

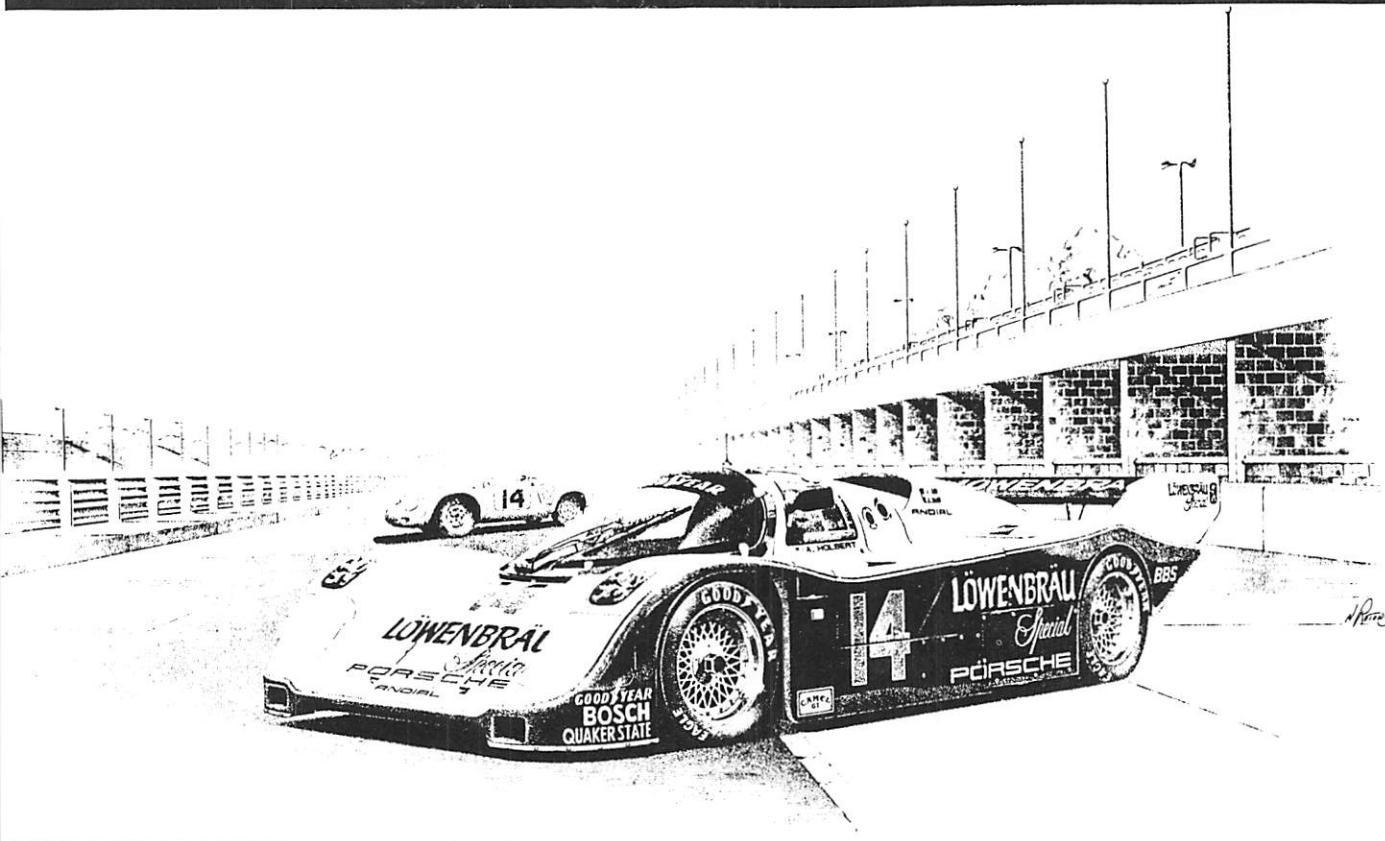
Der Gasser

AUGUST 1995



Riesentöter Region • Porsche Club of America

HIGH PERFORMANCE



AT HOLBERTS IT'S WHAT YOU EXPECT AND WHAT WE DELIVER.
EXCITING AUTOMOBILES AT THE BEST PRICES BACKED BY
EXPERIENCED SERVICE, PARTS, AND AFTER-MARKET DEPARTMENTS.

IF IT'S THE PERFORMANCE EDGE YOU WANT, WE'LL SUPPLY YOU
THE EDGE THAT MADE THE HOLBERT TEAM IMSA & LEMANS
CHAMPION AGAIN IN 1987.

SO WHETHER IT'S ON THE TRACK OR ON THE ROAD . . . OR
SLIGHTLY OFF THE ROAD COME TO HOLBERTS AND EXPERIENCE
HIGH PERFORMANCE.



(215) 343-1600



(215) 343-2890



HOLBERT'S

1607 Easton Rd.

Warrington, PA 18976

President's Message

I was having *one of those days* the other day. You know the kind. They help to reaffirm that age-old adage that bad things happen in threes. Getting something out of the trunk of the Presidential Limousine (my Buick LeSabre nicknamed by RTR Rally Chairman Dennis Angelisanti), I banged my finger against the corner of the trunk lid. Tsk, tsking my way to the curb to fetch our empty trash cans with my bleeding finger in my mouth, I scuffed my freshly polished loafer against the curb. Looking over my left shoulder for the proverbial black cloud instead of what was in front of me as I entered the garage with one of the cans, I misjudged the distance between the door I had just walked through and the right rear fender of our 356. You guessed it. I bounced the can off that sucker leaving a nice surface scratch about an inch long. ARRGHH! Oh well... At least I had gotten the three bad things out of the way.

At the risk of tempting the fate of the proverbial black cloud, Riesentöter appears almost exempt from the bad-things-happen-in-threes syndrome. In fact, our regular monthly meeting on Wednesday, August 30th at Don Rosen Porsche on Ridge Pike in Conshohocken promises three *very good* things. We will have on display for your viewing pleasure: 1) Autocross Porsches; 2) Track Event Porsches; 3) Club Racing Porsches. The idea behind this month's meeting is to provide examples of three popular venues in which to use your Porsche. Say you are a relatively new member of Riesentöter and you would like to get more information on what is required to set up your car to participate in one of the above-mentioned categories. Here's your chance to see the hardware up-close and to ask questions of the owners ("software?"). We will gather at Don Rosen at 7:30 for socializing, drawing together a *brief* business meeting at 8:00 to be quickly followed by our opportunity to talk to the owners and view the fine autos on display.

I imagine that by the time you read this our Track Event/Club Race at Pocono on August 18 through the 20th will be in the log books. If all of the Club Race and Track Event preplanning can be any indicator of how well the events themselves will have gone, like the amazing Dr. Les Moore, I predict that they will have been terrific. A hearty THANK YOU and a tip of the RTR cap to the following people is the least I can do in this space provided me: John Acuff, John & Tracy Chatley, Kam Ho, Ron Lego, Bill O'Connell, Bob Russo, Kurt Faller, Nick & Melissa Plenzlck, countless others, and especially Race Chairman Bob Lamb and Track Chairman Mike Andrews. Putting together a weekend like this is a monumental task. However, thanks to the enthusiasm, careful planning, and plain hard work of those good folks who have pitched in -- you know who you are, and so do we -- this "Club Race Weekend" will undoubtedly go down as truly "what dreams are made of."

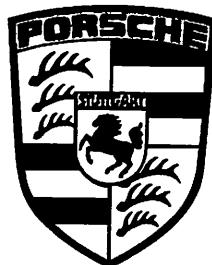
Coming up on September 3rd is RTR's Autocross V at Camden. If you have been unable to attend any of Chairman Ehrman's four previous autocrosses, make it a point to attend this one.

Geoff has the help and support of his lovely wife, Mimi and their two children, Russell and Katie. The whole family gets involved and really puts together a top notch event. (You know what they say, behind every successful man there's a successful woman. And in Geoff's case, it's successful kids, too!)

Although not a Porsche Club event, you may wish to take in the Glenside Car Show on September 17th. There have been applications provided in several recent issues of Der Gasser. The show was a big hit last year, and this year promises to be even better. Look for me with the 356 with the scratch in the fender rubbed out.

Lots 'o neat stuff in store for us Riesentöters. Come on out and have some fun!

John



friendly service staff,
highly skilled technicians,
years of experience,
proven results. . .

DOUGHERTY
AUTOMOTIVE SERVICES

*...let us work to your
advantage.*

BOSCH AUTHORIZED SERVICE
FREE LOANER CARS
(610) 692 - 6039

Down The Pike

AUGUST

30 Club Meeting at Don Rosen Porsche, Rosemont, 7:30
Topic: Race Cars and Their Drivers

SEPTEMBER

3 Autocross at Old RCA/GE Building, Parking Lot K,
Camden, NJ. Just over the Ben Franklin Bridge
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

AUGUST

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)
21 - 22 Mid Ohio (Driver's Ed, Host - Allegheny)
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)

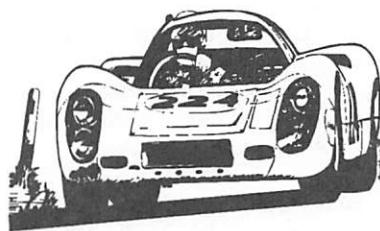


OCEAN HOLIDAY

610-430-3838

Whether you are traveling for work or pleasure, give OCEAN HOLIDAY a call. A full service agency located in West Chester known for it's expertise in cruises. We can take care of ALL of your travel requirements.

Vicki O'Connell, CTC General Manager



J&J Motors, Inc.

Personalized Automotive Sales & Services

1111 West Lancaster Avenue Rear
Bryn Mawr, Pennsylvania 19010-7200

(Behind Junior League Thrift Shop)

Joe Moore
J. Winsor

Telephone 610.525.3500
Towing Pager 610.899.7500



Club Meeting Info

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.

per•for•mance \pə(r)-fôr-mən(t)s \n: the fullfillment of a claim, promise, or request.

CHASE & HECKMAN, INC.

HAS BEEN PROVIDING

PERFORMANCE TO THE INSURANCE
MARKET OF THE DELAWARE VALLEY
AND BEYOND CONTINUOUSLY SINCE 1874.

ALL LINES OF COVERAGE.

PORSCHE, COLLECTOR VEHICLE AND
RACECAR INSURANCE A SPECIALTY. YOUR



John Heckman, P.C.A. Member Since 1978

CHASE & HECKMAN, INC.

I N S U R A N C E

P.O. BOX 489
FLOURTOWN, PA 19031
(215) 248-4445/836-1274

AUTOCROSS

by
Geoff Ehrman (#17)

The July Autocross was a dual event with SCCA at Camden. Quite the overload for those newcomers to PCA. We had approximately 80 cars!!! Unfortunately the ratio of Porsches was still remarkably low for the \$10.00 of fun. Two cars on course complements of SCCA timing equipment. FTD in reality-based car went to Rex Carle, closely followed by myself and baby in stroller...Lisa Carle. John Heckman won the Expert-4 class with his newly-restored 356. Michael Heavener turned in a winning performance in SCCA classification of Super Stock. Conspicuously absent was the Lyles!!!

Other notable drivers included Dave Noll who won Novice-4 driving a yellow 914 (look out Dennis/Brad) on his first appearance, Nick Betagh who put in a superb performance in his 911 Carrera beating Mimi Ehrman and Peter Still well by almost 2 seconds in Intermediate-6.

Bob Russo was there from Formula Motorsports Park discussing their new Autocross membership, which generated a great deal of interest amongst the SCCA Autocrossers.

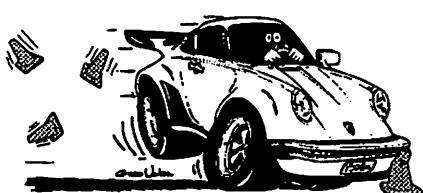
All in all, the day was a successful joint affair.

We will be back in Camden by ourselves SEPTEMBER 3rd. NOTE this is a DATE CHANGE from AUGUST 27. The next to last event will be held at Nazareth, PA on September 24, with us closing out the season in Camden in October. As always these are tentative dates.... so please confirm with me at (215) 340-0452 (H).

Directions to Camden, N.J. Lot K-

I-95 North or South to Philadelphia. Exit I-676 east. Cross Ben Franklin Bridge (I-676 East). Take an immediate right after tolls. Proceed to Cooper and take a right (back towards river). Lot K will be directly in front of you when you are at the corner of Cooper and Delaware Avenues...See you there. Lot is completely fenced along with a glamorous PortaPotty and a view of downtown Philadelphia.

See you Sept. 3rd in Camden!!!!



The Canadian Grand Prix

(*a good time, eh!*)

John and Helen Phillips

If you are like us, you didn't make it to the Monaco Grand Prix this year. Oh we considered it, but the summer crowd there does get so tedious, what with Baron von Lofter-Thun's polo stories, and so-and-so's face lift, and such-and-such with tax problems. And the castle just positively eats money, don't you know. So we gave it a miss.

NASCAR? 6-hour traffic jam? "Fords" and "Chevies" going round for 3 hours to set up a 3 lap sprint race (go, Rusty, go)? Great racing, but watch it on TV. Nazareth? The schedule change shows the "big guy upstairs" (you know, Roger Penske) has a cruel sense of humor.

If you have to watch a race in person, there is always the annual BMW Club challenge at Malibu Grand Prix. Or, you can go the Canadian Grand Prix in Montreal.

Remember Canada? Hockey, um, beer,...snow....picture gets a little hazy after that, but really there is a lot more up there.

The trip takes about 8 hours from Philadelphia, half of which seems to be spent getting out of New Jersey. But the light traffic, perfect paving and spectacular Adirondack scenery on Rt 87 knock a good 2 hours off the perceived travel time (now if they just had a poorly enforced 100 mph speed limit...). If you get tired, stop at Saratoga Springs for lunch.

Crossing the border is less intimidating than crossing the Maryland state line on Rt 95 (and although they have taken down the piked heads with the "Speeders Beware" signs, entering Maryland still reminds me of Lord of the Rings for some reason). Once past that, we entered the remaining 60 Kilometers into the trip computer (hah! try doing THAT in your Camry, buck-o), and made the metric ton into Montreal.

Canada is truly a lovely place. It is clean, the people are laid back, friendly, and really like their U.S. cousins (well, actually they really like their U.S. cousin's currency, but they are far too polite to ever let on). In addition, it is very inexpensive.

Take that mix and add in the French language and a decidedly continental sense of style and culture ("eat drink and be merry, for tomorrow we may have to work") and you have Montreal. Montreal is a world-class city, and is a worthwhile destination in itself. In its fundamental feel and lifestyle, it is much like being in a city in France. The food is consistently excellent, there are sidewalk cafes everywhere and the women are devastatingly beautiful (at least that's what Helen told me, I wasn't really paying attention).

The track is a quick 20-minute subway ride from downtown Montreal and doubles as the main city park when not in use. Neat lawns, flowers, paved paths, pavilions, and shade trees make it (with the obvious exception of Bridgehampton, of course) the most beautifully landscaped track around. But fear not, true race fans, the organizers have thoughtfully provided just enough mud to provide the complete race experience.

Approaching the track during morning practice is like having a double espresso with Isabelle Adjani. If your pulse doesn't jump, you're dead, Jack. You can hear the cars as soon as you get off the subway. The

Peugeot and Renault V-10 engines near 16,000 revs. The Ford V-8s slog along at 14,500 and the Ferraris exceed 17,000. Were talking pneumatic valve trains and gearboxes which shift in .015 seconds. Unless you are Joe Ilqua, these kind of revs are simply beyond experience.

Although the Indy cars are faster (the F1 cars are geared to top out at 190), the acceleration and braking of these cars defies comprehension. Going into the hairpin, they brake from 180 to 40 mph in a few hundred feet. That's minus 4 G's (imagine going into turn 1 at Summit at 180 and braking after the car has completely passed that long patch in the braking zone, and you'll get the idea). With straight pipes and no turbos, the sound is beyond the threshold of pain (earplugs are recommended) and the sound waves give you a body shot as the cars go by. Good stuff, not available in stores. Where gasoline is being frivolously burned can RTR members be far away? Ticketmeister Bob Paglione with wife Carol and assorted children and friends were there rooting for those red cars and there was a cameo appearance by track stalwart Tom Cross.

The day's practice over, we zipped back to the hotel, showered and dressed, and met the rest of our group for a leisurely walk to dinner. Ferrari is definitely the home team in Montreal. There were banners in all the men's stores, and every third person seemed to be wearing red shirts, jackets, hats, and probably underwear. Peel street was closed off in front of Alexandre's Cafe and filled with Ferraris (Honey, look...red 328!). A lone Porsche kept the faith, parked (significantly) behind a FedEx truck ("...when you absolutely positively have to get there"). Benneton, Williams, and Sauber were notable by their absence. I guess the local Benneton owner's club is just not that active.

We arrived at the elegant Italian restaurant recommended by Robert, our do-everything bellman and culinary guide. The food was excellent and featured a running stand up routine by the waiters ("...would anyone like ketchup?"). We also got a free floorshow with an unmistakably gallic accent. It starred a "customer" with long moussed hair and de-rigueur black on black on black silk suit and shirt (collar buttoned, of course), a young lady with skin-tight jeans and a tiny white sweater with desperately over-worked buttons (carbon-kevlar thread, no doubt), a waiter, and another man of the black on black on black silk suit persuasion. Angry mumbling was accented with much hissing, and shrugging and gestures. Ultimately the young lady was whisked away, and the customer sat glaring into his soup. As the French was unintelligible, we each took turns expressing our theory as to the cause and content of these events. For example: "the girl was his sister, and there was too much pepper in the consume" (wrong!). C'est l'amore.

Saturday was qualifying and afterward the traditional F1 groupie/.driver spotting/drinking session at the Hotel Vogue bar. The Vogue bar is small and elegant with a perfect view of both the lobby and the street. Many of the major F1 teams stay there including Ferrari, McLaren, and Benneton. This year we scored big with Jean Alesi, Michael Schumacher, Johnny Herbert, Mika Hakkinen (find that one in your spell-checker, wiseguy) and Gerhardt Berger. Helen spotted a large street person outside the window and gained instant celebrity with her comment "Look. Nigel Mansell. Overweight and out of work!" This quickly made its way around the bar to everyone's amusement (except poor Nigel, of course).

Race day began rainy and we watched a herd of what seemed like 100 F1600 cars slip and slide around the track. I was starting to get excited about the prospect of watching the F1 cars do the same, but

the sun came out right before the start, and the day quickly became hot and sunny.

The race was typical F1 with Schumacher taking an insurmountable early lead and stretching it. Fortunately for us, most of the action occurred at the hairpin where we were seated, but as usual for F1, there was almost no close wheel-to-wheel racing.

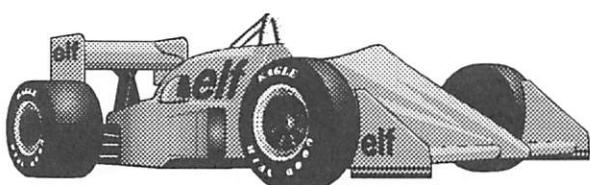
One of the highlights of the race was watching Schumacher make up time after he pitted to have his steering wheel changed, and rejoined the race in 7th place. He really put the boot in it and was making up over 3 seconds per lap on the 6th place car, and would have passed had the race lasted 1 more lap. This was a far cry from the careful steady laps he was running earlier with his usual 23 second lead.

As you all know, Jean Alesi ended up winning his first Grand Prix, and the crowd went politely (this is Canada) nuts. Alesi added a final touch of style when he ran out of gas on his victory lap, jumped on Schumacher's car, and waved kneeling on the engine cover while Schumacher chauffeured him the rest of the way around. Can the Randy Owens print be far behind?

On Monday, the park on the Ile de Notre Dame was open to the public and we stopped to take a couple of laps of the track, and headed home. Helen drove most of the way on Rt 87. It is very heavily patrolled (the state police use 5.0 liter Mustangs and Camaros). I already have 1 ticket and want to keep the old driving record clean, as my insurance company isn't wild about Porsches, and you never know when you might have a problem with one of those pesky blue deer (jumpy little things, aren't they?)

Final tally? The hotel was right in the center of town and was \$70 (U.S.) per night, "jacked up" to \$100 for the weekend. Meals ran \$25-\$35 per head including wine (these are seriously good restaurants, folks). Pick up some wine, bread, and cheese or pate for a picnic lunch at the track and you have it.

Get your tickets now, we'll see you next year, eh?



149 Old Lancaster Road
Devon, PA
(610) 964-0477

Sales
Service
Repairs
Parts

Don Galbraith
MOToring, INC.
PORSCHE
and other high-performance imports

EXECUTIVE ESTATE FOR SALE OR LEASE

On 5 acres in Salford Township, Montgomery County, near Harleysville/Kulpsville Turnpike Interchange and convenient to Route 309. This, the personal home of the general contractor, is an expansive all-brick cap using only the best materials and workmanship. It features a breathtaking foyer with handbuilt circular staircase, 4BR, 3½ baths, 3 fireplaces and many custom features including wet bar, cherry and pine built-ins. Natural-finish interior trim enhances the warm and tasteful interior. All conveniences, plus an 1,100 s.f. attached brick "Porsche Nest."

Divorce dictates sale. Lease, lease/purchase or terms available from owner.

Call Roger Conroy at (215) 536-6280.
Price \$395,000

ATE SUPER BLUE RACING BRAKE FLUID \$10.95 PER LITER

One person brake bleeding system E-Z Bleed	\$39.50
944 water pumps, brand new, not rebuilt	\$193.00
944 Turbo motor mounts	\$112.00
964 oil pump	\$548.00
911 valve cover gasket kits	\$11.14
911 expandable return tubes, solid machine aluminum with Viton seals	\$24.50
911 oil filters original equipment	\$7.50
Lightweight flywheels & clutches in stock.	

Call for whatever your needs may be. Free listing available.
Visa and MasterCard orders 800-343-9026
Information 215-343-2158



**Riesentöter PCA Driver Education
JEFFERSON CIRCUIT
October 21 and 22, 1995 Saturday and Sunday**

COST:	\$120 for students, \$80 for instructors.
REQUIREMENTS:	<p>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.</p>
ENTRY DATE:	September 1 (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

I/We plan to attend on **SATURDAY:** _____ **SUNDAY:** _____

First Driver	Second Driver
<u>Name</u>	
<u>Street</u>	
<u>City</u>	
<u>State Zip</u>	
<u>Home Phone</u> ()	()
<u>Work Phone</u> ()	()
<u>PCA Region</u>	
<u>Porsche Model</u>	
<u>PCA Member #</u>	

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 # _____ - _____ - _____

FALL FOLIAGE RALLY !

Dennis Angelisanti

We welcomed Spring with a Rally in May. Let's welcome Fall and the beautiful foliage with a rally on OCT 15, 1995. The rally's starting point will be the Coventry Diner in the northwestern Chester County township of, you guessed it, Coventry. This rally will test you're observational skills and one short leg will test you're driving (i.e. time, speed, distance) skills.

I guarantee beautiful scenery and good, low traffic, Porsche roads. Just ask those 34 crews who showed up at the Spring rally. This rally will allow you to select your own speed, for the most part. I won't guarantee the weather (maybe we can duplicate May's) nor your navigator's ability to maintain course.

Based on lessons learned at my first attempt as Rallymaster, I'll scrutinize the instructions for ambiguities and hopefully eliminate them.

The tentative time schedule is:

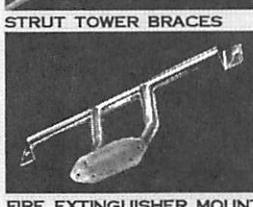
1. Registration: 10:30 AM through 11:15 AM.
2. Drivers meeting: 11:30 AM.
3. First car off: 12:00 noon

So come out and have a good "diner" breakfast with your fellow PCA members and then drive those PORSCHEs over great roads and through some beautiful scenery. As always we are looking for maximum participation by PORSCHEs. Leave the SUVs, sedans, and brand X sports cars at home!

We plan to finish the rally near Collegeville, at the Gypsy Rose, but final social arrangements are still pending as we go to press.

GET EQUIPPED

with BREY-KRAUSE



Brace yourself !

Brey-Krause harness guides keep you where you belong during hard cornering and braking. Our harness guides allow full range seat movement and are adjustable to fit your car because each car is different. Install or remove in 10 minutes. Will not mar car.

Brace your car !

We have strut tower braces to fit all 944, 924, 911 C2, C4 and 993s. Simple designs that look right and do the job. Securing both strut towers together improves handling, while strut tower fatigue and excessive tire wear is reduced.

Where there's smoke ...

PCA driving events require cars to be equipped with a 2.5lb. fire extinguisher. Brey-Krause has solved your problem with a simple reliable mount that keeps your fire extinguisher out of the way, but within easy reach.

>No Holes To Drill!
>Type 304, Stainless Steel!!

Order through your local performance parts dealer:
Available at Dougherty Automotive - 720 East Nelds
West Chester, PA. 19382 Phone (610) 692-6039 Fax (610) 692-2986

Technical questions call:
Phone (610) 867-1401 Fax (610) 866-1433
Internet Address: <http://www.enter.net/~breykrause>



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 2 of 3
by John Heckman

Saturday, 05/20/95, 6:00 am - I pad across the thick, Chinese carpet covering the oak floor of our five-star hotel room and pull the silk curtain away from the leaded glass window. As I gaze out over the pool, gardens, stables, playing courts, polo fields and private woods that surround our five star hotel (otherwise known as the parking lot, dumpster, construction site, and Interstate Highway that surround the Day's Inn), I am forced to shield my eyes from the intensity of the morning sun which sits just above the horizon. It is as circular as a 356 Normal hubcap glowing with a radiance of color which must have been in the mind of the designer at Porsche when he formulated the '73 Carrera RS paint chip known as Blood Orange. It is a truly spectacular morning.

7:15 am - Feeling somewhat awkward due to the looks we are receiving while waiting for our table in the non-smoking section at the restaurant dressed in full Nomex, we greet Brian and I find myself slipping into that unexplainable habit of taking on a foreigner's accent while speaking to them in English. "Rieeght! OK, then. Whad'll be, Brian, ya ole Aussy baastid?", obviously getting on famously now with my new friend. "Why not try the crepe Suzette? They tell me it's shattering maahvalous." "Rieeght. I'll 'ave wha'e's avin'." says Brian nodding to the waitress and pointing at me with his coffee spoon. As our Denny's Grand Slams arrive, Team Heckman launches into one of it's by-now famous Strategy meetings. "The track will be superb today, Tobey. You go out first." "Rieeght" says Tobey.

8:15 am - As Brian exits his rental car and eyes the 914/6 parked in it's paddock place, he hears Allen Bolte on the PA system and exclaims what a terrific job the man does at commentating. Tobey says that Bolte commentates at the Philadelphia Vintage Grand Prix and is able to talk without really thinking about it. While he is, perhaps, introducing a driver on the grid he is meanwhile rifling a stack of automotive books with which he is very familiar and then reading directly from one of the books he recites a narrative on the famous car which that driver is occupying. "Rieeght. Think I just may pop 'round and see how that chap is getting on. Quite good, idn't e?" asks Brian.

9:00 am - After setting the tire pressures, Tobey takes the car out in practice for the Eifel Trophy. This flaw in strategy will not make itself known until later in the day.

9:22 am - With a smile from ear-to-ear, Tobey brings the car back to the paddock. "I was flat-out in the carousel and the esses, just like you said. Unbelievable! And the brakes are simply amazing." What can I say? He races a 356 with drum brakes. But his times are now down to 1:36.

10:40 am - I take the car out in the qualifying race for the John Wyer Cup and am pleased with my 1:33 qualifying time which is as good as I've ever done at Summit. This places us on the grid for the race at 4th in class behind a Trans Am Datsun 510, an Alfa Romeo 2000 GTV and Team Hartman in their '67 911S.

11:40 am - Keeping with Team Heckman strategy that I should qualify the car for both races in which we are entered, I report to the false grid for the Eifel Trophy qualifying race to find much to my dismay that we have been placed according to times taken on us during this morning's practice. Tobey's fast time of 1:36 has us about five cars behind Larry Grube who is our other-car-in-class competition. "No problem," I think to myself as we begin our pace lap behind the Viper Pace Car. "I know

I can do 1:33, and I'll just pass these two Speedsters in front of me, get some clear track, and get a good qualifying time. After all, it's not where you finish this race that determines your qualifying position for the actual race later on, but rather your best lap time during this race." Well, I know it's not a race for position, but the guy in front of me doesn't, and neither does the guy in front of him. It is absolutely amazing how wide a well-driven 356 with disc brakes can become when the pressure is on from behind. Did I say he is blocking? NOOOOO. Not much... I try every trick in the book, but I can't get past. I even back out of it for a lap to try to gain some room, but I catch them again. When it's all over I'm gridded for the Eifel Trophy race, in exactly the same place as I was for this qualifying race: behind the two Speedsters with a time of 1:36. ARRGHH!

12 noon - As I climb out of the car, I can't help but notice the voice coming over the PA system. It is not the voice of Allen Bolte, the one to whom we are all now accustomed. Rather it is Brian Reed! It seems that when Ole Brian popped 'round to see how Allen was getting-on and to pay him a complement on his speaking ability, Ole Allen stuck the microphone in Brian's face, and there it has stayed. Good on ya, Brian, ya ole Aussy baastid keeping us all amused with vintage racing tales from down unda.

2:24 pm - The Team Strategist calls a meeting in preparation for the running of the first half of the three hour John Wyer Cup Endurance Race, the second half of which will be run tomorrow. At this stage we are joined by Team Heckman's Director of Safety and Co-director of Timing and Scoring, also known as John and Helen Phillips. Because of Tobey's newness to both car and track, we employ the "Hare Bookends" strategy. This is where we divide the race into three segments of half an hour each with yours truly running like a scared rabbit for the first segment, turning the car over to Tobey for the middle segment, and the rabbit resuming for the final half hour. The rules of the race require a timed, five-minute pit stop with optional driver change and refueling. We will refuel during the second driver change. John Phillips will be in full Nomex and helmet and will stand-by with a five-pound fire extinguisher. Helen will time the pit stop with a stop watch from her position behind the pit wall. The driver not in the car will take up a position adjacent to the pit along the wall of the main/pit straight where, after allowing the driver adequate time to settle into the drive, he will signal the driver with a clipboard containing a sheet of paper 1/2 florescent red and 1/2 florescent green.

2:44 pm - As the sun is shining gloriously, and as a trumpeter completes over the PA one of the most moving solos this humble driver has ever heard, and as Allen Bolte pays an epic tribute to Porsche's Competition Director of 1970-71, the late, great John Wyer, I look with my friends off to the south beyond Turn 10 to see three WW I biplanes approaching in formation. Our attention is riveted on these magnificent machines as they flutter northward along the main straight, then bank off to the west. I think to myself "what could be better than this?", but am soon answered as they make a return approach, again from the south, much lower this time. As they buzz the main straight, they pull straight up and into three perfectly executed barrel rolls. This brings ohs and ahs from the spectators on the ground like fireworks watchers on the 4th of July. With the hair standing up on the back of my neck and a tear in my eye, I turn to Brian and Tobey and say, "It's for days like this that I live." And I think to myself, "Wow, this is really getting cool...(!)"

3:20 pm - Having unloaded the transporter, Tobey meets me on the false grid and is not unlike a mother hen as he walks around each corner of the car making sure everything is just so. As the grid marshalls give the sign to fire the engines, 46 mostly open exhaust

systems fill the air with enough mechanical music to make an EPA bureaucrat slit his wrists. As I mutter a quick prayer for safety, I engage first gear, let the clutch out, and follow the line in front of me. At pit out, a marshall splits our line into two lanes, one on his left and one on his right. I am sent to the left which means that after we take the green flag I will not have the inside line going into the 90 degree right turn which is Turn One. Not to worry. This is an endurance race, and I recall the sage advice: "to finish first one must first finish." We will have three hours to work at it. As we approach Turn 10 and the pace car has peeled off into the pits, the field is bunched together in very nice formation. As the leaders approach pit-out, the green flag is waved, and we are racing! The first lap is a blur as each driver attempts to better his position. By lap three I have the presence of mind to acknowledge Tobey waving the clipboard at me. I now know where to look for his signal to pit for the driver change. By lap six I am being lapped by the leaders: two Lolas, a Chevron, and a 935. I concern myself with trying to drive perfect laps and trying to stay out of the leaders' ways. As Tobey flashes me the sign to pit, my first half hour in the driver's seat seems to have vaporized.

3:50 pm - Tobey waves the clipboard at me from the front of pit #25. As I bring the car to a stop and leap from the driver's side, Tobey with his helmet and gloves already on leaps in. While he keeps the revs up and adjusts the seat back one click, I fasten the belts. And that is that. He is off.

4:09 pm - At my post along the pit straight wall, I am looking up track, that is towards the cars approaching. I am also now wearing ear plugs to protect me from the near deafening scream of those 46 mostly open exhaust systems as the cars reach red line before shifting into the next gear a little ways down the wall at pit out. It is for these reasons that I neither see nor hear the cause for the look of horror on the faces of the crews along the wall in front of me. As I turn and look down track, all I can see is an enormous cloud of dust and Tobey braking right into it. In a matter of moments the dust has cleared and Tobey is gone, down the track to clear conditions. However, what is left is the remains of Archie Urciuoli's fabulous 1967 Ford GT40 Mk IV. Because of apparent mechanical failure, at one of the fastest points on the track, the car has simply careened left, climbed a slight embankment, mowed down about 20 small trees, and come to a rest with its front half about 20 feet from its back. The driver's safety being everyone's concern, we are relieved to see him walking about and signaling that he is ok. "We do live on the edge," I think to myself. Oh well. That's racing!

4:20 pm - I signal Tobey to pit. With my helmet on I cross from the pit straight wall to the front of Pit #25. I recognize the guys in Pit #24 as Brian Redman's crew and the ones in Pit #26 as Bob Akin's. Wow! This is really getting cool! John Phillips stands-by with the fire bottle. Helen is ready with the timer. I wave the clipboard at Tobey and he brings the car to a halt. Since the engine must be off during refueling, he shuts it down. As Tobey unbuckles the belts, I place my driving gloves on the dashboard and slip on my work gloves. As he climbs from the car and begins the mandatory safety check of all four corners and all compartments, I pop the hood and begin refueling. As Tobey's safety check brings him to the corner where I am working the fuel jug, I ask him that all-important, age-old endurance racing question all drivers ask before taking over the reins from their co-driver, how's the car? "Beautiful!" says Tobey. At two and a half minutes I stop the refueling, button-up the tank and hood, jump into the car, fire the engine, adjust the seat and belts, and watch Helen for the count down. At the five minute mark, I'm gone.

4:35 pm - The car feels terrific and I sense that I am going perhaps faster than I have ever gone before here at Summit. Lap after lap ticks

off with the freight train of the leaders coming through every six laps or so. Hey... What's that up there? The Datsun! He's in my class! Let's get him! I chase him for three laps, catch him under braking in one, and pass him in two. Now here's the Alfa. Man, this guy is good. I catch him going down the chute. I dog him through the carousel. I back-off in the esses and slingshot him in turn 8. We are now sliding side-by-side toward turn 9, the Alfa on the outside and me on the inside. I'm two feet off his passenger door and the angle of his slide doesn't look quite right. I'm concerned that he may go off when I realize that it is me with the weird slip angle, not him. I'm completely sideways sliding up the straight towards the bridge. As I listen very carefully, I hear him lift out of it for a split second, and that is all I need. I point the car straight and scream through turn ten with an ever widening gap between us. As I look up to the starter's stand I see the checkers flying. Home free! Not so fast... Remember, I said this guy in the Alfa is good. Here he has given me some of my own medicine by slingshotting me in 10. He's now on my inside and just off my rear fender. It's going to be a drag race to the finish line. Our cars are so evenly matched that he can't make the pass. I take the checkered flag with him still off my fender. "YES!", I scream into my helmet. "We are HOOKED-UP!"

5:00 pm - Back in the paddock, Team Heckman congratulates itself on a job well done. "You were catching Hartman," Tobey says. "People were taking our picture during the second pit stop," says Helen. "I thought I saw some flashes going off behind me," I say. "Your race fast time was 1:31.961," says John Phillips. "I knew I was flyin'!" says I. "Good on ya, ya ole baastid!" says Brian.

6:00 pm - Team Heckman, now minus Brian Reed, along with most of the other teams, converges on Bill Scott's Summit Point Raceway Orchards for the Whole Lot of Bull Roast being held in the massive distribution center. While the other team members graze at the cheese bar, soda bar, and beer bar, yours truly seeks out a Riesentöter Table. Finding an entirely empty one which seems to be possessed of a central location, I proceed to stand up about 15 chairs along either side taking the seat at the head for myself. Two huge steamer round roasts, new potatoes, green beans, corn bread, corn on the cob, and apple crisp are the fare of the evening. And it is good. All the Riesentöter Teams in attendance are at our table along with Bruce Baker and his lady friend Marti who are working the grid this weekend. Great stories are told. Much laughter can be heard. "If only I had qualified better for the Eifel Trophy race. How am I going to get around those two Speedsters?" I think to myself.

7:10 pm - Our Host Brian Redman picks up a microphone connected to one of those portable podiums and asks for everyone's attention. The combination of his British accent and the abysmal acoustics of the distribution center forces him to move in closer to the crowd. It's a little better, but the crowd lets him know that we still can't hear him very clearly. With this, Redman picks up the podium and carries it to the end of, you guessed it, the Riesentöter Table. From this vantage point the evening unfolds around us. Nodding at Tobey I say, "Good seats, huh?" The topic of discussion for the evening is "Your most embarrassing moments while racing a Porsche." Each of the aforementioned famous drivers comes forward and gives his reply to the question. Joe Buzzetta talks about driving a 904 at the huge airport circuit which is Sebring at night in the rain with all but one headlight not working and ending up about a quarter of a mile off the track. Not until he gets out of the car does he realize where he is. Bob Akin gets up and tells what it's like to drive a 935 around Sear's Point with such a wicked hangover that he was delirious. Now it's Bill Adam's turn. Bill says, "I don't really have any embarrassing moments while driving a Porsche because they are such wonderful cars. However, I would like to share with you an experience I had while co-driving a 911 Turbo with

Hans Stuck at Sebring earlier this year. Stuckie is marvelous. In the rain he is faster than the WSC cars, holding a rag in his teeth and occasionally wiping the windshield with it, singing in German, and just generally carrying on in his typical scoundrel manner, all of this being verified by the in-car camera. When it is time for me to take over the driving, Hans brings the car into the pits. As the crew is tending to the car and Hans is helping me with the belts, I ask him that age-old endurance racing question all drivers ask before taking over the reins from their co-driver, 'How's the car?' With this, Stuck stands up and glares at me with the most serious look I have ever seen on his face. 'Beéal!' says Hans in his thick German accent. 'Yes, Hans.' I say. 'Tzurn Tzhree.' he says holding up three fingers. 'Do you untaeschand?' 'Yes, Hans. I understand. Turn Three.' 'Yah. On zhe leaft.' 'Yes, on the left, yes.' In zhe schtands. Zhere izt a blonde, mit BIG Vons!' cupping his hands in front of his chest. With this, Stuck slams the door and walks away." Needless to say, this brings the house down, and we all venture out into the West Virginia starlit night a good deal happier than we already were.

10:11 pm - As I turn off the light to go to sleep, I think to myself, "How am I going to get around those two Speedsters?"



The Author with his trusted steed in a sea of Porsches (Tuck Hunter in the background).



Membership News

John Crowley, Membership Chair

Please welcome the following new members to RTR:

Jarrette Alleyne of Laverock
Matthew Brink of Allentown
William Casey of Manasquan, NJ
Dr. David Clements of Merion Station
Keith Cotton of Rosemont
Marco Dumont of Broomall
William Frey of Solebury
Marc Greenberg of Plymouth Meeting
Nick Hatalski of Downingtown
Paul Heinrich of West Chester
Charles Jones of Levittown
Dr William Kelley of Bryn Mawr
Robert Mazuk of Doylestown
Herbert Myers of King of Prussia
Lawrence Newman of Bushkill
Steve Niggerman of Exton
Howard Silvers of Philadelphia
Robert Snow of Drexel Hill
Mark Weidmayer of Newtown Square
Richard Williams of West Chester
Philip Yampolsky of Merion
Edward Baxter of Bryn Mawr
Jeff Cash of Radnor
Edward Chairman of Laverock
John Frizalone of Ambler
David Goodman of Langhorne
David Hammond of Media
Wilford Klein of Wynnewood
Joseph Kroger of Malvern
Benjamin Musialek of Collegeville
David Van Haren of Phoenixville
Phillip Casey of Emmaus
Andrew Dehnik of Brookhaven
Myles Diamond of Harleysville
Larry Fairstone of Havertown
David Graeff of Fleetwood
Clifford Haines of Narberth
Harold Hodgdon of Newtown
Alvaro Kusajima of Norristown
William Leishear of Valley Forge
James Mc Henry of Doylestown
Robert Naylor of Glensee
Paul Perri of Haverford
Edward Prout of Doylestown
Timothy Roth of Quakertown
Anne Tansimore of Philadelphia
Anthony Visconti of Downingtown
Fredrick Vayorsky of Philadelphia

RTR also welcomes the following transfers:

from Arizona, Joseph Klocko
from Potomac, Dennis Mc Daniel
from Schattenbaum, Paul Thompson
from the far Northwest, Bill & Debbie Cooper
and John Matassa of Wilmington, De

We wish the following people well as they transfer out of RTR into other regions:

RTK into other regions:
Glenn Davis to Minnesota
Nicholas Zammer to Ontario
and Len & Pat Herman to California

Summit Point Track Event by John Phillips

Rain, Rain is falling down
Rain, Rain
Rain, Rain is falling down
Falling down all over me
Rain, Rain, Rain, Rain

Peter Gabriel

The quiet light of the morning sun woke Summit Point to a perfect early summer day. It tinted the trees with a soft glow of rose and burnished the dew with accents of gold. I walked slowly to the glistening white turbo, opened the door, and sat down on the supple red leather. "First time?" I asked. Slowly, she brushed a wisp of dark red hair from her forehead, smiled a slight shy smile with her soft green eyes and said "bzzzzzzzzzzzzzzzzzz."

Damn, I hate alarm clocks!

I pulled on the track clothes and slogged out into the gloomy reality of a gray rainy day at Summit Point.

Damn, I hate reality!

Thursday it rained. Then it rained. Then it rained. Summit in the rain is slippery. Hell, Summit in the dry is slippery. After dispensing with the administrative details and admonishing the students with the "hey folks, it's slippery out there" speech, we went out for a few spins around the track. How was the driving? It reminded me of the time I tried to ride my bicycle in an ice stormit didn't work).

Driving in the rain can be fun and can help you work on your smoothness. But Summit has so many patches that the friction coefficient changes through the turn. You get the car set up and the next thing you know, the steering goes numb and you're taking the mud line. Soon the apexes and track-out points were covered with mud. Throw in some oil from the previous week's races and conditions were, to say the least, challenging. Did I tell you it was slippery?

Last month I was at Summit for the Jefferson 500 and watched Brian Redman drive his Chevron sports racer. When it started to rain on Sunday, most of the other drivers of race cars (Lolas, etc.) packed it in but he didn't miss a beat, even though he was running slicks. You really have to experience how treacherous this track can be in the wet to appreciate how good the really great drivers are.

Fortunately, we didn't have any major incidents, but by the time the sun finally came out late in the afternoon, everyone seemed pretty wiped.

A shower, clean clothes and some sun do wonders for the spirits.

Mike Andrews arranged for shrimp and chicken wings (very tasty) at a local sports bar, and we all headed over for dinner. As more and more people showed up we started adding tables until we filled an entire section. Ultimately, most of the students from the event joined us to watch racing tapes and pig out. The highlight of the evening had to be our waitress who not only managed to deal with the rowdy group of track junkies, but did so with a sprained wrist (softball injury), an unwavering 100-watt smile, and (get this) separate checks, by name no less. Unbelievable.

Friday was beautiful (even after the alarm clock went off), and even though there were no redheads in white turbos, there was traction (which ain't bad). The track got better as the day went on, and on the whole we had a pretty good day.

One chilling incident occurred when the front suspension of a Corvette collapsed going down the chute (loose bolt). Fortunately, it was the inside wheel, and no harm was done. This is a good opportunity to stress the importance of carefully checking your car before an event. Our tech procedures are designed to check for a reasonable level of safety but do not, and **cannot**, insure that the car is 100% safe. Do not assume that because the car "passed tech" that it is safe.

Except for the rain, the event went pretty well. There were no serious incidents, and we kept very close to the schedule. Because of the date, we were running without many of the RTR faithful and had to work with a skeleton force of instructors and helpers. To their credit everything went smoothly.

I would like to thank the instructors (many of whom handled three students) for their extra effort. Thanks also to Jim and Shannon Foster for running tech and other assorted tasks, and to Miriam Shottland (Potomac) for helping out with classroom instruction. Finally, the ironman award goes to Chief Instructor Kurt Faller who somehow managed to keep all the students on the track with a short staff of instructors, carry an extra load of students, and still function as de facto track chairman on Friday when Mike Andrews had to leave.

The next event will be our one day at Pocono on the Friday before the club race. See you there.



Minutes from the June Exec Meeting

Opening Remarks from the President:

John informed the board about some of the positive feedback he had received from our Watkins Glen track event. Comments included:

We were friendly and made people feel welcome
Low entry fee
Good chief instructor
Always on time

John received a letter complimenting us on the Speedzonemeeting.

Committee Chairman's Reports:

Editor: An extra color cover was approved for the June issue to show the Porsche cup car from Monaco.

Treasurer: We have \$20,000 in the bank. Microphone and batteries were ordered for the radios. There was some discussion about staying on budget for the rest of the year.

Vice President: The June 21st meeting will be a Monte Carlo Review. There will also be a presentation on the Formula Driving Center.

Bruce Jennings will talk at the July 26th meeting about his racing career.

Track: There were six incidents at Watkins Glen. Mike Andrews received a lot of positive comments about the event.

Discussion about getting the July date back for the Glen. We would like to try to spread out the events. Mike will try to schedule Pocono in April, Summit in June, Watkins Glen in July, Pocono (1-day) in August, Jefferson Circuit in September, and the Formula Driving Center in October.

The Days Inn will be the HQ for the Summit Point event in June.

There was discussion about using the IMSA course at Pocono for the race and one-dayevent. This will cost an extra \$5,000 per event.

The need for members of the Formula Motorsports Park was discussed. We will try to get one event in 1996 and two in 1997.

Jefferson Circuit will invite some instructors from each club for an orientation session.

Jim Foster will be registrar next year.

Tech: Tech went very well at the Glen with only one late car. The next tech session (for Summit Point) will be at Holberts.

Autocross: The Camden site is working out very well. The June 18th and July 23rd events will be at Camden.

Rally: The Fall rally will be on October 15th in the Easton area.

Social: Mike Andrews will supply softball and volleyball equipment for the July 31st picnic. The picnic will be advertised only in Der Gasser, no flyers will be sent out.

Goody Store: We have new decals for \$2.50/each. The club will sell intercoms to instructors only for \$25.

Old Business: Discussion of free entry to track events for Chief Instructor, Track Chairman, Registrar, and Tech Chairman. A motion was passed to compensate the above for any track time missed due to performance of their duties. This will be at the discretion of the track chairman on a pro-rated basis.

The President reminded everyone to think about running for a position on the 1996 board.

John Heckman will contact Bill Dougherty regarding a \$400 mailing expense for the February tech session.

New Business: We will need a committee for the 40th anniversary celebration. We will discuss further at the next board meeting.

There was some discussion about the cost for the 1996 banquet. Could we do it any cheaper?

The board then retired for a clothing-optional swimming party in Art's pool.

An advertisement for Precision Motor Works. The top half features the company name in large, bold, slanted letters. Below it is a list of services: Expert Mechanics, Servicing All Porsches, and Large Inventory Of Parts. A black and white photograph of a Porsche 911 driving on a road with motion lines is positioned in the center. The bottom right contains contact information: CALL 303 KOERBEL 527-6035 8 N. ROBERTS RD. ROSENDALE PA. 19010.

FOR SALE

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) ~~***~~

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 ~~***~~

62 356B S-90 Coupe, Ruby red/black interior. Orig. (solid) floor pan. Low miles on complete engine rebuild w/ factory S90 pistons & cylinders. Chrome wheels, camber compensator, luggage rack, Konis. Good overall condition & appearance. \$17,500. Bill Smith (w) 215-953-2410, (h) 215-757-0926 ~~***~~

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. ~~***~~

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

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) ~~***~~

70 914-6, Black/black interior. 68K miles. Restored, numbers matching, all orig. car. 1st Place show winner at Chesapeake Challenge '95. Orig. tool kit, foot stool, books & records, car cover, etc. included. \$19,500 OBO. David Redmond (610) 964-7996 ~~***~~

74 911S, Guards Red/full cork leather interior. Grounds-up prof. restoration/conv. to exact US Carrera specs. Black graphics. 6" & 7" Fuchs. Ducktail. New: Herberts Standox polyurethane, German carpeting & leather interior. Dilavar studs, trans. overhaul. 65K orig. mi. Price reflects outstanding cond.: \$14,000. Art Johnson (610) 383-9575 ~~***~~

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 ~~***~~

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 ~~***~~

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) ~~***~~

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 ~~***~~

82 911 SC, Slate Blue/Black leather interior. A/C, sunroof, cruise, P/W, 16" Fuchs. New P700's, orig. paint, completely stock. 46K miles. Mint cond. \$17,500. Bruce Polekoff (610) 674-3692 (h), (610) 659-0775 (w) ~~***~~

82 928S, Charcoal. Garaged, no rust, no winters. Recent SS exhaust, waterpump, timing belt. 110K miles. Very good cond. \$9,900. (610) 929-0457 (leave message) ~~***~~

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 ~~***~~

84 911 Carrera, Ruby Red/Beige leather interior. Good cond., A/C, sunroof. Always garaged, never driven in winter. BBS wheels, trans. just rebuilt. 103K miles. \$16,500 OBO. Jeff Brok (800) 346-6001 (day), (610) 372-3921 (eves.) ~~***~~

85 911 Carrera Cabrio, Guards Red/Black interior. New synchro & clutch. Garaged, pristine cond. 53K miles. \$29,500. Don Kohri (610) 446-4540 ~~***~~

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

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. ~~***~~

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 ~~***~~

86 944 Turbo, Guards Red/Black leather interior. New paint. REBUILT engine w/ all new components, bearings, seals & gaskets. Limited slip trans. NEW clutch, half shafts & exterior lamp assem. Suspension upgrades, overhauled front brake calipers. Excell. cond., no expense spared...Must sell. \$15,000. (610) 696-6014 (eves.) for more info. *sos*

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. *ms*

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 *sos*

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 *sos*

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) 610-783-0611, (w) 215-587-5602 *ms*

89 911 Speedster, Linen Metallic/Black Leather (same color scheme as factory brochure). A/C, Reno AM/FM stereo cassette, raised wheel hub, lwd 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 *sos*

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) *sos*

91 911 C2 Cabrio., Black/Black top/Saddle leather interior. Factory CD, new top. 34K miles. Dealer maintained. \$45,000. Chuck Pescatore 215-947-3994 (day), 215-357-0968 (eves.) *ms*

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

93 911 C2 Coupe, Guards Red/Tan interior. Excell. cond. 24K miles. Orig. list \$67,000. Tires almost new. \$49,000. Bob (717) 569-4272 *sos*

NON-PORSCHE CARS/ ITEMS

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 *sos*

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

PARTS, ETC.

66 912 Coupe - Parting Out, 5-spd. Good rear clip or quarters. Nice tan seats. Much sheet metal remains. What are your needs? Roger Conroy (215) 536-6280 *sos*

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 *sos*

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 *sos*

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

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 *ms*

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) *sos*

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 *sos*

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. *sos*

911/930 Parts: 1 - pr. 7 x 16 AKT replica wheels w/ standard finish (new); Sony 10-disc changer; Rockford Fosgate Punch 45 amp; Momo black leather shift knob; 911 harness guide; 911/930 rollbar. Mike Andrews (215) 368-9362 (h), (215) 986-5661 (w) 8/95

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



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!

Porsche Cars North America Toll-Free Phone Numbers

(800) 443-0340 Porsche Cars North America
(800) 545-8039 Owner Relations Department
(800) 438-1409 24 hr Roadside Assistance
(800) 767-7243 Location Information for Nearest
Authorized Porsche Dealer

FYI

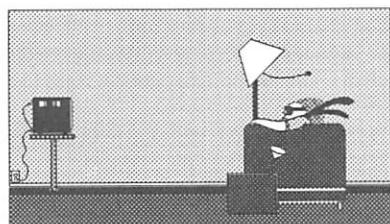
Do you want a tire Pyrometer but can't afford the very reasonable prices offered through the goody store? Do you have \$30.00? Can you solder two wires without burning down the house? Have I got a deal for you.

First, you will have to make a trip to your local Radio Shack and pick up a thermistor (catalogue # 271-110) for about \$2.00 and a digital multi meter (catalogue # 22-171) for about \$20.00. Next, find a broken click-type ball point pen and some thin, insulated wire. Remove the insides from the pen and drill out the point until it is large enough to let the thermistor be fully exposed. (Note, do not throw out the instruction on the back of the package.) Solder the wire to the two leads on the thermistor and carefully tape them so they are insulated, slip the package into the barrel of the pen, and feed the leads out through the top where the clicker used to be. You can use crazy glue or hot melt to secure the assembly. All that's left is to attach the two wires to the leads from the multi meter and you're finished. If you use quick connect/disconnect connectors, you can still use your multi meter for other things. Place the tip on the pen/pyrometer against a warm surface, read the number on the multi meter and use the instruction sheet to convert to a temperature.

Here are some guidelines to help in using your new pyrometer. As a general rule, a tire is properly inflated when the temperature is consistent at the outside, center, and inside of the tire. A higher center temperature means the tire is over inflated, while a low center temperature means the tire is under inflated. (Hoosier says 10° hotter on the inside than the outside with the center being 5° cooler than the inside and 3° hotter than the outside.) Start at the front of the car and get the pressures right there before you start on the rears. How hot should the tires be? BFG says that temperatures between 160° and 230° F are normal. You should always check with the manufacturer of your tire or particulars.

Have fun.

John Crowley



THE EXEC

PRESIDENT

John Heckman
102 Gordon Lane
Erdenheim, PA 19038
(215) 836-9168 (H)
(215) 248-4445 (W)

VICE PRESIDENT

Donn Sanders
1051 Deerpath Road
Blue Bell, PA 19422
(215) 628-2173

TREASURER

Art Rothe
460 Shelmire Road
Downington, PA 19335
(610) 873-2373 (H)
(610) 565-2700 (W)
EMail: awrothe@aol.com

SECRETARY

Helen Phillips
8113 Ardmore Avenue
Wyndmoor, PA 19038
(215) 233-3277 (H)
(215) 283-4354 (W)

AUTOCROSS

Geoff Ehrman
78 Valley Green Drive
Doylestown, PA 18901
(215) 340-0452 (H)
(215) 672-7200 (W)
EMail: geoff911sc@aol.com

RALLY

Dennis Angelisanti
10 Pinewood Drive
Douglassville, PA 19518
(610) 385-6602

MEMBERSHIP

John Crowley
10 Velvet Lane
Levittown, PA 19054
(215) 943-2809 (H)
(215) 785-6110 (W)
EMail: john cst@aol.com

EDITOR

Tracy Chatley
1479 Glenbrook Lane
West Chester, PA 19380
(610) 696-7125
EMail: tchatley@aol.com

TRACK EVENTS

Mike Andrews, Chair
215 Jonathan Drive
North Wales, PA 19454
(215) 368-9362 (H)
(215) 986-5661 (W)

Tony Bonanni, Asst.
303 Powder Horn Road
Fort Washington, PA 19030
(610) 828-9469 (H)
(610) 834-1509 (W)

John Phillips, Asst.
8113 Ardmore Avenue
Wyndmoor, PA 19038
(215) 233-3277 (H)
(215) 466-2629 (W)

PCA RACE

Bob Lamb
2 Rebel Road
Radnor, PA 19087
(610) 687-4828 (H)
(610) 666-9200 (W)

REGISTRAR

Kam Ho
32 Leatherwood Drive
Collegeville, PA 19426
(610) 650-0658
EMail: kamsho@aol.com

TECH

Nick and Melissa Plenzick
3154 Street Road
Warrington, PA 18976
(215) 343-0263

SOCIAL

Pat Tillson
111 South Chester Road
Swarthmore, PA 19081
(610) 544-4737 (H)
(215) 898-4010 (W)
EMail: ptillson@sas.upenn.edu

PAST PRESIDENT

Don Applestein
11 Furness Lane
Wallingford, PA 19086
(610) 565-5716 (H)
(215) 299-3146 (W)

HISTORIAN

Betsi Lyle
Box 363
West Point, PA 19486
(610) 287-5083

GOODY STORE

Shannon Foster
127 Barley Sheaf Drive
Norristown, PA 19403
(610) 277-8207
Email:
sfoster@omni.voicenet.com

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/auto-related items and are subject to editing for both space consideration and content. The Editor reserves the right to reject any ad.

COMMERCIAL ADVERTISING RATES and general information are available from the Editor.

DER GASSER IS THE OFFICIAL MONTHLY PUBLICATION OF RIESENTÖTER REGION, PORSCHE CLUB OF AMERICA. IDEAS, OPINIONS, SUGGESTIONS, ETC. ARE THOSE OF THE AUTHOR.

*There's
Something
New!*



*Things
are
Changing!*

INTRODUCING



and



AVAILABLE ONLY AT DON ROSEN OUR #1 GOAL:

- Provide 100% customer satisfaction while reducing the cost of ownership!!



The competitive parts source from **PORSCHE** Cars offering a comprehensive line of quality parts with savings up to 30% off manufacturers OEM list!!



- Factory authorized service
- Combining competitive parts and labor pricing produces the lowest maintenance costs available in the Delaware Valley

Some things we won't change:

- We employ **PORSCHE** and "ASE" certified master technicians
- We inventory over \$250,000 in original equipment parts
- We constantly train our technicians and utilize the latest in technology from **PORSCHE** cars
- We honor any **PORSCHE** warranty work regardless of selling dealer
- All parts and repairs are covered by **PORSCHE** or **EUROSELECT** parts warranty (2 years)



**SPECIAL
PCA Member**
Discount on
Parts or Service

**Call the "New"
Don Rosen Porsche Today**
1312 Ridge Pike
Conshohocken, PA 19428
(215) 279-4100



FREE
EUROSELECT
QUALITY PARTS
Catalog
(Call or Stop in Today)
Must return coupon

10 VELVET LANE
LEVITTOWN, PA 19054-1006

ADDRESS CORRECTION REQUESTED

FIRST CLASS MAIL
ZIP + 4 PRESORT
US POSTAGE PAID
TRENTON, NJ
Permit No. 911

Presorted First-Class
[REDACTED]
[REDACTED]
[REDACTED]

FIRST CLASS MAIL DATED MATERIAL DO NOT DELAY

For over 20 years Mike Tillson has raced, restored, owned, coveted, bought, sold, and repaired Porsche automobiles. After all these years Mike still cares — call him if you still care! Guaranteed absolutely the best Porsche shop in Philly today.



MIKE TILLSON
Motor Car Service
2097 N 63rd St
Philadelphia, PA

(215) 473-6400



LEICA BINOCULARS AND CAMERAS.
EXCELLENT GERMAN CRAFTSMANSHIP TO
COMPLIMENT YOUR PORSCHE.

CURRENT PROMOTION ON SUPERB
LEICA WATERPROOF BINOCULARS
USEFUL FOR EVERYTHING FROM
RACES, BALL GAMES, BIRDS, SAILING, ETC.

ALSO A SPECIAL ON THE POPULAR
LEICA MINI ZOOM CAMERA
AMAZING PRICES ON BOTH



Chester County Camera
22 E. MARKET STREET WEST CHESTER
610-436-6070

AUTHORIZED DEALER FOR:
- CANON - FUJI - KODAK - KONICA -
- LEICA - MINOLTA - OLYMPUS - MORE -