

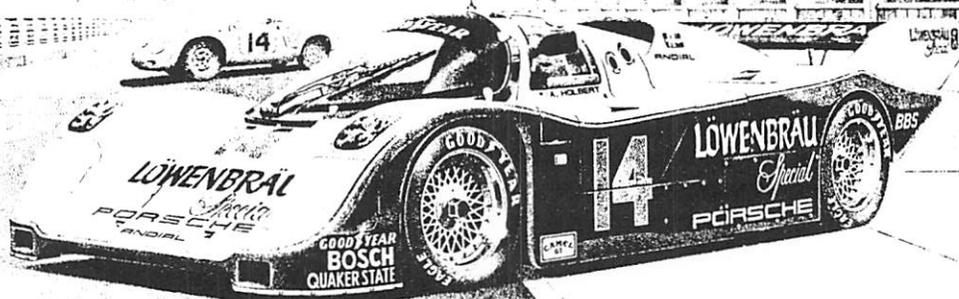
Der Gasser

JULY 1995



Riesentöter Region • Porsche Club of America

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President's Message

Carol Cole is a Marketing Representative for Bankers & Shippers Insurance Company, and back in the winter I invited her to my office to see if her company and my company would be a good mix. As she stepped into my office and put down her leather brief case, she gazed at my walls. "You're into racing," she declared while shrugging out of her velvet collared coat revealing a black silk dress. "Yes. It keeps me happy and broke," was my reply as I hung the coat on a hook. "Porsches," she declared, tossing her blonde hair over her right shoulder. "Yes. Porsche is my chosen marque." "You know, I was in an agent's office the other day in Baltimore," she said crossing her long legs as she settled into a ladder back chair, "and he had lots of Porsche racing memorabilia in his office. Said he used to race them in the '50's and '60's. Said he won a lot." So I'm thinking, "Baltimore. Insurance business. Porsches in the '50's and '60's. Had to be 356's. Won a lot." Simultaneously we said, "Bruce Jennings." "Do you know him?" asked Carol. "I heard him speak to the 356 Registry about 15 years ago, but I've never met him. I've read some things about him, but I didn't know he was in the insurance business. Can you get me his number? I'd like to see if he could come to speak to our car club."

Thus, Riesentöter has come to have as our July speaker, "King Carrera" himself, Bruce Jennings. Mark your calendar now to be at the Holiday Inn in Ft. Washington on Wednesday, July 26 at 7:30 pm to socialize, with the meeting commencing at 8:00. Bruce has got some great stories to tell and also has a video of his racing history to share with us. Don't miss it!

Sunday, June 11 was one of those days that Mrs. Heckman, not being the race fan that Yours Truly is, would rather leave than take. Propped-up in front of the air conditioner and the TV, my day unfolded about me with all the vicariousness of the best armchair quarterback on any American Monday Night in October. However, rather than the gridiron, I watched the grid. Six grids to be exact. At 1:00 it was NASCAR from Pocono. At 2:30 it was IndyCars from Belle Isle, Michigan. At 4:00, it got complicated. RTR's own David Donahue was racing in the Indy Lights race from Long Beach, CA, and there was an IROC race from Charlotte on at the same time. Trying to watch both without a split screen television was difficult.

At 4:30 it was the Bridgestone Super Car race from Lime Rock with RTR's own Ed Arnold competing in his Dodge (?), (correct me if I'm wrong, Ed) along with his two hired guns in the Ed Arnold Racing BMW M5's, one of which won the race. Commentating for this race was non-other than RTR's own David Donahue. At 5:00 we had the Formula One race from Montreal which was the most dramatic F-1 race I have seen in a long time. It really couldn't have been better if they had written a script. Jean Alesi won his first F-1 race in 91 starts on his 31st birthday driving the #27 Ferrari (the late Gilles Villeneuve's car and number) at the circuit named for Villeneuve. All this while

defending World Champion Michael Schumacher finished a points-paying 4th after mechanical problems held him up. And Schumacher lost no ground in the points race because his closest competitor, Damon Hill, DNFed. Good Stuff. A Sunday to stay home for, even though it strained my marriage. Oh well. As my good buddy and former Sprint Car racer/IndyCar Refueler Bill "Murf" Murphy would say, "In the doghouse again. Not for long, just often."

There's lots of good stuff in store for us Riesentöters. Real stuff. Not just TV shows. Don't miss our autocross on July 23 at Camden. RTR Autocross Chairfamily Ehrman has been doing an outstanding job this season, and the event on the 23rd promises to be just as well-run with the added excitement of our sharing the site that day with the SCCA. Our Social chairman Pat Tillson has been working with long-term RTR member Tim Everett putting together our annual Riesentöter Picnic to be held this year at Tim's farm in Bucks County on Sunday, July 30. Always a high point of the RTR schedule, look for more details on this great event elsewhere in *Der Gasser*. Don't forget our Tech Session to be held at Mike Tillson's shop on 63rd Street in Philadelphia (just off City Line) on August 5th. Our Techmiesters Nick & Melissa Plenzick deserve a BIG RTR thank you for elevating the position of Tech Chairman to an art form this year.

As you can see, the Riesentöter Roll continues with a little bit of something for everyone. Come on out and join us as we HAVE SOME FUN!

John

oil change?
tech inspections?
club race preparation?
scheduled maintenance?

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Down The Pike

JULY

- 23 Autocross at Old RCA/GE Building, Parking Lot K, Camden, NJ. Just over the Ben Franklin Bridge
- 26 Club Meeting at Holiday Inn, Fort Washington, 7:30
Topic: Bruce Jennings to Speak on his Racing Career
- 30 Summer Picnic at Tim Everett's House, 2:00 - 8:00 pm

AUGUST

- 5 Tech Session for Pocono Driver's Ed at Mike Tillson Motor Car Service, Philadelphia, 9:00am - 3:00 pm
- 27 Autocross at Old RCA/GE Building, Parking Lot K, Camden, NJ. Just over the Ben Franklin Bridge
- 30 Club Meeting at Don Rosen Porsche, Rosemont, 7:30
Topic: Race Cars and Their Drivers

SEPTEMBER

- 24 Autocross at Nazareth International Speedway, Nazareth, PA
- 27 Club Meeting at Holiday Inn, Fort Washington, 7:30
Topic: Winter Storage and Roadside Repair

OCTOBER

- 6 Phila Vintage Grand Prix
- 15 Fall Rally

DECEMBER

- 16 Holiday Banquet, Radnor Hunt

DRIVING EVENTS

JULY

- 7 - 9 Mid-Ohio (Driver's Ed, Host - NNJR)
- 15 - 16 Putnam Park (Club Race, Host - Central Indiana)
- 27 Lime Rock (Driver's Ed, Host - NNJR)
- 28 Summit Point (Driver's Ed, Host - Schattenbaum)
- 29 - 30 Brainerd (Club Race, Host - Nord Stern)

AUGUST

- 4 - 6 Watkins Glen (Driver's Ed, Host - NNJR)
- 18 Pocono (Driver's Ed, Host - Riesentöter)
- 19 - 20 Pocono (Club Race, Host - Riesentöter)
- 27 - 29 Mosport, Toronto (Driver's Ed, Host - Upper Canada)

SEPTEMBER

- 1 - 3 Road America (Club Race, Host - Chicago)
- 21 Lime Rock (Driver's Ed, Host - NNJR)
- 30 - 10/1 Pocono (Driver's Ed, Host - NNJR)
- 30 - 10/1 Mosport, Toronto (Driver's Ed, Host - Upper Canada)

OCTOBER

- 7 - 8 Heartland Park (Club Race, Host - Great Plains)
- 21 - 22 Jefferson Circuit (Driver's Ed, Host - Riesentöter)
- 27 - 29 Bridgehampton (Driver's Ed, Host - NNJR)
- TBA Willow Springs (Club Race, Host - LA)
- TBA Sears Point (Club Race, Host - Golden State)

NOVEMBER

- TBA Phoenix (Club Race, Host - Arizona)



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POCONO DRIVER'S ED PARTICIPANTS

Tech Session
Mike Tillson Motor Car Service
on
Saturday, August 5.

The session runs from 9:00 am to 3:00 pm with teching of cars from 9:00 to 1:00. Questions? Call Nick or Melissa Plenzick (215) 343-0263.

Club Meeting Info

JULY

This meeting will be held at the Holiday Inn, Fort Washington. Bruce Jennings is scheduled to speak about his career in auto racing.

AUGUST

This meeting will be held at Don Rosen Porsche, Rosemont. The topic is Race Cars and Their Drivers. We will discuss the three basic forms of motorsports in which RTR participates: Autocross, Track Events and Club Racing. Rae cars will be on display along with their drivers.

SEPTEMBER

September's meeting will be held back at the Holiday Inn, Fort Washington. This month's topic is Winter Storage and Roadside Repair. This should be a very informative (and timely) meeting.

It is with great regret that we announce the death of Michael Imperato, son of Riesentöter past President, Nick Imperato and his wife Pat. Mike had heroically battled cancer for the last several years, succumbing to it on June 27, 1995. He was 14 years old. In lieu of flowers, Nick and Pat have requested that donations be sent to The Michael Imperato Memorial Fund, Boy Scout Troop #50, c/o Fran Murphy, 204 Church Road, Devon, PA 19333. On behalf of the Executive Committee and all of the Riesentöter Region, Porsche Club of America, we extend our deepest sympathy to Nick, Pat and Mike's sister Nicole.

John Heckman, President

ATTENTION

PCA CLUB RACE FANS

Workers are needed for the Club Race at Pocono on August 19 and 20. Openings are available for Pit/Grid, Registration and Tech. Hotel accommodations and COOL t-shirts provided for workers. If you are interested, contact Bob Lamb at (610) 687-4828 or (610) 666-9200.



AUTOCROSS

by
Geoff Ehrman (#17)

Autocross #2 offered up great weather, 28 participants and some great competition, the best of which occurred in the Novice - 6 class between Michael Heavenor and Peter Stillwell who were both TIED after four runs!!!.

I would like again to thank all the volunteers, especially Nick Betegh, Brad Carle, and the ever present SCCA/BMW contingent who helped set up and break down the course.

Results:

CLASS	DRIVER	TIME	PLACE
Novice - 6	Peter Stillwell	103.75	1st
	Michael Heavenor	103.90	2nd
Intermediate-4	George Kasnakas	102.60	1st
	Jim Foster	102.72	2nd
Intermediate-6	Nick Betegh	103.08	1st
	Mimi Ehrman	103.12	2nd
Expert-4	Dennis Angelisanti	58.68	1st
	Brad Carle	59.49	2nd
Others	Susan Golus (Neon)	56.91	1st
	Bill Sherwood (GTI)	57.77	2nd
	Lee Rodgers (BMW)	58.15	3rd

The next Autocross is on July 23rd (which may have come and gone by the time you read this) in Camden, and is going to be a joint event with SCCA. It will offer the Porsche format and an SCCA format for those "Other cars."

We plan to be back as just PCA on Aug. 27 in Camden and up in Nazareth, PA on Sept. 24. COME OUT and join the fun!!!

Directions to Camden: From: Phila. - Cross Ben Franklin Bridge (I-676). Take an IMMEDIATE right after going through the toll booth onto Broadway. Proceed on Broadway to Cooper. Right on Cooper towards river. When you come to Delaware Ave., LOT K will be directly in front of you. SEE YOU THERE!!!!

for 215-646-1100 your

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Sunday, July 30th - 2:00 - 8:00pm

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Potato Salad, Macaroni Salad, Cole Slaw, Beer and Soda compliments of RTR.

\$8.00 per adult, children are free

Please make your check payable to RTR/PCA and send to:
Pat Tillson, 111 South Chester Road, Swarthmore, PA 19081
or call 610-544-4737.

Directions:

From 95 North, take the New Hope/Yardley Exit (last exit in Pennsylvania), turn left and follow Route 32 North (towards New Hope), pass Chez Odette Restaurant and take the first left turn onto Route 232 (Windy Bush Road), follow 3 1/4 miles to the second driveway on the left past Bett's Equipment. #3010 Windy Bush Road.

From Doylestown, take 202 North to Route 413 South (turn right), follow 413 South to 232 North (left), follow 232 North (Windy Bush Road) until you pass Windy Hollow Estates, look for #3010 Windy Bush Road on your right.

If you need bail-out instructions call - 598-7269 (Do not RSVP to this number).

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Fairmount Park Vintage Grand Prix Fall New Car Show

by Bill O'Connell

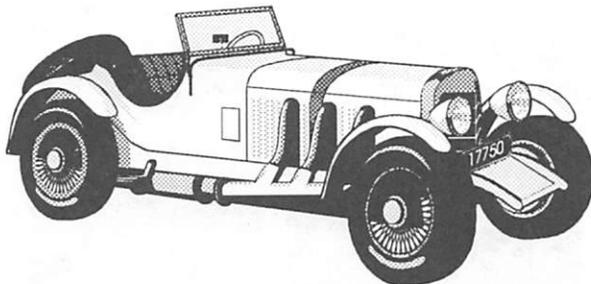
Yes race fans, the Philadelphia Vintage Grand Prix Association will again hold the Fairmount Park Vintage Grand Prix/Fall New Car Show on October 6-8. And again, I will have the Car Club field. This year it will be even bigger with two fields - as will the entire event. Like any big event, it evolves, hopefully for the better and I think we have. The marque of the year will be British cars, any and all of interest. Also new this year will be a vintage motorcycle area to add even more interest to the event.

Friday night will see the Black Tie Gala and Art Show Preview. Where this event has tried to be everything to all in the past, it will now be a true gala. Speaking (writing?) about a party, Saturday night there will be a driver's party and tickets will be available for others that want to attend. A big party is planned so mark it on your calendar.

Pricing for the Car Club Field will be \$15 each day and it includes the car, driver, and one passenger. A deal that is hard to pass up since you get **primo parking**. Riesentöter, and Porsche in general, traditionally has the biggest turnout by the way. Tailgate parties will be welcome as always so you might want to get a group together, or perhaps we can make a club event out of it as we have done in the past.

All in all there will be enough to do to keep you busy all weekend - New Car Show, Concours, tons of cars to check out, and, oh yes, vintage RACING!

Now comes the annual plea for Volunteers. Yep, the "V" word. Again, Riesentöter usually leads the pack here and it is most appreciated. The deal is the same, free parking in the club field, a snappy t-shirt, a free program, and a chance to help put on what is becoming a better event every year - not to mention being part of the in-crowd. If you are interested in helping either me with the car clubs or somewhere else, give me a call (610-640-1675) or stop by the store and I'll be more than happy to sign you up. It's wide open now so move quickly to get the best spots.



Having a Wonderful Time Wish You Were Here!

by Bill O'Connell

The question was, did you want to receive a card like this? Or send one? Remember the post card with the sailing ship on it??? Well 10 of us heeded the message and went on the great adventure. Did we have a good time? Did you blow it? Does Porsche make a great car?

The crew consisted of, Tracy and John Chatley, Deb and Bill Cooper, Jenny and Stu Davidson, Pam and Ric DeAngelis (not RTR members), and of course, Miz Vicki and I.

We landed in Nice on beautiful day. Day 1 was spent wandering around Cannes while the film festival was in full swing. We boarded to boat late that afternoon and sailed out that night at midnight.

Sunday found us on the Med on our way to Bastia. The town is about a million years old and is basically a working class village. Being Sunday, it was pretty well closed up but we were able to find a motorcycle show which, of course, entertained Bill, John and I for a while. We tried to rent some bikes to no avail.

Rather than bore you with all the stops, suffice it to say the sailing was fantastic and the towns were neat. The boat was a cross between a conventional cruise line ship and a Windjammer type bare boat. For whatever reason, there was only 70 people on it. The weeks before and after were full but we got lucky. Accommodations were a surprise to some expecting the Ritz - but that's what Holland America ships are for, complete with 2 million other passengers. It was also a surprise to others expecting tiny cabins with hammocks. Food was adequate. That is again, not the Queen Mary, but not Joe's Beanery either. The crew was very international. The Capt. was German, the sports director was from Brazil, etc. Highlights included playing with the dolphins at 3 am, Coop and I wandering the



Our Sailing Ship at Sea.



Learning to tie those PESKY knots.

decks at midnight watching the stars, and the amazing Coopette folk dancing with a local troupe and twisting her ankle. She also led the rally, or should I say revolt, for better midnight snacks. After her relentless attack on the head of the dining area he relented. She got a standing ovation for her efforts, plus he felt so bad that our group was honored with a magnum of champagne and a ton of drinks.

We landed in Cannes early the next Saturday. From there we went to the hotel in Nice to dump our bags. The Chatleys got the room of honor (almost) - seems the rooms were not all made up yet and there is a wonderful photo to document the problems the previous person had after eating what must have been 10 pounds of chili and a case of beer. After switching to a new room, we took off in different directions for the day. One group decided to tour Nice while the Coops, John, and I went to Monaco for practice. The Coops decided to watch from a hillside and John and I went wandering. John, ever the one to seize the moment, went up to a local policeman and conned us a trip trackside. When I say trackside, I mean trackside. We were next to the Armco on the back straight while they blew by us at 180 mph or so. In our cavorting later, we passed the local police station and figured, what the heck. Lo and behold, it worked and we were escorted to the grandstands (paltry \$150 or \$200 seats). We watched some more practice then took the train back to Nice.

On Sat. night we called another RTR member - Saul Kun - who was there for the week after winning a Buick contest (you might have noticed one of his products in last months issue - yes folks, he is the supplier of the presidential limo). He was trying to score some pit passes but since the pits are so small there it didn't work. Sunday morning the Davidsons and DeAngelis rented a car for a trip to Italy. The Coops, Chatleys, Vicki and I were off to the races. Bill and Deb decided to come later because her ankle was acting up. We were to meet at 10. When we got to Monaco we decided to call Saul to see if anything popped up. Well, it turned out that he talked to the Loews Hotel about some friends and to make a long story short,



Trackside at Monaco.

we were granted access. With the town being packed, a slight misunderstanding in meeting place, and after spending over \$40 dollars on cabs (they do extract a premium during race weekend), we never hooked up with the Coopers. They went back up the hill to watch and we were forced to endure watching from a balcony at the Loews which is trackside. Yes, it was grueling. Having to put up with free food and drink, a large TV showing the race in the room, and, the cars running under our feet.

Perhaps you saw last months cover? We were treated to a Porsche SuperCup race as well. The cover shot may not have been mine by the way - Miz Vicki and I shot over 150 slides of it and they are all intermingled so, in fairness, it could easily be hers. Anyhow, it was as neat as the F1 race and they are just as serious. Seems in Europe they treat sports car and sedan racing much like our NASCAR guys do, balls to the wall with bumping, pushing, and in general, great racing. They also are far more creative in their painting. They go all out there as well. They may not be as exciting as watching the Ferraris get airborne while trying to squeeze out a car on the start, but none the less, very good.

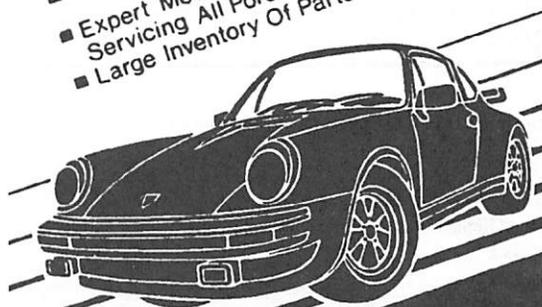
It was a super trip and you would be wise to do whatever it takes to go on the next one.



John Chatley, III presents the 1995 Monaco Grand Prix (not a bad birthday present, huh?)

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Riesentöter PCA Driver Education
 POCONO INTERNATIONAL RACEWAY
 August 18, 1995 Friday

- COST:** \$65 for students, \$45 for instructors.
- REQUIREMENTS:** You must have a valid drivers license,
 be at least 18 years of age,
 have only one novice driver per car,
 have a Snell 85 (or better) rated helmet,
 have a fire extinguisher mounted in your car.
- ENTRY DATE:** July 15 (by postmark).
- SEND TO:** Kam Ho, 32 Leatherwood Drive, Collegeville PA. 19426. (610)-650-0658.
- REFUNDS:** Refundable if **Written Notification** is received two weeks prior to the event date.
- 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

	First Driver	Second Driver
Name	_____	_____
Street	_____	_____
City	_____	_____
State Zip	_____	_____
Home Phone ()	()	()
Work Phone ()	()	()
PCA Region	_____	_____
Porsche Model	_____	_____
PCA Member #	_____	_____

List the number of events you have done at the following tracks:

	First Driver	Second Driver
Pocono	_____	_____
Watkins Glen	_____	_____
Lime Rock	_____	_____
Bridgehampton	_____	_____
Other Tracks	_____	_____
Other high speed experience	_____	_____
Last Riesentöter run group	_____	_____
Tracks 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.

1st driver's Signature _____

2nd Driver's Signature _____

EMERGENCY CONTACT INFORMATION	
Contact _____	Relationship _____
Address _____	
Day Phone # _____ - _____ - _____	Evening Phone # _____ - _____ - _____
Family physician _____	
Day Phone # _____ - _____ - _____	Evening Phone # _____ - _____ - _____

Schattenbaum Region - Porsche Club of America

Driver Education Registration Form

- Registration:** Open now and closes one (1) week prior to the event date.
- Registration fee:** Per driver per event. Lime Rock \$85.00 (incl. dinner). Summit Point \$75.00 (incl. breakfast for all, lunch for instructors and refreshments for all at end of day).
Make checks payable to 'Schattenbaum Region PCA'.
- Registrar:** Dan Petchel, 5 Mathew Ct. Bordentown, NJ 08505. Ph. (609) 298-7040 (Eve).
- Requirements:** Valid driver's license and a current PCA card. Minimum age 18. Securely mounted fire extinguisher. Snell 1985 or later helmet. Tech inspection prior to coming to the track. Each driver must fill out a separate registration form for each event.
- Restrictions:** Registration will be limited. Maximum of two drivers per car. Organizers retain the right to refuse entry and to expel unsafe drivers from the event.
- Refunds:** Full refund if registrar is notified at least one (1) week prior to the event date. Otherwise credit will be applied toward the next Schattenbaum track event.
- 1995 Events:** Lime Rock - May 18, July 28, October 21. Summit Point - August 25.
(These are not timed events)

Event Information:

Track _____ Date _____

Driver Information:

Last Name _____
First Name _____
Street _____
City _____
State, Zip _____
Home Phone _____
Work Phone _____
PCA Region _____

Car/Experience Information:

Model/Year/Color _____/_____/_____
HP/Plate# _____/_____
Preferred car numbers _____/_____/_____
PCA Driver Education days _____
of days at this track _____
Circle one below:
Novice/Some exp/Interm/Advanced/Instructor
If instructor, where _____

Emergency Information:

Person to contact _____ Phone _____
Address _____
Physician _____ Phone _____
Blood type _____ Allergies _____
Do you wear contact lenses _____ Dentures _____
Other medical info. or rating _____

I hereby certify that I have no mental or physical problems which may jeopardize myself or others during my participation in this event.

Signature _____ Date _____

**Brian Redman's Jefferson 500, Celebrating the 25th
Anniversary of Porsche's First Over-all Win at Le Mans**
from the diary of Team Heckman, Part 1
by John Heckman

Thursday, 05/18/95, 1:15 pm - Co-driver Tobey Ross arrives at the Race Shops of Team Heckman, also known as the two bay detached garage at my house. With the racecar and all of the team's gear loaded into the transporter, also known as my 914/6 on an open trailer hooked-up to the back of the family Suburban, we head out for Summit Point Raceway.

4:57 pm - Team Heckman enters the registration building at Summit Point to find that registration is due to close at 5:00 pm. Completely amazed at Brian Redman's able-bodied staff's willingness to register us in spite of the time, we are all signed-up inside of ten minutes.

5:06 pm - We proceed with the transporter to the Paddock to find that we are entitled to the last Paddock area in the new paved section. We remove the car from the trailer and the trailer from the Suburban.

5:34 pm - Halfway through a stroll around the Paddock to check out the rolling splendor we realize that Tech is still open. Your author brings the racecar up to the Tech line complete with safety equipment for both drivers, log books for both PCA Club Racing and SVRA, and other essential paperwork.

6:00 pm - Team Heckman makes plans to dine this evening with Teams Hartman and Chalfont.

9:38 pm - Still basking in the pleasures of the dinner conversation and French cuisine enjoyed by all three teams at the fine local restaurant, also known as Denny's, we turn off the cut-glass lamps and chandeliers in the guest room of the five star hotel where we are staying, also known as the Day's Inn of Winchester, for a night of rest.

Friday, 05/19/95, 6:30 am - Team Heckman's resident Meteorologist, also known as The Weather Channel, predicts rain developing during the day with partial clearing late in the day. The Team Strategist calls a meeting to take place during breakfast where I say to Tobey over my Denny's Grand Slam, "If it's gotta rain on a race weekend, let it rain early on. Since you've never driven Summit or the Six before, learning the line in the rain will force you to be smooth."

9:35 am - It's not raining, yet, so I take the car out in practice for the all Porsche race, the Eifel Trophy. I haven't been on this track in two years so I take it easy...yeh, right... By lap seven I'm close to my old fast-lap time of one minute, thirty-three seconds. We try something new here. To help Tobey learn the track a little faster, I place the mouth/ear piece of my PCA instructors' two-way communicator into my full-face helmet. Tobey does the same. I plug the other end of the communicator into a micro-cassette recorder which I switch on as I cross the start/finish line on my first running lap. I give a tutorial on

braking zones, turn-in and track-out points, and proper gear selection as I circulate the course, and turn it off as I re-cross the finish line. Back in the Paddock, I switch the plug from microphone to speaker. It works! Now the true test will be if Tobey will be able to decipher my speech over the sound of the engine which, in the Six, is rather loud.

11:30 am - Tobey takes the car out in the now-falling rain in practice for the three hour endurance race known as the John Wyer Cup. In view of the conditions, the Team Manager (me) instructs the Team Timing and Scoring Crew (me) not to bother with keeping lap times at this point. As I watch from the inside of Turn Ten, my main concern is that Tobey learn the track and get used to the car. So I don't bother with the stop watch hanging from my neck. Tobey returns to the Paddock and is pleased with the performance of the car and the tape recorder. He tells me he listened to it very carefully, twice (!), having the presence of mind to rewind the tape on the fly.

12:40 pm - After lunch I'm seated in the classroom in preparation for the Wyer Cup Drivers' Meeting next to the other half of Team Hartman, Tony Bonanni. At this point we are the only two people in the room, and our conversation is largely based around that which most racers could be expected to be heard talking about at a race, you guessed it -- women, when in walks my all-time favorite IMSA driver, non other than **Bob Akin** of Coca-Cola 962 fame. Wow. This is really getting cool. I remind Bob of the time he spoke to RTR at the George Washington Motor Lodge in Plymouth Meeting in August of 1986. I was VP of RTR at the time and had set it up over the phone for him to come speak to us. We had just returned from our annual trek to Watkin's Glen a few weeks in the past. The IMSA boys had just done the same, but only a few days in the past. Sitting at the bar that night in the George Washington with Bob, I talked with him about what gear we were in as we made a running lap of the Glen in our respective automobiles. He in the Coca-Cola 962 and I in a, ahem, 914 2.0 four cylinder. It was amazing. To a turn we were in exactly the same gear at exactly the same place on the track. The only difference was that the 962 was going about 100 mph faster than the 914 at any given point.

While Tony B. and I chat with Mr. Akin, I can't help noticing the other people as they come in. With the physique of a man 20 years his junior, here comes **Joe Buzzetta**, the only American to become a factory driver for Porsche having competed successfully in RSK, RS60, 904 (which is what he is racing this weekend), 906, 907, 908, and 910 models. Very bald but very spry, I recognize **Tony Dean**, the Englishman, who in a 908 scored a win in the 1970 Road Atlanta Can-Am race putting an end to McLaren's long winning streak. By the door stands the handsome **Richard Attwood** who with Hans Herrmann co-drove the winning 917 in the 1970 24 Hours of Le Mans. **Bill Adam** can be seen standing near-by. Recognizing his voice as that of the television commentator for the Trans-Am races broadcasted on The Prime Network, I am reminded of Bill's brilliant IMSA career as a Porsche driver for

the Bayside Motorsports Team. Over there, in full Nomex, is **Bill Scott**, the owner of Summit Point Raceway and the owner of six Formula Vee and Super Vee Championships. Bill is co-driving with Paul DeFriece in Paul's 906 and joins me as we all turn our attention to the men stepping up to the podium, Race Director Charlie Gibson and Race Promoter Brian Redman, both of whom are also competing this weekend. By this time, Tobey has joined me and we are both standing shoulder-to-shoulder with these Porsche living legends along with all the other competitors. In an emotional state somewhere between sheer awe and humble thankfulness for the privilege of being able to experience this phenomenal happening, we listen with intent to the directives issued from Herrs Redman and Gibson.

While this goes on, I scan the room for fellow PCAers. From Potomac Region there's Dan McChesney standing with Larry Grube and Barry Rudolph. Jeff Lord, Mike Bavaro, and Art Pilla are here representing NNJR. There's Bruce and Alan Duff from Delaware Region. I recognize Ed Templeman from Blue Ridge Region who has with him this weekend a car I would love to own, one of the original Ralph Meeney 914/6 GTs that ran at the 24 Hours of Daytona in 1970. Now here's an impressive looking crew: Riesentöter Region's very own Jerry Weger, Skip Chalfont, Tuck Hunter, and Jim Hartman. As the drivers' meeting draws to a close we file out of the classroom into the increasing sunshine. Hot dog! The track is going to be much better, now.

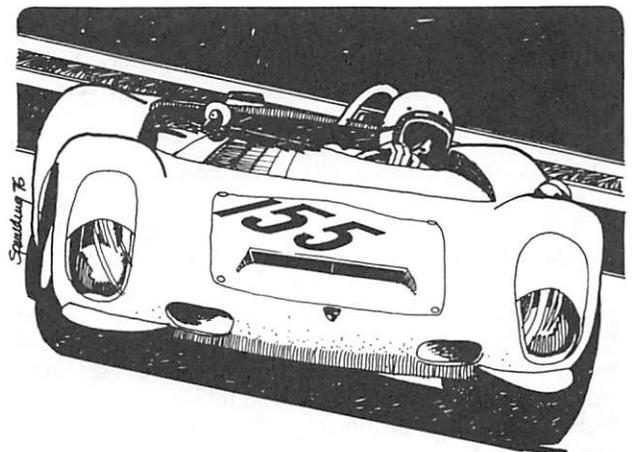
2:05 pm - With the track now drying nicely, I go out for Eifel Trophy practice. I'm hooked-up, being able to run the carousel and the esses flat out. Still some puddles at the outside of some of the turn-in points, but it's coming.

4:35 pm - Tobey goes out in practice for the Wyer Cup, and upon his return exclaims what it is like to be approaching the braking zone of the main straight flat out at the top of fifth gear being passed by a 917 Spyder, a 935, and a Carrera RSR. As if he were traveling backward. Tobey's times have come down nicely with him turning consistent 1:41s. I haven't yet told him of the flat-out through the carousel and esses bit. I'll save that for later, when he's finished for the day. Don't want to put too much pressure on the lad. Up to now, neither of us have put a wheel wrong.

5:15 pm - The event commentator, Allen Bolte, calls for all Porsche cars in attendance to report to pit out for a group photograph. In a show of typical Team Heckman planning, we are the third car of over 45 to report. However, it seems there is a pecking order to be adhered to with regard to which cars go up front. You guessed it, the 917 Spyder, the 935, and the Carrera RSR, among other similarly fabulous Porsche exotica. Oh well. We're happy to take up our place among the production-based cars.

7:30 pm - We are at a wine and cheese reception at the shops of Group 44 in Winchester. As I peer over the top of my glass, scanning the group of drivers and crew, I spot RTR's very own

Doris Robinson. After hugs, kisses, and small talk, I mention that the reason I am in attendance this weekend is because of the deal I struck with **Bruce Jennings**. I would agree to come to the Jefferson 500 if he would agree to come to our July meeting and speak to RTR. I mention that I have never met "King Carrera", but have only spoken to him on the phone. Doris says, "Would you like to meet him?" I'm reminded that she and Dave Coleman, Bruce's mechanic, attended the PCA Club Race at Sebring back in February with Bruce. Introductions are made, and Jennings treats me like an old college buddy. He introduces me to Bob Garretson of Garretson Enterprises in Northern California. From 1980 to 1983 I lived in Northern California where Garretson's name was a household word in Redwood Region, PCA. Bob is driving Bruce's 914/6 this weekend. Wow...this is really getting cool! At this point, Tobey introduces me to a friend he made while on assignment in Australia a couple of years back, the retired college professor turned automotive journalist, radio commentator, and vintage racer, **Brian Reed**. Upon notifying Tobey of his intent to come to the States to cover the Indy 500 for one of his magazines, Tobey made the arrangements with Charlie Gibson for Brian to receive a Press Pass to the Jefferson 500. Teams Hartman, Chalfont, Weger, and Heckman decide that Chinese Food has a good ring to it this evening, so off we go with Brian in tow expressing great reservations about "driving on the wrong side of the road over 'ere." Taking quickly to Brian, we put him at the head of our table and proceed to get on with some great story telling, bench racing, and assorted lies. Many hoots later Tobey and I bid "see you at the track" to the Riesentöters, and "geday, mate. See you at breakfast" to Brian.



FOR SALE

53 Pre-A Coupe, Partially disassembled. Needs to be restored. Has gauges, bumpers & banjo steering wheel. Missing trim. Has 15" wheels. Inexpensive vintage racing candidate. \$4,800 OBO. Delivery for expenses. Dennis Frick, New Cumberland, PA (717) 774-6302, 8am-9pm ^{4/95}

55 356 Speedster, Signal Red w/ Black top and interior. Owned since 1981. 4,000 mi. since 1981. Many trophies: PCA & Registry. Authentically restored to 1955 specs. 16" wheels with period Dunlops. Tonneau. Bob Schmitt, Cockeysville, MD (410) 561-1686, (410) 666-5135 (fax) ^{5/95}

59 Convertible D, Silver/Red. Restored to Cardex Spec's. Very straight, rust-free car. Better than new. \$39,000. Fred Brubaker (610) 434-8778 (610) 797-9298 ^{6/95}

62 356B S-90 Coupe, Good unrestored condition w/ one (1970) respray of original red color. Basically stored the last 10 yrs., although lots of "thumbs-up" when driven. Very low mileage on Bob Russo rebuild w/ original equipment S-90 pistons & cylinders. \$17,500. Bill Smith (w) 215-953-2410, (h) 215-757-0926 ^{7/95}

62 356B Coupe, Silver/black, new paint. 5,000 mi. on rebuilt 912 motor. Extra rebuilt motor and transaxle. Looks and runs excell. \$10,500 takes all. Call Eli (215) 635-7468 evenings and weekends. ^{5/95}

64 356SC Coupe, Red/Faun leather. Elec. sunroof. 4,500 mi. engine rebuild (w/ all OEM parts). Extensive porting, polishing and balance work, Dyno tested. Chrome wheels, factory radio. Very clean and orig., VIN in doors and hoods (no rust). Orig. Arizona car. Mark Burkit, Allentown (610) 437-9333 ^{4/95}

66 912 Coupe, 5-speed, Irish Green/Tan interior. Excellent condition. Engine completely re-worked. Garage kept. Don Reid (610) 644-4072 ^{6/95}

70 911S RSR-Look Coupe, White/black interior. Paint and body work by Johnston. Sport seats, 915 trans., torsion and sway bars, 9" & 11" x 15" factory Fuchs alloys. Needs engine/good home. \$10,000 OBO. J. Winsor (610) 649-1872 eve. (sales tax) ^{5/95}

76 Carrera 3, track car, Orange w/ gray painted interior. IROC front and rear bumpers, duck tail, full cage w/ removable door bars, 3-nozzle Halon fire system, Bremteks, cool brakes, torsion bars, f/r sways, camber truss. 3.0 Euro piston SC w/ 461DA Webbers, re-curved distributor. High flow-low pressure fuel pump w/ gauge and adjustment. MOCAL front-mounted oil cooler. Copper puck clutch, early 915 trans. 15" 7&8 rain tires, 15x7 slicks. More. PCA Club Racer "B," SCCA GT2/3. \$16,000 will consider SC in trade. John Crowley (215) 785-6110 days, (215) 943-9520 eves. before 10:00 pm ^{6/95}

77 930, Silver/black leather, sports seats, p/w, a/c, sunroof, new headliner/front carpets, remote radar, ss brake lines, rebuilt motor: SC cams, Carrera tensioners, K27, McNeil headers/muffler, 1 bar wastegate and fuel enrichment, lowered/aligned. \$19,000. John Druzak (215) 569-3576 ^{4/95}

78 911SC Targa, Black w/ tan. 91K orig. mi. 2,000 mi. on engine rebuild inc. new head studs, 10% duration cams, new valves, the works by Auto Research. 3,000 mi. on trans rebuild. Recaro seats, Euro clutch and injectors, new fuel pump, Carrera tensioners. Car is lowered w/ short shifter, front spoiler and new MOMO wheel. New Colgen high speed bra, Hella fogs & brakes all around. All records. \$25K in car - asking \$16,900. Ray Giambuzzi 610-446-8212 (h), 610-687-8600 (w) ^{4/95}

79 911SC Targa, Light Blue Metallic, Royal Blue leather interior. P/W, A/C, Blaupunkt AM/FM tape, alarm, fogs, Pirelli P-7's, Carrera tensioners, pop-off valve, bump steer, short shifter, cover, bra, service records, 58,000 original miles, mint condition. \$17,500 Tim Hinkle 215-761-5249 (w), 610-983-3650 (h) ^{5/95}

79 928, Silver/Black interior. Auto, A/C, power options. 42K mi. Garaged, no winters, no rust. Excellent condition. Clean lines - no tail, no side strips. \$10,500 John (610) 584-6252 ^{6/95}

80 911SC Targa, White/tan leather interior. 49,500 mi. Never driven in winter. Very good condition, \$18,500. Bruce McKissock 215-246-2100 (w), 215-297-8058 (h) ^{5/95}

81 911 Coupe, Light Blue Metallic/Blue Berber Cloth. 75,500 miles. Owner purchased and imported in 1985. Sunroof, limited slip, factory A/C, cruise, pwr windows, auto heat, new Dunlop D40's, 16" Fuchs, fresh tune. \$14,000 Jim Farris (610) 667-8968 ^{6/95}

83 911SC, Chiffon White/brown leather. Air, sunroof, '74 Carrera body works, Poppy graphics, custom poppy and brown Konig seats, Poppy 7 & 8 x 15 Fuchs Alloys; new VR4 Comp TA's; fresh motor, trans, clutch, aluminum fly-wheel combo; Sport-exhaust; lowered; complete Weltmeister suspension; Bump-steer; tower brace; roll bar; harness; new dash, windshield and gasket. Never hit. All documents, inc. orig. window sticker. Street or Club racer. \$20,000 OBO. Al Anderson (610) 793-0390 - eves. or (215) 931-7670 pager ^{4/95}

83 911 SC, Platinum Metallic/Burgundy Leather. Air, sunroof, A/C, cruise. Original paint, excellent condition. 16" Fuchs, Comp T/A's. Completely stock, no track or autocross. 79,000 miles. Needs nothing - but a new home. \$15,900 Pete Fitzpatrick (215) 741-4228 days (215) 493-7773 eves ^{6/95}

85 928S, Garnet red/burgundy. Orig. owner, 31,000 mi. In virgin condition. Outstanding buy \$21,500. (609) 767-3555 ^{5/95}

85/2 944, Black/Black Leather. Elec. driver's seat, air, sunroof, adj. Koni's, sport suspension, 15" Fuchs w/ street tires, 15" phone dials w/ RE71-R1's. Well maint., lots of extras, 69K mi. \$6,900 Pete Fitzpatrick (215) 741-4228 days (215) 493-7773 eves. 6/95

86 911 Turbo, Grand Prix White/Can-can Red leather, matching factory white 16" Fuchs wheels. Sunroof. Completely stock. Dual power heated seats. 15,000 miles. Stunning color combination. \$38,900. Don Meluzio, (717) 846-2222 (days) 4/95

86 928S, Black/Black Leather. Sport seats, 5-spd., 310 hp, factory alloys, sunroof, A/C, driving & fog lights. Pristine exterior, interior & mechanically (non-smoker). 50,500 mi. Properly maint., new timing belt, water pump, A/C & coolant hoses, all belts. Exceptional original car. \$16,000 OBO Roger Johnston, Allentown (610) 439-8747 6/95

86 930, White w/ newly covered blue leather electric sport seats. P/W, D/L, A/C, sunroof, steel brake vents and boxed rockers, H4, 17" wheels w/ 235/275 RE71's, B&B 4" dual outlet muffler. Asking \$33,500. John Dluzak (215) 569-3576 4/95

86 944 Turbo, 110K miles. Excellent mechanical condition. A/C, sunroof, AM/FM/CD. Perfect daily driver or potential track car. Car seat won't fit! Rex Carle (610) 363-7044 (days) 4/95

87 911 Carrera CPE, Venetian Blue/linen interior. 69K miles. In excellent cond. Fully maintained by Holbert's Motor Cars. Harold Miller (215) 886-2225 day, (215) 886-6924 eves. 7/95

87 911 Carrera Targa, Triple black. 30,000 mi., excell. cond., new tires, 16" alloys, A/C, Blaupunkt, garaged. \$25,500. Paul Wenzler (215) 340-9174 - days, (215) 579-4816 - nights 4/95

87 911 Turbo, Marine blue metallic/burgundy leather interior. Completely stock with A/C, Blaupunkt, dual power seats, alarm, sunroof, new tires. Garaged. 20,500 mi. \$39,900 Bob or Carol Tate (610) 644-3383 evenings 5/95

87 944 Turbo, Escort Endurance Race Car. Turn Key. CrMo roll cage, 17" and 16" wheels, fuel cells, 10# Halon fire system, new engine, Quaife. Light, extremely fast and reliable. \$30's Dan Jones, Ligonier, PA (412) 238-9520 6/95

88 911 Cab, Silver/black leather. 21K miles. 16" wheels, new Dunlops, sport seats, roll bar, short shift, limited slip, Ungo, tonneau, AJ wheel, quad SS free flow exhaust by Johnston, Auth. chip. No bumps, smoke, snow; garaged & covered. \$35,900 Jonathan Kane (h) 610-687-6111, (w) 215-587-5602 7/95

89 911 Speedster, Linen Metallic/Black Leather (same color scheme as factory brochure). A/C, Reno AM/FM stereo cassette, raised wheel hub, lwrd shifter, spd cntrl, sec. alarm. Delivered in Stuttgart, driven 1,400 mi., re-delivered in Charleston, SC & driven 2,500 mi. since 10/89. Kept in temp./humidity controlled garage all its life. Serious buyers call Norm Robinson (610) 649-6820 or 525-7185 6/95

90 911 C2 Targa, Stone grey metallic/velvet red full supple leather w/ grey piping. 27,000 mi. Excellent condition. \$36,000 OBO. Mark Terlecky 610-296-5641 (h), 610-975-0876 (w) 5/95

91 911 C4 Coupe, Slate grey/Light grey supple leather. Excell. condition. 50K miles. \$40,000 Steve (215) 343-9596 7/95

NON-PORSCHE CARS/ ITEMS

88 BMW M3, Rare Henna Red w/ natural tan leather sport interior. 215HP 2.3L Motorsport eng., 5-spd, Bilstein/Eibach / Dinan suspension, 3-piece "BBS Style" 16x8 alum. alloy wheels w/ new Dunlops, moonroof, driving lights, trip computer, A/C, P/W & P/L. Alpine CD, ADS 320 watt amp, 10 Quart speakers. 94K mi. Garaged, mint cond. \$16,900. Peter (201) 397-4017 - days, (908) 813-9578 - eves 4/95

Thule Ski Box & Rack System w/ Bike Holders, Will fit any gutter-mount roof (was used on a Jeep Cherokee). All pieces inc. Will sell everything or parts. Best offers. Ron (215) 736-0446 6/95

Thule Rack for '87-'94 Saab, Like new with locks. \$75 Steve (215) 343-9596

PARTS, ETC.

55 Porsche Engine, 1500 Normal #P34415. Barry LeVan (610) 775-5647 - days 4/95

Wheels, 3 piece modular Fittistar 0.2. racing wheels, polished finish, 5-spoke, Porsche centers, 9.5x16, 8.5x16. Fits 928, 944 and 968. Cost \$2,000 (receipt). Sell \$875. Look great. Cleon DeOliveira, Wilmington, DE (302) 427-0544 6/95

Fyrebraid Sparkplug Wires, Fit 83-89 944. Race proven, red shielding resists heat up to 1,400°F. These are the best ignition wires avail. New, in orig. sealed bag from Performance Products. Paid over \$200 but no longer need them. \$150 takes the set. Denny Waldman (610) 394-9994 4/95

356B Unused Parts:

1 each - side view mirror, ponto-stabil (\$20)
1 each - hub cap - ceramic crest (\$19)
1 each - reflector-above tail light (\$10)
1 each - red headrest w/ hardware (\$20)
1 each - **Porsche - Enduring Legend** (Offer)
Milton Michaylytza (610) 494-0901 5/95

Tires: Pair Yokohama A509's, 205/55 16. 500 mi, on tires. \$145 for pr. Herman Plenzick (215) 441-8468 5/95

C4 Accessories: Car Cover (new) - \$75. Bra and Mirror covers (barely used) - \$50. Sheepskin Seats - \$300. Windshield Cover - \$30. Assorted cleaners (never used) - Best Offer. Steve (215) 343-9596 7/95

87 911 Turbo Parts, Complete engine cvr and spoiler, lwr front valance mod. for oil cooler, front spoiler and custom blt. SS muffler (dual outlet). These parts will fit almost any 911 (take note Kurt Faller). Also, complete set stock '87 heat exchangers, fit '78 to '89 911 Turbos. All items priced for quick sale. Tony Bonanni 610-834-1509 (w), 610-828-9469 (h) ^{5/95}

For Sale: 2 Yokohama A008P 225/50 ZR16 tires, 6/32 tread, \$150 for set. Colgan custom bra for 911, used once, incl. (2) mirror cvrs, \$60. Rear window wiper assembly & motor for 911, \$50. Joe Schreiber (215) 256-6092 ^{5/95}

Miscellaneous Parts, 914-6 oil tank - \$195. 930 (Turbo) muffler, 903-111-038-04 ('88), only 1,300 mi., approx. \$1,200 new, \$500 OBO. '76 911 2.7 OEM muffler, approx. 35K mi., very good cond., \$125 OBO. Loma Frick, New Cumberland, PA (717) 774-6302 - 8am-9pm ^{4/95}

New 911 Parts: '74-'83 front A/C condenser, Porsche OEM, w/ guard and grill - \$175, w/o guard and grill - \$150. '74-'83 receiver/drier, Porsche OEM - \$35. Momo shift knob for 911, black w/ black stitching - \$45. Stoddard anti-backfire valve for CIS airbox, w/ holesaw - \$30. **Used 911 Parts:** '78-'83 SC engine lid, perfect - \$200 OBO. '69-'83 heater valve on body, left - \$30. Front cross member w/ A-arms & steering rack, from mid-'70's 911 - \$75. Bra, fits '74-'83 - \$20. '78-'83 SC left rear caliper & disc - \$35. '67 "S" front hubs w/ rotors \$15/pr. '69-'89 left rear taillight assem. w/ lens - \$35. SC thermostatic control for front oil cooler (needs Automotion \$25 repair kit) - \$30. Plastic grill for engine lid - \$15. Bill Kelso (215) 697-4717 days (215) 233-5142 eves. ^{6/95}

993 SUPERCUP Sport Exhaust, Extremely lightweight (saves 281b over stock mufflers), improved throttle response, more power: 15+, lower engine temps, better handling, Jet Hot ceramic coated inside and out (looks like polished stainless or chrome), 34" outlets, 35 min. on or off car. Aggressive sound like the 993 should have! Introductory Price \$469 a set. Used in PCA and club events, autocrosses and in Germany! Also C2 & 928 cost effective systems! Joe Fabiani, Princeton, NJ (609) 520-1998 ^{4/95}

WANTED

914 Wheel Rims, In decent condition. Must accept 205/60 15 tires. Also want a performance 914 1.7L muffler in very good condition. Art Rothe (610) 873-2373 ^{5/95}

87-89 911 Carrera Coupe, Must be original with low miles. Steven Midgett (215) 241-8414 - days, (610) 296-7479 - eves or weekends ^{4/95}

20-24' Enclosed Car Trailer, Must be in really good shape. May consider open trailer. Tuck Hunter (610) 869-9114 ^{4/95}

Sport Muffler (Borla or similar), Preferably twin exhaust for '87 911. Jeff (215) 579-4079 ^{4/95}

DER GOODY STORE

Shannon Foster, Prop

We have plenty o'stuff for you and will be glad to add more if you'll be kind enough to pass along what you would like to see.

Currently we have the new Riesentöter decals, new and improved RTR T-shirts, fire extinguishers, RTR hats, racer tape, hats, shirts, posters, and other great items. We can order t-shirts, sweat shirts, and ceramic mugs with the photo of your choice (keep it clean) on them.

See you at the next meeting!





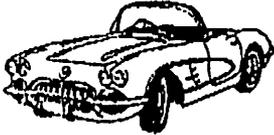
Greater Glenside Chamber of Commerce



PRESENTS



SUNDAY SEPTEMBER 17, 1995



REGISTRATION IS LIMITED

PRE-REGISTRATION -\$10.00 PER CAR

CUT OFF FOR PRE-REGISTRATION IS SEPT. 9, 1995

DAY OF THE SHOW REGISTRATION IS \$15.00 IF SPACE IS AVAILABLE

FIRST 100 CARS TO PRE REGISTER GET A ONE OF A KIND PRESTIGIOUS AWARD

ALL CARS ENTERED ARE GIVEN A COMMEMORATIVE DASH PLAQUE

AWARDS OF EXCELLENCE TO TOP CARS

PLEASE — PLEASE PRE-REGISTER - \$10.00 Per Car

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RAIN DATE SUNDAY OCTOBER 24, 1995

CHECK-IN NORTH ON EASTON RD. TO SPRINGHOUSE LANE (2 BLOCKS NORTH OF BEAVER COLLEGE) CARS MUST BE IN POSITION BY 1:00PM TO BE JUDGED. CHECK- IN OPENS AT 11:00 AM SHOW IS 1:00 PM TIL 5:00 PM

SHOW TO BE HELD ON EASTON ROAD BETWEEN GLENSIDE AVENUE & SPRINGHOUSE LANE

Checks Payable To: GREATER GLENSIDE CHAMBER OF COMMERCE

MAIL TO: Jack Ripley, Registration Co-ordinator, 346 Monroe Ave. Glenside, PA 19038

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The Greater Glenside Chamber of Commerce will not be responsible for loss, damage or injury to participants or cars on the day of the show.

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Address changes should be sent to both the Membership Chair and National.

Classified Ads are free to PCA members and are printed on a space available basis with preference given to RTR members. Non members may place ads for \$10 per month (checks payable to RTR/PCA and submitted with the ad). Ads are limited to Porsche related items and are subject to editing for both space consideration and content. The Editor reserves the right to reject any ad.

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Something
New!*



*Things
are
Changing!*



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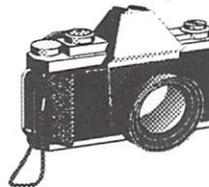
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