

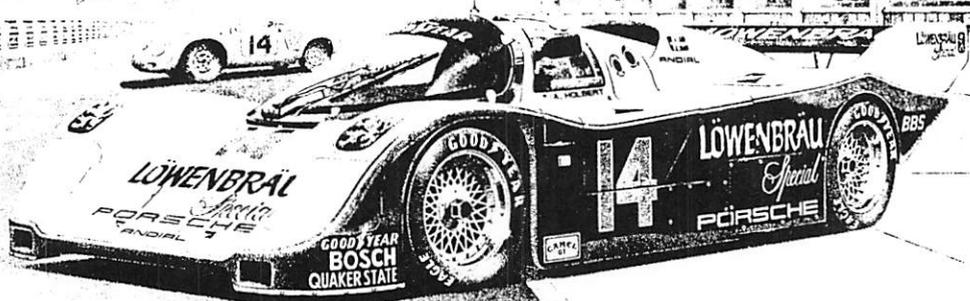
# Der Gasser

SEPTEMBER 1995



**Riesentöter Region • Porsche Club of America**

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# HOLBERT'S

1607 Easton Rd.

Warrington, PA 18976

## President's Message

Hey you... Yeah, you. Don't look away, I'm talkin' to you. You deserve what's coming to you. I've got just two words to say to you. THANK YOU!

Acting more like a well-trained, well-paid corporate staff than a group of car-junkie volunteers, Riesentöter pulled together to present one of the finer-run three day weekends that I have ever attended, with a Drivers' School on August 18th followed by a Club Race on the 19th & 20th. The weather at Pocono International Raceway was the same all three days -- better than I have seen and felt in weeks -- just plain gorgeous.

Space does not permit me to list here the names of all those individuals who so selflessly gave of their time and energies to assure the success of these two events. In all seriousness, I think the number must be near 100. So as not to miss anyone, I will list here the Committee Chairmen and rely on them to individually thank each volunteer who helped on their particular Committee. For the Track Event they are: **Mike Andrews**, Track Chairman; **Kam Ho**, Registrar; **Nick & Melissa Plenzick**, Techmiesters; **Kurt Faller**, Chief Instructor; **Tony Bonanni and John Phillips**, Assistant Track Chairmen. For the Club Race they are: **Bob Lamb**, Race Chairman; **Kam Ho**, Registrar; **John Acuff**, Sponsorship and Publicity; **John & Tracy Chatley**, Grid and False Grid; **Bill O'Connell**, Pace Car and Miscellaneous; **Bob Russo**, Tech; and **Ron Lego**, Timing & Scoring.

The amount of planning and forethought that went into this long weekend is nothing less than staggering. But, as I am sure that those who were in attendance will agree, we pulled it off like pros.

I was in charge of the official RTR Club Race tee shirts this year, and I exercised some Executive privilege (call it presumptuousness, impropriety, whatever) and had the artist draw my 914/6 into the picture. Well, two things happened. We had great weather, and my car never completed more than a few laps in each run group all weekend. I thought it was fuel delivery problems, but just before leaving for home on Sunday evening, John Phillips articulated it for me. It seems that John and a few other well placed muckity-yucks had gotten together and sacrificed my car to Mother Nature in return for good weather. As I sit now and reflect on all those smiling faces I saw all weekend, I can make only one conclusion. It was worth it.

Our regular monthly meeting for September will be on the 27th at the Holiday Inn in Ft. Washington at 7:30 for socializing with the speakers taking the floor at 8:00. This month's meeting is Winter Storage & Road Side Repairs and promises to be highly informative to both the do-it-your-selfer Porsche owner and seasoned check writer, alike.

As we CRUISE control (or hand throttle as the case may be) into the Riesentöter Fall season, don't forget Chairman Ehrman's

Autocross at Nazareth Speedway on September 24. The new venue promises to be very exciting, and if past performance is any assurance of what to expect from Geoff and his Crew, this promises to be terrific.

October 15 is the date for our Fall Rally and the social event known as Oktoberfest. Rally Chairman Dennis Angelisanti and Social Chairman Pat Tillson have got some great things in store for us. Look for details elsewhere in this issue, and make it a point to come out and HAVE SOME FUN! - John

### 1996 RTR Proposed Slate of Officers

**President:** John Heckman  
**Vice President:** Melissa Plenzick  
**Secretary:** Shannon Foster  
**Treasurer:** Art Rothe  
**Social Chairman:** Pat Tillson  
**Membership Chairman:** John Crowley  
**Der Gasser Editor:** Tracy Chatley  
**Autocross Chairman:** OPEN  
**Track Chairman:** Mike Andrews  
**Technical Chairmen:** Nick Plenzick and Paul Poore  
**Goodie Store Proprietor:** OPEN

Nominations for these elected positions will be accepted from the floor at the September meeting. Votes shall be cast and elections shall be made at the October meeting. If you or anyone you know is interested in serving on the Executive Committee in any position, be it elected or appointed, kindly contact the President or any other member of the Committee. Thanks!

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# Down The Pike

## 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 and Oktoberfest beginning at the Coventry Diner and ending at the Gypsy Rose Restaurant in Collegeville, PA

## DECEMBER

16 Holiday Banquet, Radnor Hunt

## DRIVING EVENTS

### SEPTEMBER

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)



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Vicki O'Connell, CTC General Manager

Have you visited the

### RTR Worldwide Web Home Page?!

RTR member Jim Foster took it upon himself to develop the Riesentöter WWW Home Page. The address is:

<http://www.voicenet.com/~jfooster/pages/rtrhome.html>

Drop in to see what's happening, get Exec members' names and addresses (in case you've lost your most recent issue of *Der Gasser*) and jump to other cool Porsche sites on the Web. If you have ideas or comments (constructive ones only, please) send Jim an Email at the address listed on the page.

Happy surfing!



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## Club Meeting Info

### **SEPTEMBER**

September's meeting will be held 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.

### **OCTOBER**

October's meeting is still in the planning stages. More details at the September meeting and in the October *Der Gasser*.

### **NOVEMBER/DECEMBER**

As is tradition, the November and December regular meetings are forgone in lieu of the Holiday Banquet which will be held on December 16 at Radnor Hunt. This is the premier social event on the RTR calendar. You won't want to miss this!

## FALL FOLIAGE RALLY by Dennis Angellisanti

Last month I told you the Fall Rally would start at the Coventry Diner in northwestern Chester County. I did not tell you where that diner was. It is located on Route 100, approximately 2 miles south of route 422.

The plan is to start with a TSD (time-speed-distance) leg, then onto a observational leg where the speed you travel is up to you. So there is something for everyone.

Schedule remains the same, get up, have coffee, check weather (I'm sure it will be great) then a spirited drive in you **PORSCHE** to the Rally start point for a good "Diner" breakfast. Then:

**REGISTRATION:** 10:30 through 11:15 (\$5.00 per car)

**DRIVER'S MEETING:** 11:30 (sharp) time hack will be given twice

**FIRST CAR OFF:** 12:00 NOON

Remember leave the SUVs, sedans and brand X sports cars home. Bring your **PORSCHE**-show your colors. Not one 356 showed up at the last Rally, so someone please dust of the Doctor's favorite and bring it out. Heckman will probably get penalty points again for using the presidential limo, so we can't depend on him.

The route is guaranteed to exhilarate you. About 2 1/2 hours long including pottie stops, it will lead you to the site of the **OKTOBERFEST** (hopefully covered elsewhere in this issue) the Gypsy Rose Inn. The Inn is located about 1/2 mile east of the intersection of Routes 29 and 113, on 113 just outside of Collegville. Let's beat the turnout of our last Rally (34 cars and 68 people).

**CHECK YOUR SPEEDO AGAINST THE MILE MARKERS ON THE WAY TO THE RALLY YOU MAY NOT GET ANOTHER CHANCE. THE ROUTE WILL BE SET UP WITH A CAR WHOSE SPEEDO CHECKED WITHIN 1/10 OF ONE PERCENT OF THE TURNPIKE MILE MARKERS. I.E. SPEEDO READ 9.9 MILES AFTER 10 MILES OF MILE MARKERS.**

Directions to start point:

**From Turnpike:** Downington exit, route 100 north, continue on 100 north crossing routes 401, 23. Diner is several miles north of route 23 on left.

**From 422:** Exit onto route 100 south, near Pottstown. Diner is on the right about 2 miles south of route 422.

Please park on the south side (left) of the diner's lot as near to the rear as you can get. This is the management's request.

It is not necessary to pre-register for the rally, though it would help me to know of your intentions so enough instructions are available. Reservations for **OKTOBERFEST** will be necessary. Check elsewhere in this issue for those details. You need not run the Rally to go to the **OKTOBERFEST**, but what fun is that. Understand that registration for the Rally does **not** constitute reservations at **OKTOBERFEST** !

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

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# *Oktoberfest*

After The Fall Rally at the Gypsy Rose Restaurant

**DATE:** Sunday, October 15, 1995

**TIME:** 3:00PM - 7:30PM

**LOCATION:** Gypsy Rose Restaurant  
Route 113, 505 Bridge Street  
Collegeville, Pa  
610-489-1600

**PRICE:** \$10.00 per person

By the end of the evening words like Lauchcremesuppe mit Schinken and Apfelauflauf mit Fruchten will simply roll off your tongue ~

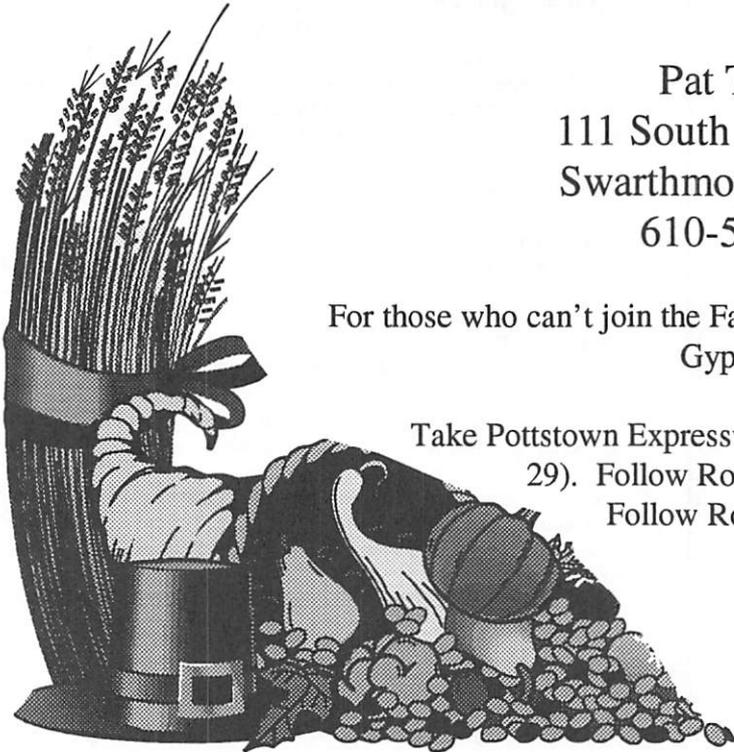
The menu will be traditional German fare and Oktober beer will be on tap ~

Please RSVP by **October 11**  
Checks should be mailed to:

Pat Tillson  
111 South Chester Road  
Swarthmore, PA 19081  
610-544-4737

For those who can't join the Fall Rally, please join us later at the Gypsy Rose~

Take Pottstown Expressway (422 ) to Collegeville Exit (Route 29). Follow Route 29 North 3.5 miles to Route 113. Follow Route 113 North .25 miles to the Gypsy Rose





**Club Race a Great Success!**  
by Bob Lamb

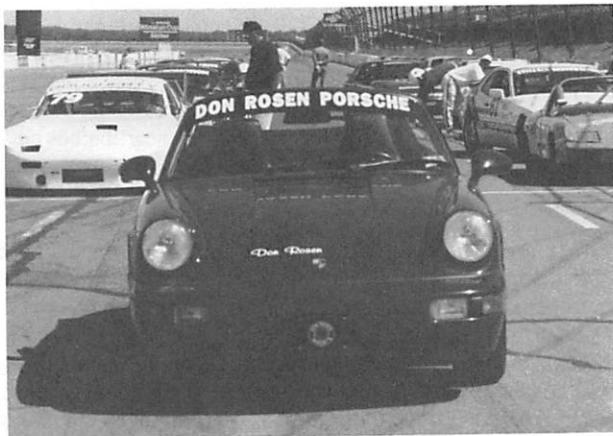


Our 1995 Club Race was held August 19 and 20 at Pocono Raceway. At last count, we had close to 130 entrants from 16 states and 23 PCA Regions. The weather was a little warm but otherwise picture perfect. There were no incidents to speak of and a good time appears to have been had by all but those who suffered mechanical woes. We had a gala dinner social for 250 at a local restaurant.

The event was organized by a committee of nine. We met formally three times. There were numerous informal meetings and telephone conversations. I want to thank the group as a whole and mention each member and their contribution. John Cuff prepared the program and dealt with local sponsors and advertisers. John and Tracy Chatley were responsible for the Pit and Grid activities. John Heckman arranged for artwork, tee shirts, coordinated the awards ceremony and was liaison with the Executive Committee. Kam Ho was Registrar, a job that may require the most time and the least recognition. Ron Lego was responsible for Timing and Scoring. This is a Star Wars technical feat in today's world with computers and such. Ron recruited and was assisted by a professional scoring lady named Melony Correll from Atlanta. Bill O'Connell was our manager of loose ends: pace car, motel rooms, radios, worker hats, awards and the dinner social. Venerable Bob Russo was our Tech person. We were assisted by about 25 event volunteers who manned tech lines, registration, false grid, flagging, public address and miscellaneous activities.

I am hesitant to start listing all the volunteers because I am afraid I will miss some. However, you know who you are. We could not have done it without you and we THANK YOU VERY MUCH!

Under the National rules, a local region hosts and organizes the race event. On race weekend however, all on-track and technical activities are under the direction of a nationally appointed Race Steward and Scrutineer. Our Race Steward was Bob Barker from Atlanta. The Scrutineer was Tom Charlesworth from Tulsa. Both were competent, experienced, commanding and effective.



Pace car on the grid ready for the start of the race.

We thank National for selecting them for our event.

I did not really understand the magnitude of the task when John Heckman asked me in February to chair the Race Committee. For some reason that is still not totally clear to me, I accepted. Much time and energy was expended by many people. I am continually amazed by what can be accomplished by a group of volunteers when they set their minds to a task.

Thank you all again.

**Editor's Note:** As a member of the Race Committee, I want to personally and on behalf of the other Committee members, thank Bob for the great job that he did as Race Chair. He was (and is) at all times the consummate professional and it showed on race weekend. This was (I feel) the best Race we have put on to-date. **Thanks Bob for all your time and effort!**



Trackside at Turn 4.

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**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 3 of 3  
by John Heckman

**Sunday, 05/21/95, 6:35 am** - "Three Grand Slams?" I ask. "Riieght!" says Tobey. "Riieght, ya ole Baastid." says Brian. "Three Grand Slams it is, please." I say to the waitress. "Eifel cars warm up at 8:20 today Tobey. You go out first." says the Team Strategist. "Riieght." says Tobey.

**8:40 am** - Tobey brings the car in and I am quite sure that even with his full face helmet in place I can see a grin on his face from ear-to-ear. "That felt the best so far." says he. "It was." I say. "I had you at 1:34. We'll split the driving in the Wyer Cup this afternoon. Only one pit stop and one driver change. You go out for the first 45 minutes and I'll take the second shift. "Sound-um good?" I inquire. "You don't have to ask me twice!" says Tobey.

**9:20 am** - I bring the car in from the Wyer warm up and drive it directly to the Cam 2 pumps for refueling. "This way," thinks the Team Strategist, "the car will be all ready for the Eifel and we can save the remaining fuel that we brought with us for the endurance race."

**11:35 am** - The sun is beating on the false grid as I take my place behind the two Speedsters for the beginning of the Eifel Trophy (all Porsche) Race. "Oh, this is a break," I think to myself as park the car in it's designated grid space in the only shade around, that being formed by the black flag station. I can see the yellow Speedster two slots ahead, "but where's the red one?" I think to myself. With that, here comes a silver Speedster that pulls into the empty space in front of me. "Oh, this is a break," I think to myself recognizing the car as one much faster than both the red Speedster it has replaced and my car as well. "When they drop the green flag, that silver car will run away and hide and I'll have a shot at the yellow one." We're getting the signal from the grid marshalls now to fire the engines. "What's this?" I think to myself as a grid marshall and some crewmen push the silver car to the back of the grid. I then recall the rules that say that if a team attempts to race a car other than the one they qualified, that car must start from the back. I'm now motioned by the grid marshall to assume the spot in front of me. "Ah-hah!" My luck continues to improve. I can now see my other-car-in-class-competitor Larry Grube in his 944S some three or four cars ahead of the yellow Speedster. As we exit the false grid, the marshall splits us at pit out, and I get the right side. Another break (!) because now I'll have the inside line going into Turn One.

We circle the track on our pace lap behind the Viper. With the field now bunched-up in tidy formation exiting Turn 10, I stand on the throttle and hope that I'll see a green flag when the starter's tower comes into view. There's the green flag, and the yellow Speedster that was to my left on the pace lap is now behind me, nowhere to be seen. Entering Turn Three, the field is beginning to stretch out. Coming out of Ten onto the main

straight, I'm now right behind Larry Grube. "Wow." I think to myself. "Is he GOOD!" He's sideways in most of the corners, and he is able to brake very deeply. I follow him closely and find that our cars are virtually matched. Braking, acceleration, cornering. I cannot out run him. It's time to sit here a while and let him have his time, stay out of the way of the big boys who will start coming through soon, and overtake the slower cars who we will soon begin lapping. I must do all this without letting anybody get between Larry and me for very long. Racecraft. I had heard Axel Shield speak of it at an RTR track event. I had heard Derek Daly speak of it while commentating for an Indy Car race. I had practiced it in the past without realizing it. It can be described as the procedure a racer formulates to better his position while racing. Racecraft is strategy the racer employs as the conditions of the race he is in continue to unfold around him. We are now about half way through this 12-lap race. My racecraft tells me that if I get around Larry at this point, I will have to defend my position for a full six laps. It is now lap 8, and my racecraft tells me to make my move.

I close-up on Larry under braking going into the 90-degree right which is Turn One. Up to this point I've been keeping my distance, giving him room. Now I suddenly come out of no where, jump all over his rear bumper, and fill his mirrors big time. Intimidation is the plan. On the short straight between One and the next left known as Wagon Bend, I dive for Larry's right. He takes the bait, and moves to the right to block! I quickly switch to his left and get my right front wheel even with his left rear. I have a tiny bit more momentum left over from Turn One than he does, and we drag race to Wagon Bend. Entering the last section of the braking zone, I'm just a tad ahead of him which means it's my corner. I take the line, hit the apex, and I'm gone. I drive my heart out through the Chute, the Carousel, and the Esses paying little regard to my mirrors until I find myself on the straight exiting Turn Eight. At this point I study the mirrors to decide how to best defend my position from a surely advancing Larry when all I can see are the 917 Spyder, the 935, and the Carrera RSR coming through like a freight train possessed. I signal them past on my right and they take me going under the bridge. Woosh! But where's Larry? He's no where to be seen. Cool... I'm now first in class with no pressure on. Think I'll just motor on home for four laps, save the car, and enjoy the ride. I think to myself, "Wow. Things sure can change in a hurry. All that worry about those two Speedsters for nothing!" Turns out that when the Big Boys Freight Train came past Larry, somewhere near the bottom of the Chute, he lost it and spun into the weeds. Oh, well. That's racing!

**12:15 pm** - Time for lunch. The Ole Aussy Baastid and I head for the chow line while the others talk to some of the other competitors. We sit down at a picnic bench next to some old geezer in a double breasted blue blazer with white hair and full beard. Adhering to my long felt belief that one should always acknowledge those around you because, if for no other reason, you never know who you may be speaking to, I include the white haired gent in our conversation. He turns out to be none

other than T.C. Brown, famed automotive journalist and former feature editor of Road & Track magazine. I had been reading this guy's work since I was 13, when I first began subscribing to R. & T. "Wow." I say to myself. "This is really getting cool." Turns out that Brian and T.C. have mutual friends in Australia. We all enjoy great chit-chat for about an hour when before we know it it's time to prepare for the second half of the Wyer Cup Endurance Race.

**3:05 pm** - With the necessary equipment positioned in Pit #25 once again, Tobey takes the car to the false grid. I'm watching Bob Akin as he's watching the sky. Approaching out of the south are some very sinister looking black clouds. "Oh, s - - t." says Akin. "If it rains we go home early." Akin's co- driver and son Bobby says with a smile and a shrug as he walks past our pit. As the cars are signalled onto the course behind the pace car, Team Heckman takes up their respective positions. It's raining now, but not heavily. Tobey looks good in the rain. He's second in class and gaining on Hartman. Speeds are way down, and the track is obviously very slippery. As the laps unfold, the rain begins to slacken off. However, Tobey does not pick up his pace much. Soon he has slipped back to forth place behind Hartman, the Datsun, and the Alfa. His 45 minutes are soon up and I find myself on a track surface that is getting dryer with each lap. I have the bit between my teeth, and I am going for it as hard as I know how. Before I expect it, the checkers are out, and it's all over. Having qualified 36th in a field of 46, we have finished 16th overall, third in class behind Team Hartman and the Alfa. Of the 27 cars that finished the race, 17 were Porsches. That, I think we can agree on, says something about Porsche reliability.

**5:00 pm** - It's time for the awards at Winners' Circle. On the podium are the three top finishers: Joe Hish having finished first in his '69 Chevron B16, Dave White in second with the Carrera RSR, and Jeff Jacobs who placed third in a big-block '65 Corvette. And who should be making the presentation of the awards, but non other than the ole Aussy Baastid himself, Brian Reed. The crowd cheers, the champagne bottles go "pop", and Tobey and I look at each other with the knowledge that we have been a part of a truly remarkable event in time. "Wow." I think to myself. "This has really been cool!" Make it a point to attend next year's Jefferson 500. **I know we will!**



A Porsche lover's fantasy.

## Vintage Grand Prix Update

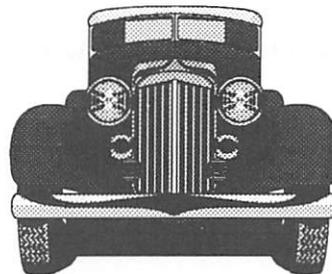
by Bill O'Connell

Hey, something new - I'm looking for workers. Yep, still need help for the Vintage Grand Prix. Although I need help all three days of the event, I will especially need help during lunch on Saturday. While the SCCA workers are taking their break, there will be a go-cart race. I need people to help me with the race. Remember, you get spiffy shirts and stuff - and free club parking and admission. As I've mentioned, RTR is normally the largest club there, both in cars and participation. So, give me a call at 610-640-1675 or fill out the registration form on the next page and put the letters "VOL" on the day(s) your interested in helping out and then send in the form.

We are running another raffle this year. A Land Rover Defender. You want a serious Jeep? Here it is. Tickets are a paltry \$20 each or 3 for \$50. The raffle is slated to go off on the Sunday of the event. Pretty good deal. Tickets are available at Brandywine Range Rover, my camera store or by calling Vintage.

And keeping the best news for last. You know about the Pre-WWI "race," and of course, the pre-60 race, the art show, the new car show, the concours, the club field and the post-'60s race. Wait, you just read "race," not parade laps? Good eyes. Yep, we are staging a race that some of our members now qualify for. It will be limited, and have some serious restrictions for safety reasons, but it will be a race! Interested? Give Peggy a call at Vintage HQ at (610) 296-3365 for more info. Don't delay though since space will be limited.

This race has potential to be the best one yet.



for 215-646-1100 your

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"other" car!  
Saul Kun

115 Bethlehem Pike, FORT WASHINGTON, PA 19034

**POST THIS ON YOUR "FRIDGE"**  
**'95 Vintage Grand Prix**  
**Oct. 6, 7, & 8**  
**Car Club Field Information**

- Marque of the Year for '95 will be British cars.
- Any 'interesting' car, both foreign and domestic, is eligible to park on the club field. If you are not sure, give us a call.
- The field cost this year is \$15.00 for the car, driver, and 1 passenger. The cost for each additional passenger is \$5.00. If you receive PhVGPA membership tickets, or tickets elsewhere, they may be used for the additional passengers or friends.
- All cars must be on the field by 10 AM each day and you should plan on remaining on the field until the event is over (barring emergencies of course).
- If you want to have a club picnic or some other activity, please contact Bill O'Connell @ 610-640-1675 to review your plans.

-Please cut out the ticket and return it with your check to:

**PhVGPA**  
**129 Davis Road**  
**Malvern, PA 19355**

Have a friend with an interesting car? Please, copy this and pass it along.

Belong to another car club? Please, copy this and send it to your editor requesting that it be printed in your newsletter.

Want to volunteer? Have a question? Call the office at 610-296-3365.

Philadelphia Vintage Grand Prix Association  
**1995 FAIRMOUNT PARK VINTAGE GRAND PRIX**  
**OCTOBER 6, 7, 8**

**CAR CLUB FIELD**  
**REGISTRATION FORM**

**\$15 EACH DAY**  
**(Includes Driver and 1 Passenger)**

**SATURDAY CAR CLUB FIELD**

Car Club Affiliation \_\_\_\_\_

Car \_\_\_\_\_ \$15.00 = \$  
year    model

\_\_\_\_\_ Additional Occupants @ \$5.00 = \$

\_\_\_\_\_ Drivers Party @ \$20.00 = \$

**SUNDAY CAR CLUB FIELD**

Car Club affiliation \_\_\_\_\_

Car \_\_\_\_\_ \$15.00 = \$  
year    model

\_\_\_\_\_ Additional Occupants @ \$5.00 = \$

**TOTAL ENCLOSED** \$

**Please make checks payable to: PhVGPA**

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**PhVGPA - 129 Davis Road - Malvern, PA 19355**  
**610-296-3365**

# Second Annual East Coast Porsche-VW-Mercedes Literature & Memborabilia Swap Meet



Hosted By The  
Chesapeake Region, P.C.A.

Sunday, November 12, 1995  
Embassy Suites Hotel  
Philadelphia Intl. Airport



Table Fee is \$20 in advance and \$25 at the door  
Early Bird Shoppers Admission is \$10 per person ( enter at 7:30AM )  
General Admission ( after 9:00AM ) is \$4 per person

Please Call Manny Alban at 410-515-4470 for more info or  
e-mail at [MAlban1056@aol.com](mailto:MAlban1056@aol.com)

## 911 Engine Narcosis by Tony Checkowski

The pieces of metal from the oil sump indicated a small piece of the piston skirt from the 2.7 liter engine had broken off. Now I knew what had probably caused the noise during the first 30 seconds after start up. Previously, I had the alternator bearing changed, but that did not help. Otherwise, the engine ran fine after a minute of warm up.

Quotes indicated that it was wiser to move up to a 3.0 liter than to redo the 2.7 liter. So, the search began. After several months I found one of the members in our club who had a 3.0 liter with 90K miles on it. Hewanted to move up to a 3.2 liter. The 2.7 came out and the 3.0 1983 engine went in.

A short drive at moderate rpms showed no obvious problems, so the car was parked for the winter while the 2.7 was investigated more carefully.

As spring arrived, the 3.0 showed it would not rev much past 5K to 5.5K rpms. A change from the blackened Bosch platinum spark plugs to the standard ones helped a little at idle but, did not help at 5K rpms. The only thing to do was to start from ground zero.

I was told that the injectors and the fuel distributor had been changed sometime in its 90K-mile life. The new spark plug wires and terminal connectors indicated a more recent change. The basis of the engine purchase had been the opinion of one of our RTR shops who had said it was a good and sound engine. I was starting to wonder if the engine had been sold due to the inability to resolve this problem. Were there any more problems?

Not knowing a thing about this engine, I started from the beginning. Having some experience setting my old 2.0S cam overlap, I started here. I could not believe that the 3.0 cams were set as if it were a '78 or '79 911 engine. Not only that, they were not nearly set the same.

I wondered who had the special Porsche cam tool to hold the 3.0 cams? No one I knew who would be willing to give it up for a few days. Like the crow's foot cam tool for the 2.0 liter to the 2.7 liter. it would be nice for the club to have these specialized tools available for the club members. I bought the tool for use now and I will mount it on my wall later. Anyhow, I went through the adjustment and set it at the mid-range overlap (i.e. 0.060" overlap). After several checks, since this is a very sensitive adjustment, I was satisfied that it was right. I could feel the difference in power up to 5.0 K to 5.5K rpms, but not much more. The engine just still would not wind up.

After some consultation with our local Porsche dealer, he was convinced that the problem was a broken valve spring. Making a hand tool to check for a broken valve spring, I set about to look for something I did not know how to look for. Again and again, after setting the valves to their closed position, I could not find

what a broken valve spring would feel like. I did not find one, because there was none.

Well, maybe it was a fuel problem. The engine did not have the adjustable cold start regulator screw/nut mod, so I figured I would not only check it, but make the modification. With a borrowed fuel pressure kit with proper lines and fittings, I again was surprised to find the control pressure almost 20 psi too high. This meant a leaner mixture during the cold start cycle. With the modification finished, I set the pressure to correspond to the temperature of the day. Still no significant change in idle nor upper end power. Mid range power was OK, in fact I took a 300 mile trip and enjoyed zipping along the Pike up to 110 mph.

It was now the time of the year to get the Porsche inspected. My local station said the CO was too high at over 4%. He did something to get it passed, then later I used his emissions equipment to turn down the enrichment control (near the fuel distributor) to about 2.5%. I did not know at that time that the spec for the CO was between 0.4% to 0.8%. Was that with a lambda sensor or without one? I didn't have one. Eventually I settled for 1% CO @ 950 rpm @ Z 1=0 instead of the 5 degrees ATDC with all the vacuum lines connected.

Dropping in at my local station to get the family car inspected, I was told that the emissions control inspector said his unit was way out-of-whack. That meant my last CO setting must have been off. Maybe that is the answer? I went to another station and had to make a big adjustment of about 90 degrees on the enrichment control. That was a large change. Usually a 1 or 2 degree change should make the difference.

Still no go. It now idled with an irregular pow-pow and still it would not go much past 5K rpm. I was thinking about the cold start valve leaning, among other things, or maybe a big bucks problem.

While listening to the engine idle one day I still heard the same 'snap-snap' on the right side of the engine which had led me to believe that a valve spring had snapped. Moving the new ignition wires with their new spark plug terminal connectors disrupted the snap-snap sound. Soon, with the help of a volt/ohm meter, I found two (2) connector readings open. Investigation showed that glue during the production had crept up and over the internal conductors terminals and acted as a very high resistance to the high voltage from the h.v. box. The snap-snap indicated the spark jumped this resistance once in awhile. I replaced two (2) of them.

*Finally I could wind up the engine to red line.* One problem down, one to go.

It idled like a sick puppy. Poking around the air boot for leaks one day, I noticed how the rpms changed by 600 when pushing on the area of the fuel/air platform of the rubber air boot. I found 3 of 4 screws very loose which were supposed to hold down the air/fuel platform. I still got the pow-pow.

Keeping in mind the severity of the emissions change I had made, I blindly moved the adjuster from the previous setting towards the rich side (clockwise). What a difference. It idled like my 2.7 liter engine. A few days later I set the CO to 1.0% and put a plug in the adjuster hole.

The problems are solved as I blew away the doors of those on the Pike that weekend.

Anyone need to use Porsche's specialized cam tools? I know what wall they hang on in my home. Thanks to all those who helped with suggestions and otherwise.

**3rd Annual RTR Paint Ball Trip**  
Sunday October 29, 1995

Cost will be approximately \$55 per person, including transportation.

Contact Tony Bonanni at (610) 828-9469 by October 20 if you're interested.

This is a great trip you won't want to miss.



**Membership News**

**John Crowley, Membership Chair**

Please welcome the following new members to RTR

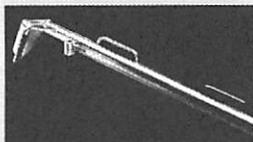
- Dr John Brick of Yardley
- Stan Canter of Carversville
- Dr Jeffery Cooper of Dresher
- Robert Di Marco of West Chester
- Raymond Kissner of St Davids
- Dorse Klock of Sellersville
- Peter Kollias of Malvern
- Cynthia Luks of Wyomissing
- David Man of Upper Darby
- Steven Maslow of Narberth
- Joseph Mestrow of Philadelphia
- William Miller of Bernville
- John Morganheira of Huntingdon Valley
- Joe Morrissey of West Chester
- David Ochipinti of also of West Chester
- Tony Sallou, of Philadelphia
- Ilene Silver of Villanova
- Abbott Thompson of Narberth
- Mark Tuberty of Bethlehem

Transfers in are Harry John from Yosemite and Robert Zrubek from Central Iowa.

During July, 54 members renewed before their deadline, 10 renewed after the deadline and were re-instated, and 25 have not renewed and have been dropped. Renew early!

**GET EQUIPPED**

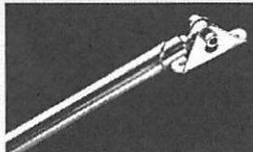
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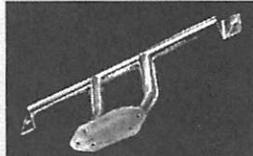
STRUT TOWER BRACES

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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.

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## Minutes from the July Exec Meeting

The Exec Committee meeting was held at the home of the Bonanni's. Members attending were Bob Lamb, Art Rothe, Mike Andrews, Nick Plenzick, Melissa Plenzick, Shannon Foster, John Phillips, Jim Foster, John Heckman, Kurt Faller, Tracy Chatley, Pat Tillson, and Helen Phillips.

Minutes from the June meeting were read by Jim Foster and accepted.

The **budget** was reviewed. The tentative loss on Summit Point is about \$2000 but funds are still coming in. Funds are now being received for the Pocono Driver's Ed event and the Race.

Bruce Jennings was in the hospital and will not make the general meeting. He may send a video but a substitute is being sought.

**Track** reports that Pocono Driver's Ed event has 40 of 60 participants signed up to-date. The July 1996 date at Watkins Glen may not be available and that the Glen event may be held in June with Summit in July. Dates for 1996 have not been resolved. Kurt Faller will contact Allegheny region regarding their Glen date for 1996. Jefferson Circuit is not yet complete. Our date is October; however, the track says they are on schedule. The Thursday evening get together at the Summit Driver's Ed event was very successful. About 50 people attended and every one agreed that this type of post event should be repeated.

RTR is the first associate member at Formula Motor Sports Park and will have the first pick of track dates. Fee issues at FMS are not yet resolved.

The **Tech** chair-couple reported only six cars were at the Summit tech at Holbert's. The next tech will be two weeks prior to the Pocono event at Tillson's. The amount of work to be done on cars at the tech will be limited due to space availability. A Thursday night tech at the Ramada for the Friday Pocono event was discussed. The fire extinguisher rules must be printed in bold in our rules and Driver's Ed information to avoid misunderstandings in the future. All cars must have a properly installed fire extinguisher to run on the track at RTR events.

The **Race** Committee is in place, insurance has been obtained and flaggers arranged. 700 race applications have been mailed with an expected 125 responses at \$250 per racer. The weekend's program is in progress with the timing and scoring lady secured, registration committee set, rooms acquired, trophies and pace car arranged. Operational details to be resolved at next race meeting. Registration will be at the track on Friday and Saturday. There will be a dinner Saturday night at the Village Squire and additional tickets will be available. Details on the dinner not yet arranged.

The next **Autocross** event will be at Camden on July 23, 1995 and will include SCCA drivers. This should be a good turn out.

The next **Rally** will be in October in the Chester County area.

**Social** reports that the information on the July 30, 1995 picnic will be in the July Der Gasser. Sports equipment is needed for the picnic.

The Tweeks invitation has been referred to the Goody Store for review.

### Old Business:

The 40th Anniversary Committee is looking for a co-chair.

### 1996 Proposed Exec Committee:

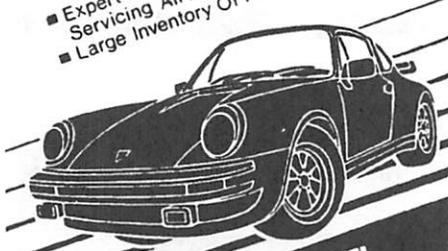
Vice President - Melissa Plenzick, Treasurer - Art Rothe, Track Registration - Jim Foster, Historian - Betsie Lyle, President - John Heckman, Editor - Tracy Chatley, Track - Mike Andrews.

Positions open: Goody Store, Secretary, Autocross, Rally, Membership, Tech.

Next Meeting at the Plenzick's on August 11, 1995.

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## FOR SALE

**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 <sup>7/95</sup>

**64 356 SC Cabriolet**, Light yellow/Tan interior/Chocolate brown top. 4-spd. manual. Restored - runs and looks like new. \$40,500. Barbara DeMann (610) 642-6371 <sup>9/95</sup>

**66 911 Coupe**, Irish green/White and black leather interior. 5-spd., webers, chrome wheels, fog lights, tool kit. 60K mi. Second owner. New SSI heat exchangers, muffler, clutch, tires, etc. Not concours but an exceptional example of an orig. and well maintained car. Charles Field (215) 765-3599 <sup>9/95</sup>

**66 912 Coupe**, Irish green/Tan interior. 5-spd. Excellent condition. Engine completely re-worked. Garage kept. Don Reid (610) 644-4072 <sup>6/95</sup>

**68 911 Targa Soft Window**, Black/Black interior. 68K mi. (third owner). 5-spd, interior & trim excellent, new pan. Needs some work but an ideal restoration candidate. \$7,300 OBO. Ken Pac (610) 269-3416 <sup>9/95</sup>

**70 911T**, Light blue. Garaged and covered. No winter driving. Good overall condition and appearance. Great weekend driver. \$8,250. Harry Bryans (h) 610-827-9210 (w) 215-988-2823 <sup>9/95</sup>

**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 <sup>8/95</sup>

**73 Carrera RS**, White/Red. 300 miles on complete restoration, inc. engine and gearbox. Restored by Gunnar Porsche. Full docs. \$55,000 Fred Brubaker (w) 610-434-8778 (h) 610-797-9298 <sup>9/95</sup>

**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 Standex polyurethane, German carpeting & leather interior. Dilavar studs, trans. overhaul. 65K orig. mi. Price reflects outstanding cond.: \$14,000. Art Johnson (610) 383-9575 <sup>8/95</sup>

**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 <sup>6/95</sup>

**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 <sup>6/95</sup>

**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 <sup>6/95</sup>

**81 928S**, Garnet red/Tan leather interior. 5-spd., A/C, sunroof, front and rear spoilers. 112K mi. Garaged, no winters. Recent state insp., properly maint. w/ many new Porsche parts. Clean car in excellent cond. Business transfer necessitates sale at \$9,500 OBO. Jim Laird (610) 436-6180 <sup>9/95</sup>

**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) <sup>8/95</sup>

**82 911 SC**, Black sunroof coupe. Race & Driver's Ed ready. Streetable (except for emissions). Engine, body & suspension upgrades inc: Carbureted 3.2L w/ ECI-3 cams, ported & polished heads, crank fire ignition, headers, RSR front oil cooler, racing gears, Quaife & more. \$23,000. Also selling trailer (see Non-Porsche Ads). If purchased together \$24,500. Steve Bonine (610) 399-9518 <sup>9/95</sup>

**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) <sup>9/95</sup>

**83 944**, 75K mi. 5-spd., A/C, sunroof, leather, pwr windows, new struts front & rear, new Michelin tires, alarm. Garaged, mint cond. Sacrifice at \$6,495. Ben (610) 489-3055 <sup>9/95</sup>

**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.) <sup>8/95</sup>

**84 Carrera Coupe - Factory Turbo-Look**, White/Black leather interior. Limited slip, A/C, sunroof, cruise, Weltmeister sway bars & Cambermeister, brake cooling kit, BBS wheels, H1s, Mass Flow sensor, Flofit seat, MOMO wheel, extra track wheels/tires plus all original parts removed. \$27,000 Raymond Calvo, Huntingdon, PA (412) 824-5264 eves. <sup>9/95</sup>

**85 911 Carrera Cabrio.**, Guards Red/Black interior. New synchro & clutch. Garaged, pristine cond. 53K miles. \$29,500. Don Kohri (610) 446-4540 <sup>8/95</sup>

**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. <sup>6/95</sup>

**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 <sup>6/95</sup>

**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. <sup>8/95</sup>

**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. <sup>7/95</sup>

**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 <sup>6/95</sup>

**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 <sup>7/95</sup>

**88 944 Turbo S**, Silver grey metallic/Burgundy. Limited slip, authority chip. 53K mi. Fresh service. \$18,500 Fred Brubaker (w) 610-434-8778 (h) 610-797-9298 <sup>9/95</sup>

**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 <sup>6/95</sup>

**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.) <sup>8/95</sup>

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

**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 <sup>8/95</sup>

## NON-PORSCHE CARS/ ITEMS

**Trailer**, Dual axle w/ electric brakes & tire rack. \$2,000. Equalizer towing hitch, bars & tie down straps avail. Steve Bonine (610) 399-9518 <sup>9/95</sup>

**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 <sup>6/95</sup>

**Thule Rack for '87-'94 Saab**, Like new with locks. \$75 Steve (215) 343-9596 <sup>7/95</sup>

## 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 <sup>8/95</sup>

**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 <sup>7/95</sup>

**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. 695

911/930 Parts: 1 - pr. 7 x 16 AKT replica wheels w/ standard finish (new); Sony 10-disc changer; 911 harness guide. Mike Andrews (215) 368-9362 (h), (215) 986-5661 (w) 895

5 1/2 x 15 Fuchs, 5 each. Restored R. Wood. \$1,000. Ken Pac (610) 269-3416 995



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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!

## Multi-Marque Concours

A event sponsored jointly by NNJR and Schattenbaum  
&

## FALL SWAP MEET

Forrestal Village Outlet Center

Sunday, October 8, 1995

10:00am to 3:30pm

(rain or shine covered garage)

From the north -

Take NJ Turnpike to exit 9 to Rt.#1 south for 12 miles, then take right on College Road.

From the south -

Take I 295 Or I 95 north , then Rt.#1 north for 7 miles, take College Road overpass to Village

### Swap meet

Dan Petchel 609-298-7040 eve.

Preregistration for Swap Meet not required

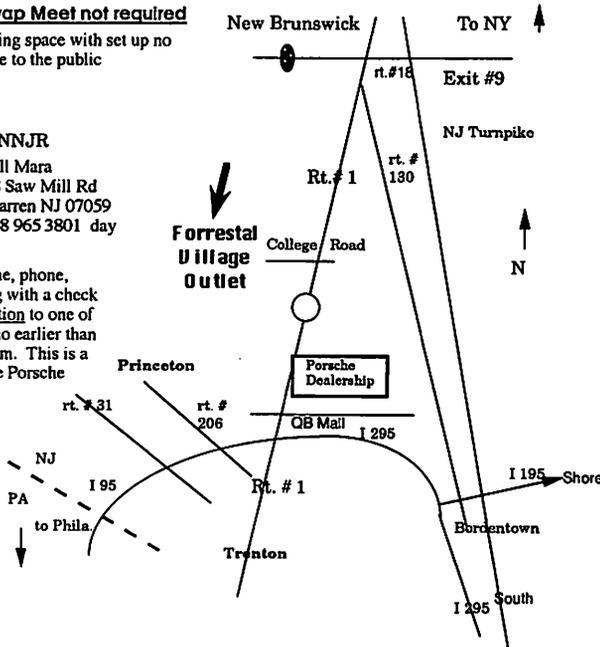
Vendor fee \$10 per parking space with set up no earlier than 8:30am. Free to the public

### Concourse

Schattenbaum	NNJR
Alan Gottlob	Bill Mara
112 Banning Drive	28 Saw Mill Rd
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609 235-3500	908 965 3801 day
x230 day	

A 3x5 index card with name, phone, make, model & year along with a check can be used for preregistration to one of the above co-chairs. Prep no earlier than 8:30am, judging at 10:00am. This is a driven event, except for the Porsche track car class.

Preregistration \$5.00  
Day of event \$10.00



# THE EXEC

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