>	<i>Autocross: Patrick Wayman</i>
<i>Secretary: Terry Minkin,</i>	<i>Goody Store: Francine Knochenhauer</i>
<i>Membership: Brian S. Minkin</i>	<i>Track (Driver's Ed.) Chair: Michael Andrews</i>
	<i>Tech: Eric Haas</i>

Our 501C4 application for exemption from federal tax has been acknowledged by the Internal Revenue Service as received and under review. We should hear back from them within 120 days. So what does that mean to us? Stay tuned

Peace,

Tom Zaffarano



The Calendar

.....
*Monthly
Member Meeting*
.....

October
Member Meeting

Social 7:00 Wednesday
Meeting 8:00 26 Oct

*RTR Annual Elections &
Oktoberfest*

The Bent Elbow Tavern
582 S. Bethlehem Pike
Fort Washington, PA
215.646.2228

Food & Refreshments

.....
Social Events
.....

Riesentöter Family
Picnic
@ Flat Rock Park

11.00A-4.00P

Saturday
15 Oct 2005

Pre-register for \$10/adult -
RobinGZ@comcast.net

.....
*Riesentöter Holiday
Award Banquet*

Butlered Hors d'oeuvres
and cash bar- 7 to 8Pm

Sit down dinner- 8pm

Saturday
10 Dec 2005

Jimmy Duffy's
1456 Lancaster Ave.
Berwyn, PA 19312

Dinner duet selections:
Leaf wrapped salmon and tournedos of veal
Or
Horseradish halibut and filet mignon
Vegetarian meal available

\$75 per person for the first 130 partici-
pants; black tie optional

.....
*Track • DE•
Autocross*
.....

Tech Session - Summit
Point

9.00A-2.00P

Saturday
29 Oct 2005

Performance Automotive
3239 Phoenixville Pike,
Malvern, PA
610.695.9545
www.performanceautomotiveinc.com

.....
DE•Summit Point

12-14 Nov 2005

Summit Point, WV

.....
*AutoX • Scanticon
Center*

See website for details
www.rtr-pca.org

Sunday
6 Nov 2005

King of Prussia, PA



Past, Present & Future

Monthly Meeting News

Jeff Haas, RTR Vice-President

Well, here it is October. I don't know about you guys, but this year seems to be flying by. Elections, our Family Picnic, and our annual Holiday Banquet will be upon us in short order.

Despite a thunderstorm at the start of our annual "Race Cars at Rosen's", many members ventured out to attend the meeting last month at Rosen's. I thank

all for their support. I wish to thank our host, Keith and the staff at Rosen's for the support they so kindly give us each year. And I wish to extend special thanks to those members that kindly supported the event by displaying their cars at the event. A lot of effort goes into bringing their cars to this event, and we appreciate that effort greatly. Thanks again.

Our October Membership Meeting will be held at The Bent Elbow Tavern. Join us for our traditional Octoberfest and Elections. Social with food and refreshments will be from 7:00P to 8:00P. The meeting will begin at 8:00P.

See you there!

ANNIVERSARY UPDATE

PORSCHE CLUB OF AMERICA

See the historical posters and photos from the PCA Museum at the 2005 Porsche Parade on Porsche's website – www.porsche.com/usa/. Click on the "Porsche Club of America: 50 Years of Fellowship" icon then on the "Porsche Parade 2005."

This exhibition also includes a gallery of Parade photos and various features from the PCA 50th Anniversary celebration.

The 50th Anniversary merchandise program ends on December 31, 2005 – please visit the PCA website at www.pca.org for merchandise details.

We are very appreciative of the support provided throughout the year by the membership, the regions, Porsche AG, Porsche Cars North America, the International Motor Sports Association (IMSA) and the American Le Mans Series (ALMS).

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Another Batch Of Fossils

Membership News

Brian Minkin, RTR Membership Chair

Every year a group of RTR members reaches a membership benchmark. They celebrate their 20th anniversary of club membership. RTR now has 120 members who have obtained this status of fossil. 15 members are joining those who have already celebrated this anniversary. Our fossils this year own Boxsters, 996's, 993's, a 930, 911 T's, 911SC's, a 924 and 356's. In fact one of the 356 cars is the oldest car in the region, a 1952 356. Our newest fossils are recognized each year at the Holiday Banquet. So if your name appears on the list below, this is a good reason to attend the Banquet.

Congratulations to our 2005 Fossils:

Paul Cohen
Jeffrey Yoroshko
John Mitroka
Norman Marcus
William Miller
Henry Pompilii
Glen Mast
William Boys
George Sprenkle
Mark Corbman
Gerald Weger
F. Pilotti
L. Lien
S. Cori
Stanley Cohen

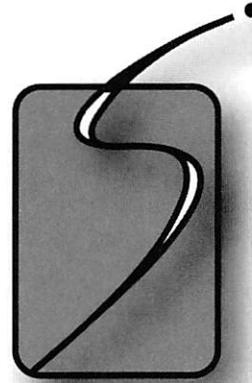
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- ♣ Interior reupholstering, headliners, and carpeting
- ♣ Electrical system repair
- ♣ A/C systems
- ♣ PA State Safety and Emissions Inspection
- ♣ Hard to find parts available

Stuttgart. September 28, 2005

Dr. Ing. h.c. F. Porsche AG, Stuttgart, acquired a total of 32,868,462 Volkswagen AG common shares, representing 10.26 per cent of the common shares. The acquisition of these shares is related to the decision announced by Porsche on September 25, 2005 to assume a stake of approximately 20 per cent in VW's voting capital. Porsche intends to gain representation on the VW Supervisory Board in line with the planned level of participation.

Porsche is convinced that the investment in VW will pay off in the medium to long term. This takes into account not only future dividend payments from VW, but also potential economies of scale resulting from cooperation between Porsche and VW. Porsche already has intensive business relations with VW – as can be seen from the production of the Cayenne bodyshell or the joint development of a hybrid drive system. Porsche has cooperated with the Wolfsburg-based car group in the past also in other areas.

In view of its high liquidity, Porsche is able to finance the acquisition of this VW common stock without taking up loans. While the liquidity of the Porsche Group will decrease for a short period as a result of the acquisition of VW common stock, the Porsche Group, benefiting from its outstanding earnings and strong cash flow, will again show very positive net liquidity in the 2006/07 fiscal year.

Irrespective of this acquisition of VW common stock, Porsche will continue all projects resolved on schedule – the development of the Panamera being one example. The attractiveness of the current model range will furthermore be enhanced to an even higher level by new variants – again as already planned. In addition, the company will successively enter new sales areas. In the 2004/05 fiscal year ending on July 31, the export markets outside North America showed the strongest growth momentum according to provisional figures, growing by 21.1 per cent to 40,334 vehicles.

In the fiscal year just ended, sales in Germany amounted to 13,902 vehicles (plus 14.2 per cent), while in North America – still Porsche's largest single market – unit sales increased by 8.9 per cent to 34,143. Overall, unit sales by the Porsche Group increased in the last fiscal year by 15 per cent to 88,379 vehicles. According to provisional figures, revenue was up by 6.7 per cent to approximately EUR 6.56 billion, again a new record figure.

Stuttgart. October 7, 2005

After already purchasing 10.26 per cent of VW's common stock, Dr. Ing. h.c. F. Porsche AG, Stuttgart, has now secured another 8.27 per cent of the common stock of Volkswagen AG. Once this transaction has been completed, Porsche will hold 18.53 per cent of VW common stock before the end of October. This will make Porsche the largest single shareholder in Volkswagen AG, with the intention to establish appropriate representation of the Company on the Supervisory Board of the Wolfsburg-based car maker.

Porsche has furthermore established an appropriate hedge against an ongoing increase in the price of VW common stock and is in a position to acquire another 3.40 per cent through the market. This participation will not, however, as already stated by Porsche on 25 September, reach the threshold requiring the Company to submit a public bid for the takeover of Volkswagen.

In the meantime the German Anti-Thrust Authority has informed Porsche AG that the "plan for merger duly submitted and registered does not infringe upon the provisions of Section 36, Para 1 of the German Act on Restraint of Trade", ruling that the planned takeover of common stock complies in full with legal requirements. So in the words of the Anti-Trust Authority: "The deal may be finalised and completed."



Stuttgart. September 13, 2005

Dr. Ing. h.c. F. Porsche AG of Stuttgart, Germany, set new sales and turnover records during the past fiscal year 2004/05 (July 31). Speaking during the run-up to the International Motor Show (IAA) in Frankfurt, Porsche CEO Dr. Wendelin Wiedeking declared: "Our profit has also risen for the eleventh year in succession – thanks to our consistent growth policy and ongoing efficiency increases. Details of earnings can only be issued after the figures have been approved by the Supervisory Board in November."

According to provisional figures, Porsche Group turnover rose by 6.8 percent to approximately 6.56 billion Euros (corresponding figure for the previous year: 6.15 billion Euros). 2004/05 is the first fiscal year in which Porsche Group accounts have been prepared in accordance with International Accounting Standards. Compared with the accounting procedures in accordance with the German

Commercial Code, this had the effect of reducing turnover during the past fiscal year and, due to retrospective adjustment the preceding fiscal year as well. One of the main reasons for this is that in the case of specific leasing transactions, only earnings from interest and not the entire leasing charges are included in turnover.

Group sales increased by 15 percent to a total of 88,379 vehicles (previous year: 76,827 vehicles). This increase is due primarily to the extremely successful market launch of the new 911 and Boxster model generations. 27,826 cars in the 911 model line were sold, an increase of 17.4 percent compared with the previous year (23,704 cars).

Total sales of the Boxster model line were 18,009 units, an increase of 38.7 percent (previous year: 12,988 cars). Sales of the Cayenne, which has now been on the market for three years, rose again. 41,884 units of this sport utility vehicle were sold, a sales increase of 4.9 percent over the previous year's figure of 39,913 units. Sales of the high-performance Carrera GT sports car went up strongly, with 660 units sold compared with 222 in the previous year.

Production totaled 90,954 vehicles, and thus went up by 11.6 percent over the previous year (81,531 units). A total of 28,619 units in the 911 model line were built, an increase of 7.4 percent. The corresponding figure for the previous year was 26,650 units. Output of the Boxster model line rose to 20,321 units, compared with 13,462 units the year before (51 percent more). Of this figure, 15,892 cars were built in Finland (previous year: 8,862). A total of 41,299 Cayennes and 715 Carrera GT high-performance sports cars were built at the Leipzig plant.

Despite imponderabilities in the global economic situation, Porsche is confident about the current 2005/06 fiscal year. There is strong demand for all three model lines. From October on, four new all-wheel-drive variants of the 911 Carrera will reach the market, continuing the generation change in the 911 model line. Developed on the basis of the Boxster, the Cayman S, a two-seater mid-engined coupe, will follow in November. With this new model, Porsche not only fills the existing gap between the Boxster S and the 911 Carrera coupe, but will also achieve a lasting degree of expansion of its customer base in the classic sports car segment. In view of the extended breadth and appeal of its product program, the company anticipates renewed growth in the current fiscal year.

Riesentöter Holiday Award Banquet

Saturday, December 10, 2005

Jimmy Duffy's
1456 Lancaster Ave.
Berwyn, PA 19312

Butlered Hors d' oeuvres and cash bar- 7 to 8Pm

Sit down dinner- 8pm
Dinner duet selections:

Leaf wrapped salmon and tournedos of veal
Or
Horseradish halibut and filet mignon

Vegetarian meal available

\$75 per person for the first 130 participants
black tie optional

please return no later than December 5, 2005

Name _____

Email _____

Phone # _____

Number attending _____

Dinner choices _____

music favorites _____

amount enclosed _____

make checks payable to rtr-pca and mail to
robin Zelinskie- 644 store rd, Harleysville, pa 19438

Riesentöter Family Picnic

Robin Zelinskie, RTR Social Chair

Flat Rock Park

Saturday, October 15th

•Rain-date October 16th•

11 AM to 4 PM

Enjoy a barbeque lunch by the Schuylkill River on a beautiful fall day.

Bring your most mouth-watering dessert for our dessert contest!

All you'll need is a chair or picnic blanket and your appetite.



Pre-registration price: \$10 / Adult

(No cost for children under 12)

Pre-register by emailing:

RobinGZ@comcast.net

(No later than Wednesday October 12th)

Make checks payable to: RTR-PCA

mail to: Robin Zelinskie

644 Store Rd.

Harleysville, PA 19438

Directions:

From the Schuylkill Exp West – exit at the Gladwyne exit (Hollow Rd.) and make a right at the bottom of the ramp. Follow the road as it turns left. (River Rd.) The entrance is on the right near the boat ramp.

From the Schuylkill Exp East – there is no Gladwyne exit traveling east so exit at the Belmont Ave. exit, make a left at the end of the ramp and another left at the next light bringing you up to the Schuylkill Exp west and follow the directions above.

Day of Event Price: \$15 / Adult

Oktober • 8



PORSCHE

Contact: Bob Carlson
Manager, Automotive and Motorsport Media
(770) 290-3676

Jack Bair
Porsche Clubs Consultant
(770) 290-3574

PORSCHE CARS NORTH AMERICA ANNOUNCES 911 CLUB COUPE SWEEPSTAKES WINNERS

ATLANTA, OCT. 5, 2005 --- Clif Rosenberry, a Porsche Club of America (PCA) member hailing from White Plains, N.Y., selected the lucky key that started the Porsche® 911® Club Coupe -- the 911 Club Coupe Sweepstakes grand prize -- at a drawing conducted this past weekend during the American Le Mans Series Petit Le Mans road race at Road Atlanta in Braselton, Ga. The car is just one of 50 special 911 Club Coupes created by Porsche Cars North America (PCNA) and Porsche AG to commemorate the PCA's 50th Anniversary.

Rosenberry, along with Michael J. Stafford of Lewisville, Texas, and Garrett Burch of Skippack, Pa., were runner-up prize winners, each receiving a four-day/three-night trip for two the Petit Le Mans race, including airfare, hotel accommodations, the use of a Porsche Cayenne®, VIP tickets and \$300 in spending money. Although Stafford and Burch did not win the coveted 911 Club Coupe, they did not walk away empty handed; each received a complimentary two-day driving course at the Porsche Driving Experience, PCNA's official driving school held exclusively at the Barber Motorsports Park in Birmingham, Ala.

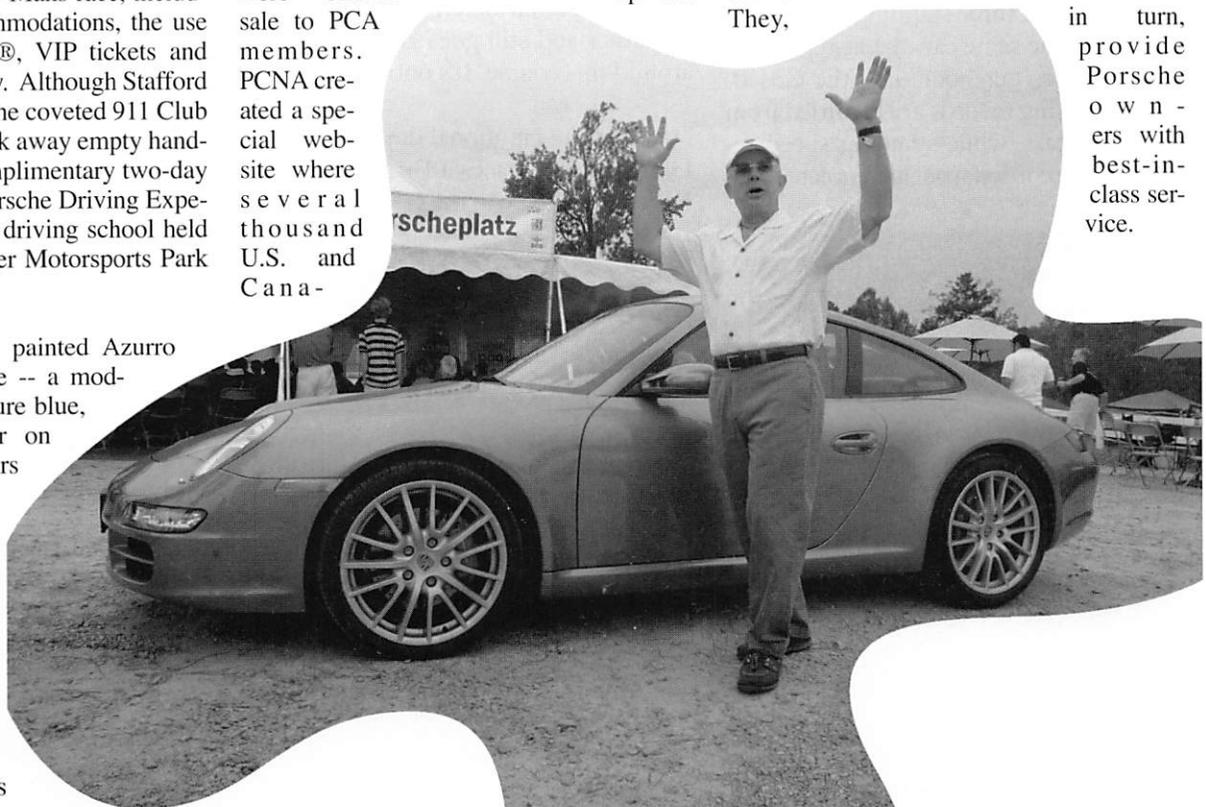
The 911 Club Coupe, painted Azurro California metallic blue -- a modern interpretation of azure blue, a color made popular on Porsche 356 sports cars when the PCA was founded 50 years ago -- has stainless steel doorsills with the 911 Club Coupe logo, a badge on the driver's side door trim indicating its individual number in the series of 50 cars, and an X51 Powerkit that increases

the 3.8-liter, flat-six cylinder Carrera S engine's output from 355 to 381 horsepower and peak torque from 295 to 306 ft. lbs. Distinguished by its carbon fiber air cleaner housing, the X51 Powerkit boosts performance through a series of engine enhancements including a larger throttle body, optimized intake airflow, cylinder heads and exhaust manifold modifications, changes in the control unit, and the inclusion of a sport exhaust system. The result produces a 0 to 60 mph time of a quick 4.4 seconds and a top track speed of an impressive 186 mph. Manufacturers' suggested retail pricing for the 911 Club Coupe begins at \$99,911 USD and \$145,911 CAD.

Of the 50 911 Club Coupes created, 48 were offered up for sale to PCA members. PCNA created a special website where several thousand U.S. and Canadian

PCA members registered to purchase one of the cars. Of the two remaining cars, one went to the Porsche museum in Stuttgart, Germany, while the other was used as 911 Club Coupe Sweepstakes grand prize. More than 10,000 PCA members entered the 911 Club Coupe Sweepstakes.

Porsche Cars North America, Inc. (PCNA), based in Atlanta, Ga., and its subsidiary, Porsche Cars Canada, Ltd., are the exclusive importers of Porsche sports cars and Cayenne sport utility vehicles for the United States and Canada. A wholly owned, indirect subsidiary of Dr. Ing. h.c. F. Porsche AG, PCNA employs approximately 300 people who provide Porsche vehicles, parts, service, marketing and training for its 210 U.S. and Canadian dealers. They, in turn, provide Porsche owners with best-in-class service.



David Donohue/Jay Leno Team Set Speed Records in Porsche Carrera GT

Dr. Ing. h.c. F. Porsche AG

Leno to Oversee Auction of Record-Setting Carrera GT Donated by Porsche with Proceeds to Benefit Victims of Hurricane Katrina

ATLANTA, September 7, 2005 - History was both made and remembered over the Labor Day holiday when a Porsche Carrera GT production car driven by race driver David Donohue and NBC Television "The Tonight Show" host Jay Leno set a series of Grand American speed records at Talladega Superspeedway, where David's father, Mark Donohue, set a similar series of records in a Porsche race car 30 years ago.

As the records were being set, Porsche decided to donate the car to an auction designed to raise funds to help the victims of Hurricane Katrina. Leno agreed to oversee the auction of the \$440,000 record-setting Carrera GT. Details about the auction will be announced later.

The younger Donohue set three flying speed records in the production category with the Carrera GT, including a closed-course speed record for the 2.66-mile track of 196.301 mph. He also set records for the measured mile, 198.971 mph and the measured kilometer, 195.755 mph. Leno set three standing-start speed records in the same car, the fastest being 156.603 miles per hour over the closed-course. Flying records are recorded from a rolling start, while standing speed records are recorded from a complete stop.



"It amazes me that we were able to go nearly as fast in a 2005 street car as David's father did in a 1,000-horsepower race car," said Leno, who is an avid automotive historian and collector. "This Carrera GT has air conditioning, a stereo, a navigation system and a cockpit full of leather and still goes almost 200 mph around this course. It's outrageous."

"This was an emotional day for me," said Donohue, who races a Brumos Porsche-Fabcar prototype in the Grand American

series. "I've driven on many of the tracks where my dad drove, but being able to set a record here at Talladega is special."

The elder Donohue set a closed-course record for racing cars, driving a Porsche 917/30 to a speed of 221.120 mph at the track on August 9, 1975, just 10 days before he died while practicing for the Austrian Formula One Grand Prix. The 917, prized by collectors today, was one of the most successful racing machines of its time, having captured the SCCA Ca-



nAm championship two years in a row.

The 2005 Porsche Carrera GT used for the record is Porsche's ultimate road-legal sports car. Built from ultra light but ultra strong carbon fiber, aluminum, magnesium and high-strength steel, the limited-production Porsche Carrera GT draws its energy from a mid-mounted, 5.7-liter V10 engine that generates 605 (SAE) horsepower. Like the engine, its suspension, ceramic brakes and ceramic composite clutch are all derived from Porsche's racing experience. Some 450 Carrera GTs have been delivered to Porsche enthusiasts in North America.



The stock Carrera GT used for the record at Talladega was produced at the Porsche factory in Leipzig, Germany and was upgraded with safety equipment only, including a five-point racing harness and Michelin Pilot tires designed to handle the forces generated by the car when at speed on the severe banking at Talladega. The track was chosen because it

is ideal for sustaining high-speed laps. Four lanes wide and 2.66 miles long, it is banked 33 degrees on each end, with 18-degree banking in the tri-oval. The backstretch is nearly 4,000 feet long.

The records were recorded and verified by the Grand American Rolex Sports Car

Series, the sanctioning body that organizes races such as the Rolex 24 at Daytona. Grand American Series Director of Competition Mark Raffauf, who officiated for the sanctioning organization, was also on hand for the original 1975 record event. In addition, retired Porsche Motorsports chief engineer Norbert Singer, who oversaw technical matters at the event, worked with the elder Donohue 30 years ago to refine the aerodynamics on the Porsche 917/30 racing car.

Porsche Cars North America, Inc. (PCNA), based in Atlanta, Ga., and its subsidiary, Porsche Cars Canada, Ltd., are the exclusive importers of Porsche sports cars and Cayenne sport utility vehicles for the United States and Canada.

A wholly owned, indirect subsidiary of Dr. Ing. h.c. F. Porsche AG, PCNA employs approximately 300 people who provide Porsche vehicles, parts, service, marketing and training for its 209 U.S. and Canadian dealers. They, in turn, provide Porsche owners with best-in-class service.

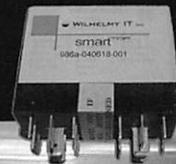
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Holiday in Cambodia

Christopher Mahalick, RTR

The Underground Punk scene of the late seventies/early eighties contributed a lot more to the world than just some of the best music ever made. It helped to create a more egalitarian playing field within the music industry. Prior to the arrival of this anger-fueled medium, the music world had become stagnated. The radio was clogged with the music of the so called "rebels of the sixties". Only they weren't rebels anymore. They had become bloated, sold out caricatures of themselves. The Rolling Stones (who should have hung it up in 1974), David Bowie, The Eagles, Styx, Kansas, Foreigner, Journey, Genesis, and Jackson Brown. I'm sure there are tons more I missed. But what all these corporate tools had in common, is that their music had become as bland as an alcohol-free wedding reception. It just sucked big-time. Oh yeah, we can't forget Elton John. Who cares about his personal life when his public life is just so annoying. His tasteless displays of mass consumption only serve to cement the fact that he is nothing more than "white trash with a paycheck". Oh, I'm sorry. It's "Sir" Elton John. End of ramble.

But what Punk rock did do is lower the barriers of entry in order to provide us all with some great music, performed by acts that previously would never have had a chance.

And then a band by the name of Nirvana came along and the scene became a watered down, bloated caricature of itself.

It's a cycle I have found to be present in a variety of endeavors. Hmmmm, I don't know, lets just pick a hobby. How about Drivers Ed? Just for a change. (Never thought I'd make that transition, did you?).

Looking back over the past six years of being around the track, I have noticed that there are some folks that have

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brought that same great "Punk Rock" style and attitude to the track. Some of these guys are the living embodiment of the early eighties "hardcore" scene, doing the most with the least.

Rather than risk a lawsuit, I'll just use first names.

The first person that comes to mind is a guy named "John". Now "John" has some of the coolest cars in his collection, including the only Corvette I would ever be seen in, a 1972 Convertible with a four-speed. White with red leather, and a black top. The best color combination available for that particular model. And he also has an old 911 SC that he absolutely beats to death on the track. My number one rule when riding with someone on the track is that they should be relaxed enough to hold a normal conversation while driving fast. That lets me know that they have enough experience for it to have become instinctual. And "John" excels on this point. He could be driving the car at ten tenths, having a conversation, bitching and moaning about the cars condition, yet still have enough concentration left to beat on

the shift lever in order to engage third gear. And he's no poseur. He races the car as well. Which all combine to make him a great instructor.

The next person that comes to mind is a guy by the name of "Bruce". "Bruce" also drives an SC, and races as well as instructing. He is really quiet and reserved off the track. But put him in his car and he becomes another "John". His car is well over twenty years old yet gives up nothing in its role as facilitator of the "driven in anger" approach to DE and PCA Club racing. And Marybeth, Bruce's wife, very quiet and composed, seems to become John as well.

Could this car be named "Christine"?

"Fred", "Dave", "Jeff(x2)", "Ed", "Myles", "Chip", "Jay(aka Jeff)", "Mike" and "Ian" could best be described as practitioners of the stone-age ritual of "garage engineering". As a group, they have probably had more engines apart in the past five years than Holbert's and Rosen's combined. And it doesn't stop there. Suspensions, transmissions, and bodywork have all been "tweaked"

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in the greatest American tradition of ingenuity and guesswork. Like an ongoing science experiment, upgrade parts are added on an as-needed basis, helping to keep the Porsche aftermarket Cottage Industry happily humming along. For these folks, building the car is as much fun as "Track Testing". And believe it or not, these are some of the most reliable cars out there, driven by some folks whose driving competence is well on par with their self-taught engineering abilities. And all of them have exceptionally great attitudes, except for "Chip". Actually his trackside/garageside whining could be considered extraordinarily entertaining. Trust me, it is.

Heading up this "circus of anarchy" takes someone with the tolerance and patience of a saint. Five years ago, we were lucky enough to have two such folks involved with the Driver's Ed program. One was "Jim". This guy even made classroom sessions fun. He took a really lighthearted approach to

things, never forgetting that the number one rule in track driving is that it should be fun. And if you happened to become a better driver in the process, all the better. And in this pressure-free environment, a lot of folks did become much better drivers.

Now "Mike" had (and still does have) the most hassle filled job of anyone. On paper, he was (is) in charge of running the events. In reality, he is a "lightning-rod" for confrontation. Whether listening to complaints or providing hotel locations, and dealing with on track incidents, he has always remained calm. I mean, he has gotten angry, but I have never once seen him snap, snap. And all along, he strives to make it fun for everyone. As for "Mike's" and "Jim's" cars..... It seems like the two of them live under a dark cloud. Engine blowups, wheels cracking, radiators breaking, the kitty litter at turn one at Summit, street accidents....the list just goes on and on. Yet in the great punk tradition, they

just keep coming back for more.

And we even have a woman in the club that beats her car like the guys. (Back off women's libbers, this is still America). Let's call her "Maureen". Each and every time "Maureen" and her car hit the track, there is about a fifty-fifty chance that car and driver will encounter dirt, grass, mud, gravel, tire walls, etc. While never really damaged, I am more than sure that the car sits in her driveway, shaking like an epileptic Chihuahua, dreading its next outing.

There you have it. A bunch of folks that break the mold on a monthly basis. Far from being all frou-frou like the car club members of another club worshipping a prancing horse, these folks truly "run what they brung", and have a bunch of fun doing it.

Joey Ramone must be smiling in his grave.

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The 100 Motor Cars Of Radnor Hunt

Bill O'Connell, RTR

The following folks won the Porsche Class at the Radnor Concours Rally/Riesentöter Fall Rally:

1st Place Frank Harrison and Kathleen Wright (6th overall)

2nd Place Michael Thomas and Stephanie Baldwin

3rd Place William Wykle and Linda B.

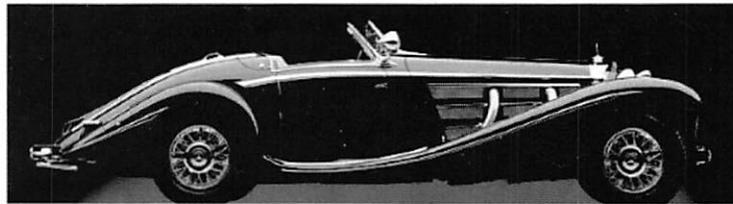


the rally sponsor's facility, Devon Hill BMW, on October 30th.

The overall winner, Bill and Donna Oliver, came in with a score of 1!

Next years show will feature Porsche, with Porsche Cars North America as the overall show sponsor, so block off the 2nd weekend in September 8, 9, 10 in your calendars.

There were over 130 registered this year with at least 22 Porsches entered this year, far and away the best turnout for any marques. The Porsche that caught most folks eye was the Carrera GT - Yes one drove the course!



One more thing..

Just a reminder for everyone that they have until Oct 15th to send their photos to Michael Furman to enter the Best Rally Photograph with the winner awarded a trophy and a digital camera supplied by Willoughby's andy@willoughbys.com
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1984 911 coupe

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1997 993 wide body C4S

Grand Prix white, classic gray interior, only 22160 miles, all records, Hullbert's maintained car in perfect shape w/ Hi-fi sound, 10 speakers, 6 CD changer, 18" wheels, 4 new SO2's, crested rim and valve stem caps, crested & heated leather sport seats, motor sound, tower brace, scuff plate, BIRD leather arm rest, aluminum instrument bezels and door sills, carbon shifter and emerg. brake, Porsche floor mats, rear wiper, cover, bra and battery minder, stock-never raced, stored winters \$55500. rick1076@comcast.net or call Rick Bagshaw @ 215-794-684 [8]

1999 911 Carrera Cabriolet.

WPoCA2993XS653721. Arctic silver, black top, Space grey power seats, traction/ABD, premium audio. New factory top & brake pads. All manuals, tools, dealer maintenance stamps. 70,000 miles. \$32,500/OBO, 60% off \$81,000 sticker. Craig Sanpietro, Conshohocken, PA. 610/941-0949, craig@craden.com [9]

1977 924 Custom GT

Silver/Tan, 2.0l - 4speed, 17" Moda wheels with Sumitomo Hi-Perf tires, body and interior custom/restored in 2000. Weber big bore throttle, headers and free flow exhaust. Runs nicely, includes additional spare parts. Asking \$2000 O.B.O. Adam Burke 610-820-5963 or Thunder@hipplanet.com [9]



1999 GT3 Cup

very original unmolested early car raced only in 7 PCA events, 00 and 01 (all wins), then stored until purchased by me in 04. 4 DE events in 05. 12 hours since engine/trans.- rebuild/upgrade in 01. Fast-Pocono .55, Glen 2.05, Summit 1.18. Three sets wheels, many spares. \$90,000. Contact Don, rvstitches@aol.com 610 213 5087 [9]

1986 911 Carrera Coupe

Triple blk, all orig., 47k mi., sun roof, 16" Fuchs, Nakamichi stereo, new Potenza S-03 tires, AC, PW, PS, new brakes, turbo tie rods. Leather interior is perfect. Garaged and covered, with no oil leaks. Car looks and drives excellent, and never raced. Just serviced and inspected. The nicest low mileage 86' you will find at \$21,500. Joe - 215-862-0257 or joevirgo@comcast.net [9]

1987 944

White/Burgandy and Black interior 120,000 miles

3rd owned, I have records of every nickel spent on this car from both prior owners. Way too much to list here but the short version is that everything is either new or rebuilt within the past 1000 miles. Major items: new wheels, tires, brakes, clutch, rotors, alternator, starter, battery, PS pump, seats, carpets, stereo (Sony CD) and speakers, etc., etc., and so forth. Car really does need nothing. Great car for someone's child, first Porsche, club racer, etc. Asking \$6995 and would really like to sell it as it's not been driven for over a year. Please contact Jim Levitt, Devon, PA jrl1194@aol.com or 610 971 0707 [10]

1973 Porsche Targa 914

Red 1.8 litre, good shape, original wheels two sets, many extras, does run, front and back spoilers, great car for restoration or racing. E-mail Curt at Highbuspln@aol.com [10]

Porsche Parts

911 Parts

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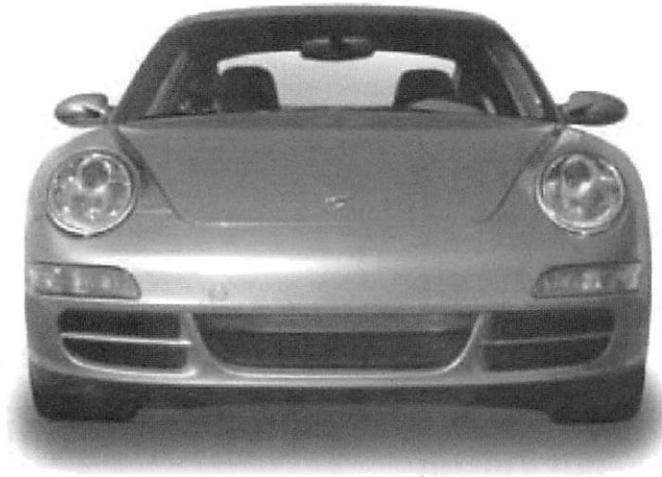
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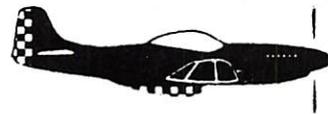
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