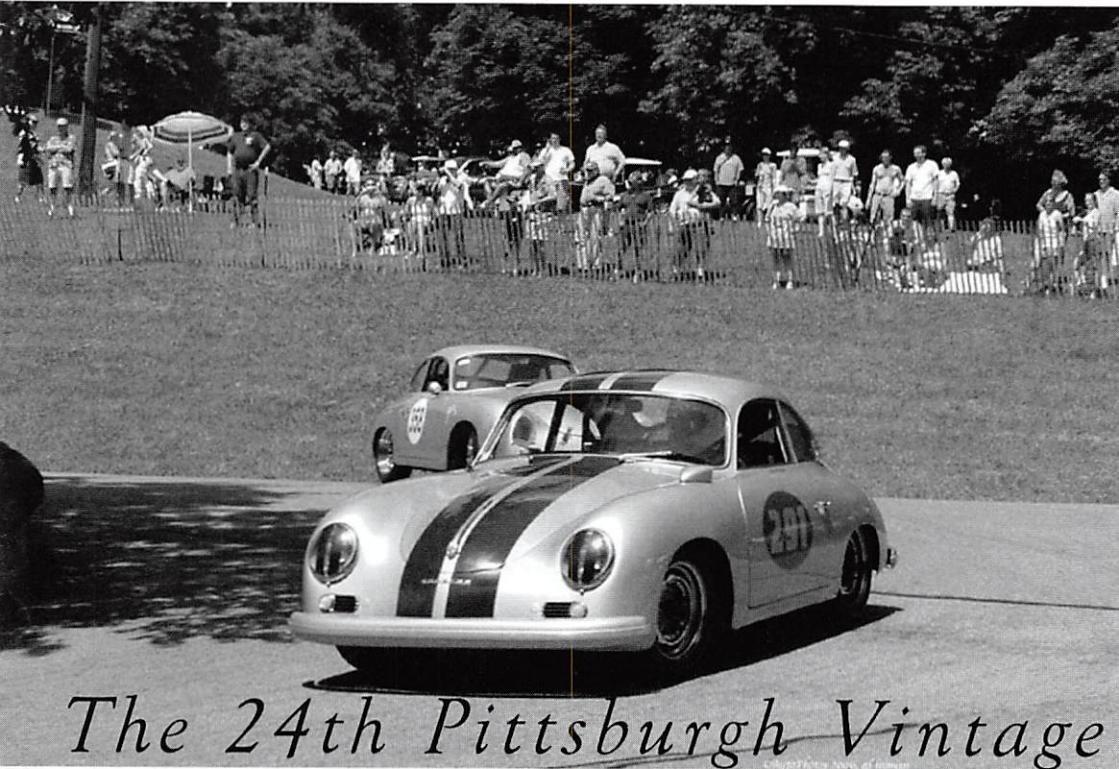
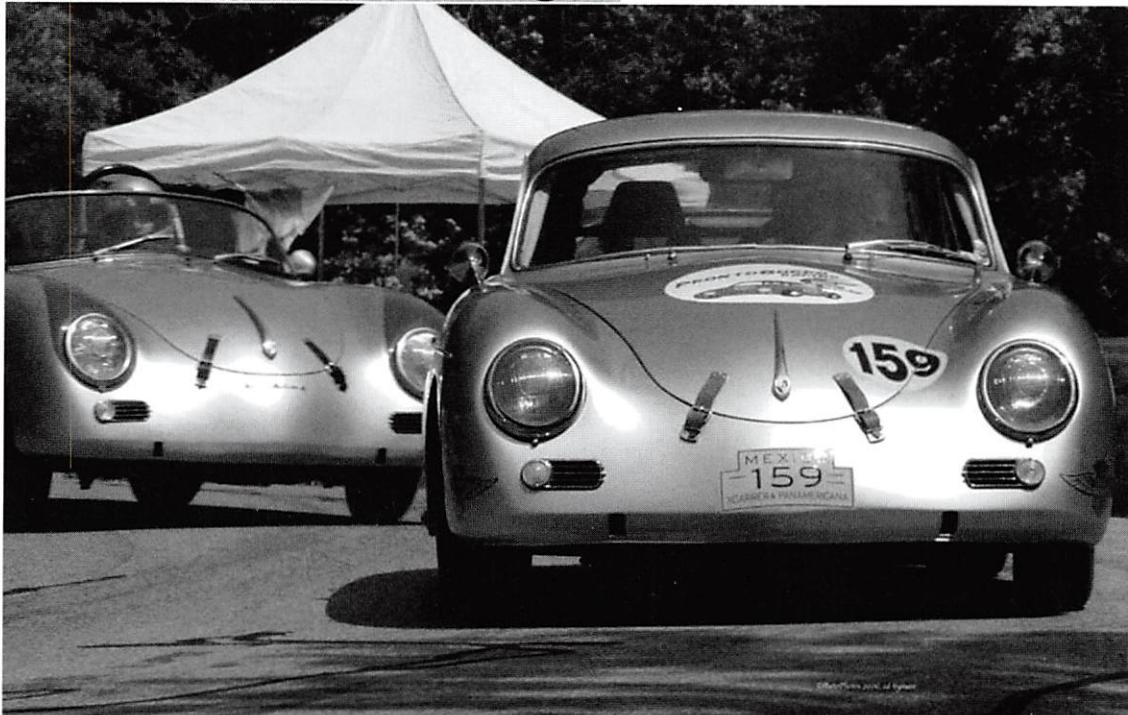


“der Gasser”

August 2006



The 24th Pittsburgh Vintage Grand Prix



Riesentöter Region
Porsche Club of America

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“der Gasser”

August 2006

3 Riesentöter Track Safety Advisory

6 Make-A-Wish

7 Riesentöter Family Picnic!!

Robin Zelinskie, RTR Social

9 RTR DE Registration Rule Changes

10 24th Pittsburgh Vintage GP

Chris Duerr, RTR

12 The Chuff Zone

Christopher Mahalick, RTR

2 State of the Region

Our President's Message

3 The Calendar

Upcoming in Our Region

4 Monthly Meeting

ON VACATION
Message from Our VP

5 Membership News

From Our Membership Chair

15 Marktplatz

Buy! Sell! Trade!

16 Who's Who?

Fan Mail Only

Upcoming Events:

- | | |
|-----------|--|
| Aug 10 | Mail Registration closes for Summit Point DE |
| Aug 12 | Tech @ Don Rosen Porsche |
| Aug 20 | RTR Family Picnic 12-5 Ridley Creek Park |
| Aug 24-25 | DE @ Summit Point |
| Aug 30 | Monthly Meeting - AWE Tuning 7.00p |
| Sept 3 | AutoX Valley Forge Convention Center |
| Sept 7-10 | 100 Motorcars of Radnor |
| Sept 8 | Mail Registration closes for Pocono MAW DE |
| Sept 9 | Tech @ Dougherty's |
| Sept 9 | Mail Registration opens for Summit Point DE |

On the cover:

A selection of Porsche vehicles from the 24th Pittsburgh Vintage Grand Prix

Photographer: ©AutoPhotos 2006, ed hyman

“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

I had forgotten how much enjoyment one can have driving topless.

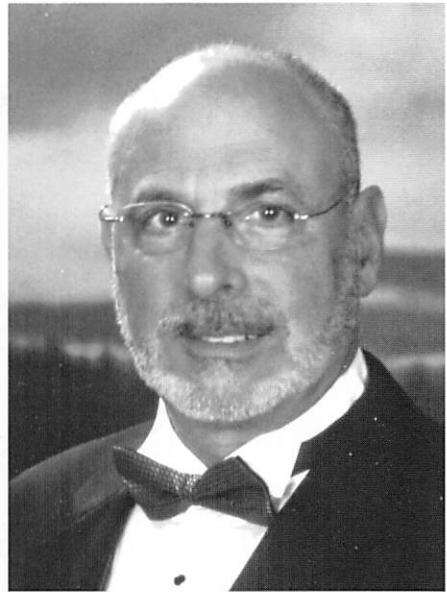
Betsy and I took her new Boxster for a ride to the Jersey shore, top down, windows up, air conditioning on. What a way to travel.

The July meeting generated the question of how the clubs election process works. This is covered in detail in Article VI Election of officers of the club's bylaws. The complete sets of Bylaws are available on the web just scroll to the bottom of the home page. In short, the process goes like this: the nominating committee will propose a slate at the August meeting, nominations may be made by members from the floor at the September meeting and nominations close at the end of the September meeting. All members will be sent a notice of the election and the candidates in a club publication prior to the October meeting. The annual election of officers will be held at the October meeting. Want to join the fun? Contact me anytime.

Our annual Make-A Wish DE event is just around the corner—see info in this issue. Consider joining us for a good time even if you do not do track events. The banquet and silent auction at Split Rock Lodge could provide just the excuse to take a ride....

Enjoy the ride....

Tom Zaffarano



Riesentöter Track Safety Advisory

To All Riesentöter Driver Education Participants: This year, the RTR Exec and the members of the Driver Education Program "Track Council" have taken a hard look at our track safety program. As this is a "transition" year for track approved helmets, it seemed logical if not imperative that we address other driver/vehicle safety related issues.

As we all know by now, May 31, 2006 was the last day for use of 1995 and earlier dated helmets. Riesentöter no longer allows the use of these earlier helmets. Beginning with our upcoming Driver's Ed event at Jefferson Circuit, only Snell 2000 & 2005 SA or M certified helmets will be accepted at our events. Any driver/passenger without an RTR approved Snell 2000/2005 SA or M helmet will be denied participation at RTR track events.

Further, the RTR Exec and the Track Council have mandated that as a confirmation of recent PCA National amendments, the following requirements and/or changes will be enforced at all RTR Driver Ed events:

- 1) The vehicle used in the track event must be minimally equipped with a properly installed lap and shoulder restraint system (aka: three (3) point restraint).
- 2) Restraints and seating must be equal and similar for both the student/driver and instructor/passenger.
- 3) Four (4) point harnesses are not allowed under any circumstances.
- 4) Drivers of vehicles running in the White, Black and Red run groups are strongly encouraged to install and use five (5) or six (6) point harness restraint systems.
- 5) As stated by National, a properly installed 5 or 6 point harness will require several changes to the automobile to create a safe occupant restraint SYSTEM. Harnesses must include a submarine strap and be mounted in an approved manner consistent with PCA Club Racing requirements and the harness manufacturer's instructions. A seat designed to be used with a harness must be properly installed in accordance with the seat manufacturer's instructions. A seat designed for use with harnesses will have holes allowing for the correct routing of the harness, both through the back and base of the seat for the respective shoulder, lap and anti-submarine belts. Shoulder straps should be mounted at 90 degrees to the axis of the occupant's spine or at most 40 degrees down from horizontal. In most installations this will require the use of an approved "harness guide bar or harness truss". As the addition and use of a properly installed 5 or 6 point harness places the occupant in a fastened and upright position in the vehicle, a properly installed padded roll bar or roll cage is strongly encouraged to complete the SYSTEM. The use of one without the other may result in an unsafe occupant environment and is not a complete SYSTEM.

The above requirements will be checked for all RTR Driver Ed events beginning with the upcoming June 24th & 25th Driver's Ed event at Jefferson Circuit. Requirements 1, 2, 3, and 4 will be enforced for all RTR events.

Vehicles with installed 5 or 6 point harnesses are to be inspected for conformance to the above Requirement #5. The Owner/Driver of a vehicle found to have deficiencies related to the above detailed Harness System will be advised of the deficiency. Unless it is determined that "gross deficiency" exists that would compromise the safety of the driver/occupant, the vehicle will be allowed to participate in the event. However, beginning in 2007, all of the above requirements will be strictly enforced. Failure to comply will result in a denial of participation privileges.

Change in Date/Time for September Meeting!

Jeff Haas wanted me to put something in for social for the Sept general meeting. I've arranged for the meeting to be at the Fall Fest of Victory Brewing in Downingtown on Sept 30th from 2-9PM.

We'll have a very short meeting and then just enjoy the festivities. Jeff was putting this in his column but also asked that I add in the social section that Victory asked if I could have 10-20 Porsches on display during the event. Anyone interested can contact me.

Thanks!
Robin Zelinskie , RTR Social Chair
RobinGZ@comcast.net

Official Name:
Victory Fall Fest - a community festival

Event Date:
Sat., Sept. 30

Time:
2-9PM

Address:
Victory Brewing parking lot - 420 Acorn Lane, Downingtown, PA 19335

Admission:
FREE (so tell everyone to come - all ages)

Jeff Haas PTC President
ON VACATION

Goings on:
Live music, Bicycle Stunt shows, kids games, moon-bounce, German food, Pig Roast, Victory Beer, free soda for DDs, Fire & EMS trucks, Hop class by Victory founder Ron Barchet, Riesentöter Region Porsche Club of America and more...

Benefits: Local fire companies



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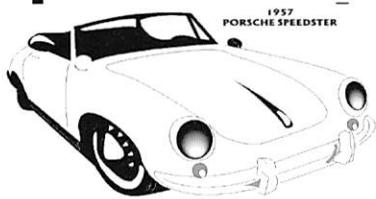
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- ♣ PA State Safety and Emissions Inspection
- ♣ Hard to find parts available

Membership News

Brian Minkin, RTR Membership Chair

RTR WEB FORUM

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

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

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

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

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

Please enjoy this

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



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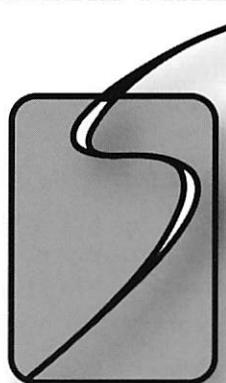
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Make-A-Wish 2006

Bill Moffitt, RTR

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

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

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

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

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

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

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

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

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

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



Share the power of a wish

Riesentöter Family Picnic



Ridley Creek State Park
Pavilion #8

Sunday, August 20th

Noon to 5PM

Come to a summer barbecue with RTR friends and family
(that includes the family pet!)

Want to go horseback riding?

Want to fish?

Want to bring out your Porsche for a
People's Choice concourse?

Want to bring a delectable dessert for our contest?

YES ! YES ! YES! and YES !

Bring your appetite along with a lawn chair or blanket
and...

Let's have some fun !



Pre registration price: \$10/Adult (children under 12- free)

Pre-register by email- RobinGZ@comcast.net no later than Aug 16th

Make checks payable to RTR-PCA and mail to: Robin
Zelinskie, 644 Store Rd, Harleysville, PA 19438

Day of event price: \$15/Adult

Horseback riding- for riding trails (\$40/pp for ages 8 and up) and pony rides
(\$3 each) contact hiddenvalleyhorsefarm.com or 610-892-7260 or take your
chance there'll be a space for you the day of the picnic

Fishing- adults bring your fishing licenses

Playground next to picnic area

Directions:

From I-476 (Blue Route) take Rt 3 exit west to Newtown Sq, then south on Rt 252 to Gradyville Rd. Enter south end of park from Gradyville Rd. Pass by park office and follow directional signs to picnic area #8



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Riesentöter Region DE Registration Rules

Payment

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

Applications

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

General Application Processing and Acceptance

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

Cancellation

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

Refund

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

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

Notification

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

Forms *ON RTR WEBSITE*****
<http://rtr-pca.org/DEApplicationo6/rules.htm>

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

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

Pittsburgh Vintage

Chris Duerr, RTR

Again for the 24th time running the Pittsburgh Vintage GP happened the third weekend of this July and 14 Porsche 356 cars (12 coupes and 2 speedsters) were there to make the crowd go wild. Some were rather plain in appearance and others were plastered with graphics from Carrera Panamericana events of past. That 356 coupe was splattered with graphics of a donkey named Pronto Burro and the car did go well. Getting there this year was a bit of a struggle for me as my tow vehicle was giving ignition trouble and that translated into massive amounts of money to get the truck back on its feet. Unfortunately, I am too bloody cheap to break out some greenbacks and buy a newer truck and, of course, I don't want to tarnish my reputation for not having the most disreputable tow vehicle at the races.

I hightailed it to Pittsburgh in the crusty old van on Friday, unloaded car and trailer, got through tech inspection and then shot up to my pal Morris' garage to get working on two



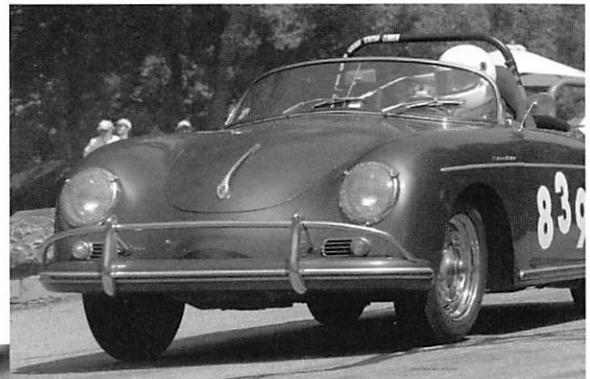
Jags and a Mini. We got the Jags running and I drove the C type replica to dinner. Driving a right hand drive mount is fun but the passenger kept reminding me to stay on my side of the road! A nicely tuned Jag motor makes all the right sounds while motoring around the hilly country roads in suburban Pittsburgh. Morris, his family and I had dinner and then I was off to get a decent nights rest for the next day predicted to be hot.

Saturday has practice, qualifying and an ever growing car show. There is a great contingent of 356 enthusiasts in Pittsburgh loosely captained by Bruce Coen

who shows up with a really nice, black 59 A coupe. I caught up with them and spent some time looking at some really nice earlier Porsches that seem to be living well in the rust belt. I suppose they don't venture out much during the cold weather months.

About 150 cars this year were at Pburgh and it was readily evident that driving a British car isn't all fun and games. Nearly every MG car was up on jack stands or a floor jack and the hoods were universally open for constant tinkering. Many of the Porsche guys were lounging and chatting and generally enjoying themselves. Worst case was somebody giving

their Porsche drum brakes some minor adjustment as Pburgh is hard on the binders. This is not to say that working on cars is



not enjoyable but at the races is not the time or place. My car had a high speed miss on Saturday and I was compelled to change the plugs for the first time in four years; the miss went away. Porsche cars are just flat out durable and fast which is still evident in GT racing today. The under 2 litre group was oversubscribed this year so all the Porsches were put into the over 2 litre group that generally has cars of much larger displacements compared



to a small 1.6 flat four. Pittsburgh is not a course which permits a higher power car to stretch its legs much so a Porsche becomes the proverbial giant killer. It is a busy circuit that barely affords the time to peek at the oil pressure, tach or temp gauges. Two very well driven Jags finished 1-2 in the race but the faster Porsches were not far behind.

The vintage grand prix is an event that should land on your calendar if you are a car enthusiast. It is a trip in a modern day time machine where great older cars are being driven rather hard and well through the park setting in Pittsburgh. The organizers and participants will tell you that it is a show and

not really a race but for the cars as the stars but my impression is that most of the drivers are out there to go as fast as they can. That is demonstrated by participants scraping their rear quarter panels on a concrete jersey barrier as they drift through a tight corner believing they have made it through

unscathed. That enthusiastic spirit makes the event great to watch not because of the cars being damaged but the drivers edging ever closer to their limits. See you next year.

All Photographs ©AutoPhotos 2006,
ed hyman



Family Values

I had the opportunity to attend a really nice cocktail party the other night. Held by two really fantastic people. At a home that has to rank in the top ten of homes I have ever seen. Not at all overstated, but classy. Tight. Like a 911. And did I mention the keg of Yuengling on tap?

Now for most folks, that would just about list all the makings of a great party.

But the folks present that evening were not "most folks". They were all certifiable. As in certifiable car nuts. Better yet, Porsche nuts. Which raised the party level to stratospheric heights. In other words, turn left, car talk. Turn right, car talk. Get the picture. If life could only be so sweet.

Why is it that we folks in the car scene are made to feel like social undesirables out in the "normal" day-to-day world? I mean, here we spend all this time and money on our treasured automobiles, only to avoid mention of them amongst the commoners (read non-car folks) with whom we interact on a

daily basis. It would be easier to tell these folks that "daddy's little secret" lives chained underneath the back porch.

And it has been this way for all my life. Back in high school I would actually talk to the guy in the jacked up Camaro, so desperate was I for even the smallest crumb of car talk. Everyone else would be discussing ball and stick sports and I would just glaze over and retire to my "happy place" (which obviously involves cars and motorcycles). One incident in biology lab, circa 1978, still stands out. I was sitting across from the class bully, and someone brought up the subject of "the best car in the world". Now of course, I replied with "Porsche 911 Turbo". To which he responded, "Wrong, it's a GMC Pickup truck", "because you can take it hunting", he sagely explained. Hmmmm....One of the scarce times in my life where I responded with silence.

The college years were much better, as I was located within a reasonable distance of my buddies race shop, which specialized in

Christopher Mahalick, RTR

Shelby and British products. Thank god for small favors. And it turns out that one of the past presidents of this club was at this same college as well. Small world.

And after four car intensive years (oops, I meant education intensive) I found myself out in the workplace. In the Philly metro area. The first bummer was that I would no longer have Giant's Despair (famous hill climb track/public road in Wilkes-Barre) as my "private" test track to use when the mood struck. And the second was the realization that not everyone in the world is obsessed with cars and motorcycles! Twenty years on and it is still sinking in.

The job I have now has undeniably cast this in stone, as the only guy in the company I have met so far with a Porsche is a hopeless poseur. As for the rest of them....I have to write this next section slowly, so we won't miss any of the good points.

The invention of Fantasy Football has obviously been placed on this earth for

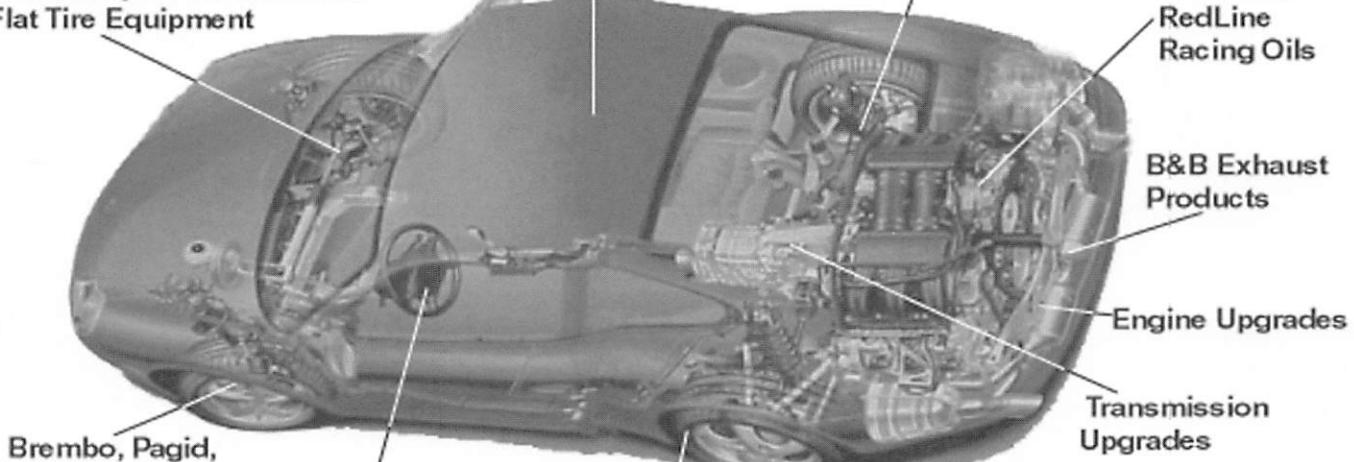
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the sole purpose of mercilessly torturing us non-football folk. I had the "pleasure" of sitting in the cubicle next to last years "Commissioner" (I know, I can hardly hit the keys, I'm laughing so hard). Apparently, it was the "Commissioner's" job to oversee the day to day operations of the "Office Fantasy Football League" (at this point, tears are streaming down my face). Sitting so close to greatness allowed me to be privy to such barn-burners as the "latest trade" and the "weekly stats". For the love of God! I had to listen to such nonsense for over three month's straight. And not a single car conversation in all that time. Oh, there was the time when the guy who emigrated from Africa said that he knew who Michael Schumacher is.

And then came what the sports fans refer to as "March Madness". It seems like team sport people like to gamble a lot. Which is fine with me; who am I to judge? Some folks might just think that I possess a vice or two of my own. But at least I possess vices which do not infringe upon the solitude of others. As do most of us in the Porsche family. But then again, the folks living close to Pocono and Summit Point may think otherwise.

Oh, back to the gambling. During this so-called "March Madness", the office folk like to bond via "buying a block or two in the basketball pool". Why not just go into the stairwell and start an impromptu craps session, replete with "fortys"(sp?) of Malt liquor in paper sacks. Now why in the world would I want to "buy a square" for twenty dollars?!..... It should be legal to shank any "office bookie" that crosses one's path. Just for being an unnecessary annoyance

In the world of the office, I am a rock. I am an Island.

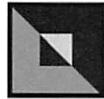
As well as can be done in a cubicle.

If you feel like you are in a similar situation, then read on. Help is close at hand. Should you have the misfortune of encountering the dreaded "sports geek" in the office, he will most likely lead off with something like "So, what do you think of that Tyrell Owens situation?". To which you calmly answer, "So do you think I should go for the Carrillo rods on my next engine rebuild?". Or better yet, "You wouldn't know the torque specs for the valve covers on an 84 Targa, would you?". Questions like these confuse the intruder, sending him on his way muttering incomprehensibly. A happy ending for all.

And there you have it. We the few, exist within a world of non-car people. How did this ever happen?

Oh well, leaves that much more track space, gas, brake pads, restoration parts, etc. for the few of us.

Sounds like a winner.



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- '99 911 Carrera**, Sold
- '00 911 Carrera**, 6-Speed, Red/Black
- '02 911 Targa**, 6-Speed, Silver/Black
- '02 911 Carrera 2 Cabriolet**, Tiptronic, Silver/Blue
- '02 Boxster**, 5-Speed, Silver/Black
- '02 Boxster**, 5-Speed, Silver/Blue
- '04 Cayenne**, Sold
- '04 911 Carrera Cabriolet**, 6-Speed, Black/Black
- '05 911 Carrera**, 6-Speed, Red/Black

New Inventory Sample

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



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Porsche Cars

1989 911 Turbo (930)

Silver metallic/black, 5-speed 78K miles. Original owner, non-smoker. Garaged and never driven in snow/salt, seldom in rain. Engine rebuilt @ 55K miles with enhancements for greater power (cams, turbo, valves/guides/springs).



headers, cat bypass, EBC, fuel enrichment system), and suspension modified for improved handling. Very clean, well-maintained. All service records. No collision damage. Never tracked, used as daily driver. Recent full servicing including new front brakes (pads, sensors, rotors), replaced motor mounts. Runs great! Pics and info sheet available. Kandaboyd@aol.com or call Ken Boyd 610 793-2836 [6]

1979 911SC

Gold with brown interior. 55,000mi original engine, mechanic evaluated as "very good to excellent" condition (engine, trans, body etc) \$13,900.00 contact: 610-627-1052 or simaed@msn.com [7]



1983 911 Turbo (930)

White coupe w/ blue and red Brumos style detail, reliable DE track car/race car/street able, fully sorted, fresh engine, many PCA race podiums, all performance upgrades. 1989 5-speed transmission (G50). Fresh 3.3-liter motor rebuild (with few hours) 300+ HP/ 2880 lbs., full custom roll cage by K-Fab, "fuel safe" fuel cell (17 gal) with stock fuel filler and cap, Corbeau Monza seats with 5-point "team tec" harnesses, custom window net (removable), 17x8/17x10 Fikse FM10 wheels, new windshield/fuel lines/oil lines, stainless steel B&B headers, rear fiberglass spoiler/deck lid, newer turbocharger.



\$32,000 Bert Cossaboon (267) 496-0452 lbcossaboon@mtmail.biz [7]

1996 993 3.8 RSR

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

1973 PCA-GT3-S-911

Built by KMR in the late '90s. Over 100k invested since. DAWE 3.4 with 360 hp, 2050 pounds, fully sorted with 993 RSR body, 18" BBS, tied cage, full race transax-

le, Penskes, camber boxes, new cell, coolers, etc. KMR adj bars, etc. \$42,500 or 911 street trades. Tim Holt 610.692.7100 [8]

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

Porsche Accessories

Intercomp Deluxe Pyrometer
retails for \$159 - never used - \$125
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w/ OE Connector - \$50 - less than 1500 miles
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K&N Air Filter - \$40 -
fits 1974-83 911's - (new \$55) plus shipping. 610-399-3264 [5]

Fuchs wheels

2-16x6, 2-16x7 very good condition. 2-205 55 16, 2-225 50 16 Michelin Pilot Sport tires - as new. Mounted and balanced on Fuchs. Paid \$1500 will take best offer. Contact John @ 610.563.0209 or jpanizza@genterra.net [6]

4 new 18" Porsche 911 wheels and tires

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

Boxster Hardtop

Arctic Silver hardtop for 2000+ Boxster in excellent condition. Used 2000 and 2001. Garaged since. \$1100. Includes rolling cart. Center City Philadelphia. Call Neil 917-921-5945 or send email to compu_doc@hc-strategies.com. [7]

DAS-sportSystem

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

Racing helmet S.A.2005.

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

Two sets of seat harness.

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

Wanted

One (or two) Fuchs forged alloy wheel 8" x 15" Should be round and true, but cosmetics are not important. Will be a spare track wheel. John Heckman (215) 680-8468 (m). [5]

'95 - '98 993 Coupe.

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

Found

One 996 rear seat cover left at the Shenandoah DE. contact Tom Zaffarano, Tzaffarano@aol.com

Member Classifieds are free to PCA Members for occasional sales of personally owned items and run from date received for three 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 email. Other vehicles may be offered for sale by members at the cost of \$10 for three 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.

Submissions to:

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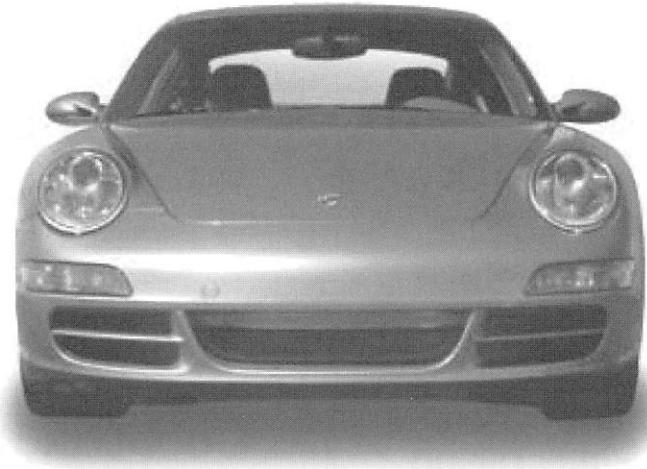
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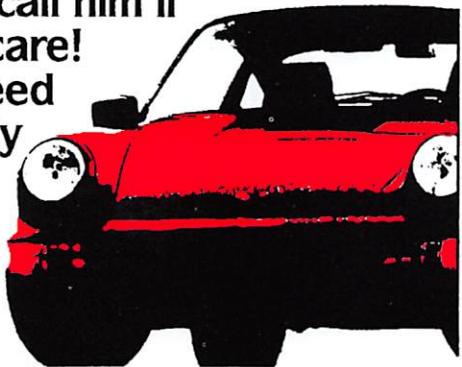


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