

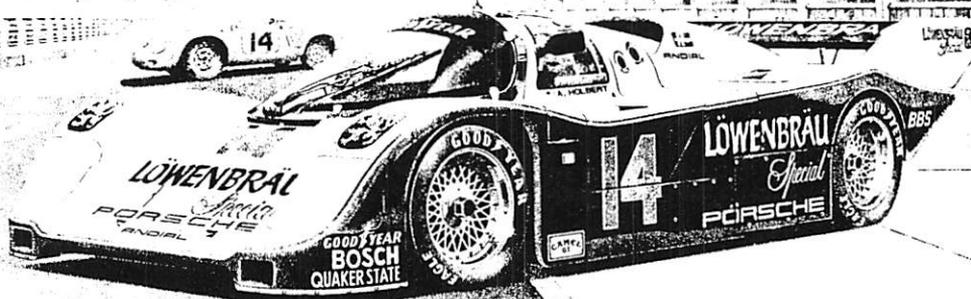
# Der Gasser

SEPTEMBER 1996



Riesentöter Region • Porsche Club of America

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# HOLBERT'S

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## President's Message

It was early in the Fall of 1978 and I was attending my first event of any kind at Summit Point Raceway as a spectator at a Western-Eastern Road Racers' Association (WERA) motorcycle race. Rendezvousing with a girlfriend from the college from which I had just graduated the preceding spring, camping in the paddock out of the back of my Volvo station wagon, we partied with a bunch of the racers into the clear, cool night. Enjoying some Genesee Cream Ale around several small camp fires, we hit it off pretty well with a tall ponytailed guy named John something who remarked that he was having some trouble getting his TZ 750 Yamaha through the esses. I mentioned that we had been watching the day's practice from various points around the track, including the bleachers overlooking the esses. I asked John if he had ever taken the time to study a corner while not riding, to watch the lines that others used through the corners. His answer was, "Not yet. But I just may tomorrow."

Later the next day we passed John on one of the trails and asked how it was going. His reply: "Pretty good. I took your advice and watched that last practice session. I think I know now what I was doing wrong." Later that day, John won his race.

Following our delightful Riesentöter Club Race Weekend at Pocono on August 9<sup>th</sup>, 10<sup>th</sup>, and 11<sup>th</sup>, Club Race Chairman John Chatley pulled together a 'debriefing meeting' in his sumptuous office suite in Berwyn. The meeting was a minor stroke of genius, really, because it gave all of those members involved with putting on the weekend the opportunity to voice what they felt was good or not so good while the memory was still fresh in their minds. To a person, everyone was pleased. There were some minor problems raised which, when attended to, will make the RTR Club Race even better next year.

Back when I started doing track events, Riesentöter had so little money in the treasury we couldn't afford to pay for flaggers. All of us who were not instructing had to flag the corners or nobody could drive. Although this could typically mean standing for an hour and a half in the rain (we wore rain coats) or in the hot sun (we wore sunscreen) or in the cold wind (we wore hats & gloves), most of the time it meant we had the opportunity to meet new people and to see the various lines that drivers used through the corners. Flagging made us better drivers. And it could be fun. Working the radio with a clearly defined technique was cool, sort of military-like. Controlling the corner with a flag in the event of a spin was exciting. And we certainly had the appreciation of our fellow drivers. Without us, they could not leave pit-out.

As time progressed and the success of our track events continued to grow, we began to drift away from mandatory flagging and toward paid flaggers, when they were available. This 'luxury' meant that only the instructors and track control folks had to work. As a result, we have some pretty darn good instructors and track/race controllers in our ranks. What we are

sorely missing, however, are well trained, experienced **flaggers**. To this end, your Executive Committee has determined the need for the creation of a new committee appointment, that of **Flagging Chairman**. The job of the Flagging Chairman will be to develop, help train and direct a group of RTR members in the application of correct flagging procedures to help with the overall safety and level of excellence at our track events and Club Race.

### WE ARE LOOKING FOR A FEW GOOD PEOPLE

SCCA has had a staff of flaggers for about as long as they've had drivers. Without one you can't have the other. They run some very well-respected flagging training sessions known as Crash and Burn Schools. What we envision for our Flagging Staff is paid-for training at these SCCA schools, uniforms supplied by RTR, travel expenses, complete support from the Club and a lot of fun. What we envision *from* our Flagging Staff is professionalism, dependability, organization and a sincere desire to be involved with an extremely important aspect of our Club. Just as Club Racing is not necessarily right for every member who drives in track events, becoming an RTR Flagger may not necessarily be right for you. However, if you think you may have what it takes, let any member of the EXEC know. If you would like to serve but don't care to be Chairman, let us know that too. Who knows, you just may be like my ponytailed friend John and learn the fast way around a race track while watching (and helping) others.

### Lifejackets for the Track!

<p style="font-size: small;">original</p> <p style="font-size: x-large; font-weight: bold; text-align: center;">BOLT IN BAR</p>	<p style="font-size: x-small;">This exclusively designed bar, made specially for all 911/C2/C4 models, requires <b>NO CUTTING</b> or drilling of the interior upholstery or body. The bar hugs the door pillars and roofline. Again, No Alterations!</p> <p style="text-align: right; font-weight: bold; font-size: large;">\$550</p>
<p style="font-size: x-small;">ORIGINAL</p> <p style="font-size: x-large; font-weight: bold; text-align: center;">RACETEC</p> <p style="font-size: x-small;">CAGES AND BARS ARE BACK!</p> <p style="font-size: x-small;">Constructed on the original RACETEC jigs and fully TIG welded to ensure accurate fit and superior strength.</p>	<p style="font-size: x-small; text-align: right;">AUTHORIZED DEALER PA-NJ-NY</p> <p style="text-align: right; font-weight: bold; font-size: large;">Cage \$799 Bar \$399</p>
<p style="text-align: center;"> Corbeau Dealer, We Can Supply Any Brand Seat!</p>	<p style="text-align: center;"> 5 &amp; 6 Point Harnesses Custom Sizes &amp; Many Colors Also, Custom Window Nets</p>
<p style="font-size: x-large; font-weight: bold; text-align: center;">DOUGHERTY</p> <p style="font-size: x-small; text-align: center;">AUTOMOTIVE SERVICES</p> <p style="font-size: large; text-align: center;">WEST CHESTER, PA    (610) 692 - 6039</p>	

# Down The Pike

## SEPTEMBER

25 Club Meeting, Speedzone in Bethlehem, PA  
Meeting and Licensing at 7:30 pm, first car off at  
8:30 pm

27 Volunteer Party, Radnor Hotel, Radnor, PA

## OCTOBER

27 Fall Rally, Michael's Diner, Douglassville, PA  
Registration opens at 10:30 am, first car off at noon

27 Oktoberfest, Victory Brewing Company,  
Downingtown, PA 2:30 - 6:30 pm

30 Club Meeting, Holiday Inn, Fort Washington, PA  
7:30pm, Topic: Elections

## 1996 TRACK EVENTS

### SEPTEMBER

- 16-17 Lime Rock (Driver's Ed, Host - Conn. Valley)
- 18 Lime Rock (Driver's Ed, Host - NNJ)
- 19 Lime Rock (Driver's Ed, Host - Jersey Shore)
- 20 Lime Rock (Driver's Ed, Host - Hudson Champln.)
- 21 Lime Rock (Driver's Ed, Host - Schattenbaum)
- 25 Lime Rock (Driver's Ed, Host - Metro NY)
- 27-28 Mosport (Driver's Ed, Host - Upper Canada)

### OCTOBER

- 5-6 Pocono (Driver's Ed, Host - NNJ)
- 5-6 Heartland Park (Club Race, Host - Great Plains)
- 7 New Hampshire (Driver's Ed, Host - Northeast)
- 12-14 Pocono (Driver's Ed, Host - De. Val. BMW Club)  
Contact Rich Cole (215) 379-2486
- 17 Lime Rock (Driver's Ed, Host - NNJ)
- 19-20 Mid-Ohio (Driver's Ed, Host - Allegheny)
- 25 New Hampshire (Driver's Ed, Host - Northeast)
- 25-26 Lime Rock (Driver's Ed, Host - Conn. Valley)

### DECEMBER

- 7-8 Sears Point (Club Race, Host - Golden Gate)
- 7-8 Roebing Road (Club Race, Host - Carolinas)



### Notes from the Membership Computer

by

John Crowley, Membership Chair

Please welcome the following new members to RTR:

Roger Betesh of Maple Glenn  
Chip Grimes of Wayne  
Marc Grossman of Springfield  
Phil Kolea of Lafayette Hill  
Helene Mathern of Doylestown  
Michael O'Brien of Allentown  
Samuel Palley of Huntingdon Valley  
Harriet Rattner of Solebury  
Anthony Scalies of Brandywine  
William Seamans of Fredericksburg, VA  
Beryl Simonson of Wynwood  
Gabriel Staino of West Chester  
Michale Valerio of Collegeville

Transfers from other regions:

Thomas LaVake of Doylestown

68 members renewed on time, 14 renewed late and were added back, 25 members were due to renew and did not (dropped) and 3 transferred out.

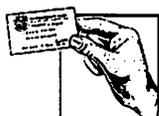
### Thank You Don Rosen for a Great Location for our July Meeting - "Assorted" Cars at Rosen's

The rain held off and we were treated to a dazzling display of beautiful cars and enthusiastic owners at Don Rosen's in Conshohocken. We had a real cross-section of cars represented - Race Cars, Autocross, Stock Club Racers, Cruisers, Baby Cars and everything in between.

Special thank you's to all car owners who participated, especially David and Joyce Redmond, Rich Valerio, Rick Newman, Brian Watson, Doris Robinson, Kurt Faller, Nick Betegh and Larry Herman. Thank you Rich for the fun runs in your 911 3.6 GTS2, it goes pretty good!

See you at the next event! And remember - **HAVE FUN WITH YOUR CLUB, HAVE FUN WITH YOUR CAR!**

Melissa Plenzick, Vice President



## Club Meeting Info

### WOW! I CAN'T WAIT FOR THE SEPTEMBER MEETING AT SPEEDZONE!

Calling all members that like to drive on the track (indoors), in a real race car (built to scale), that really goes fast (you think), and will put you to the supreme challenge!

**When** - Wednesday, September 25, 1996

**Where** - SpeedZone Allentown/Bethlehem, 3155 Schoenersville Rd. (Behind The Restaurant Store) Bethlehem, PA (610) 868-7071

**Time** - Meeting and licensing procedure begin at 7:30. First car out at 8:30 Last car in at 10:30

**Who can participate** - All Riesentöter Members. Each member may bring their (one) associate member.

**Height** - Anyone driving must be at least 54 inches tall. At 54 inches you may need a booster pad. You are welcome to bring one. (Doris, this means you.)

**Cost** - Your license will cost you \$1.50. If you have a license from the Reading Speedzone, you will be issued one for Allentown/Bethlehem, at no cost.

**Chief Instructor** - Fred "Spark Plug" Bonsall

**Clothing Requirement** - Old stuff, helmets are optional.



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911 '69-'83, 944 '83-'86.....	\$35 each
911 '84-'89.....	\$68.62
914.....	\$42.40
Brake Rotors OE - rear	
911 '69-'83.....	\$68.35
944 '83-'86.....	\$70.40
911 '84-'89.....	\$68.92
914.....	\$42.40

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911 valve cover gaskets - late style kit.....	\$15.02
911 Mahle oil filter with drain plug gaskets.....	\$7.80
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**1997**  
**Nominees for the offices of**  
**Riesentöter Executive Committee**

- President:** John Heckman
- Vice President:** Melissa Plenzick
- Secretary:** Art Rothe
- Treasurer:** Liz Turner
- Autocross:** Nick Betegh
- Membership:** John Crowley
- Editor:** Tracy Chatley
- Track:** Mike Andrews
- Social:** Pat Tillson
- Tech:** Mark Winkle
- Goody Store:** Robin Zelinskie

Per the Bylaws of our Club, the above nominated slate of officers is hereby presented. All other positions on the Executive Committee are appointed positions. Active and family-active members may make additional nominations from the floor at the September meeting of the Club. No second is required. Nominations from active and family-active members also may be submitted in writing, to be received by a member of the current Executive Committee prior to the September meeting. An individual may be nominated for only one office. Nominations will close at the end of the September meeting. Elections will be held at the October meeting. Write-in votes will be accepted before the October meeting. Send write-in votes to Shannon Foster, Secretary, 304 Meadowlake Drive, Downingtown, PA 19335.



On August 4<sup>th</sup>, Riesentöter returned to Camp Hideaway for the Annual Picnic. It was a great return to one of the traditional RTR picnic sites after an absence of several years. The heavy rains stopped in time to dry out the upper field for our "People's Choice" concours and to get everyone in the mood to drive their Porsches to the picnic!

**A very special thank you goes to**  
**Tony Bonanni and Freda Meats**  
**who donated the hamburgers, hot dogs and salads.**

Thank you also goes to Mike Andrews who served as Grillmeister. Yes, track guys can be domesticated!

The day was filled with swimming, nature walks, food and car talk. Prizes were awarded for the "People's Choice" cars and for the best desserts. The dessert contest, judged by Chip Klock, Bruce and Vince Grassano, was a neck and neck struggle for first place between Robin Zelinski's "open your eyes wide" Sour Cream, Coffee and Chocolate Cake and John Crowley's "how many pounds of chocolate did you put in the icing" Chocolate Cake. John took the blue by a nose. Robin came in a very close second. Then, off in the distance, faint on the horizon, 3<sup>rd</sup> Place went to Melissa "what if no one brings dessert" Plenzick, who stopped at Acme and bought a Nabisco Assortment. Since no one else dared to try, the Nabisco Assortment took 3<sup>rd</sup>! This should serve as encouragement to those who thought their old family recipe wasn't good enough to finish in the ribbons!

Twenty-one cars were entered in the "People's Choice" concours. A good part of the day was spent wandering around deciding which one was your personal favorite. Top only - no crawling underneath or checking the glove box for dust. Robin and Jim Zelinskie's 911 and John Heckman's 356 tied for 3<sup>rd</sup> and Nick Plenzick's 911 took 2<sup>nd</sup>. First Place went to Bill and Debbie Cooper's black 356.

Thanks to all who came to catch up with old friends or to make new ones.

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## Fall Rally/Oktoberfest !!!!!

by  
Dennis Angellisanti, Rallymaster

The annual Fall Rally will be run on Sunday October 27, 1996. We will meet at Michael's Diner, located just past the terminus of the 422 by-pass at the intersection with Route 662, in Douglassville.

The rally will then proceed in the general direction toward the site of the Oktoberfest, tentatively scheduled to be held at a microbrewery near Downingtown. This site is tentative, the start point of the rally is not. See the Social Chair's column for further updates.

The rally will include a TSD (time, speed, distance) segment; therefore, bring a watch you can re-set to be in sync with the Rallymaster's time hack. The other portion of the rally will be an observational test of you and your navigator.

Registration will open at 10:30 am and close at 11:20 am, with the commencement of a drivers' meeting. First car will go off at high noon.

When parking at the diner please use the left or west side of the lot toward the rear of the diner. We do this so as not to impede regular Sunday Diner traffic.

### Directions to Michael's Diner:

From greater Philly area: Take 422 west to its terminus at the intersection with Route 662. About 25 commuter minutes from King of Prussia. Fifteen minutes in a new Turbo.

From Reading Area: Take business 422 East to route 662 North. Left onto 662 to traffic light on the westbound lanes of 422.

From Allentown: Route 29 to route 100 South to the 422 by-pass West to route 662 intersection.

From Exton, Downingtown area: Route 100 north to 422 by-pass West to route 662 intersection.

## Volunteer Party

by  
Art Rothe, Treasurer/Volunteer Party Coordinator

We've set the date for the Volunteer Party: Friday, September 27th at the Radnor Hotel in Radnor, PA. All Riesentöter volunteers are invited. Invitations were mailed out the week of September 9th. So, if you haven't gotten yours, either you didn't volunteer for anything in the last year, or your mail is late. Call me at (610) 873-2373 if you haven't gotten an invitation and you think you should have.

Hope to see you there!

### Brian Redman Driver's Education October 11 - 12, 1996 Hosted by the Shenandoah Region PCA

The Shenandoah Region is announcing its first school event, *Brian Redman Driver's Education* at Summit Point Raceway on October 11 and 12. The school's emphasis will be on skill training including skid control, wet braking, accident avoidance, schoolroom instruction, autocross and circuit training. In addition to Brian Redman, BSR pro instructors will be used and a certificate will be issued at the end of the weekend.

The fee of \$299 includes a dinner social, complete with anecdotes from Brian Redman, at the Holiday Inn, Winchester, VA. Dinner with wine, as well as lunch the following day are included. Entrants will also receive a signed copy of a painting by British artist James Dougale, depicting the 1970 Targa Florio winning 908/03 driven by Brian Redman and Jo Siffert as well as Brian's race driving booklet.

The Shenandoah Region hopes to make this an annual event. This year's entrants will be given preference for future events. Entries are limited to 60 registrants (must be PCA member).

For registration information, contact Cole Scrogam at (540) 942-5285.

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**Want a Victory...Come to Oktoberfest...After the Rally**

**Sunday, October 27, 1996**

**2:30 - 6:30pm**

**Victory Brewing Company**

**Downingtown, PA**

**\$10.00 per person, Cash Bar**

Victory Brewing Company opened its doors in February 1996!!! Bill Covaleski and his staff have invited us to have our annual Fall gathering with them. Their chef is preparing a traditional buffet and we will be given a tour with one of the brew masters.

While on the road or doing the rally you can ponder your first VICTORY. Your choices are: Victory Festbier, this is the beer that is traditionally brewed in March and then stored until Oktoberfest; Moonglow Weizenboch, Victory's new wheat beer; Brandywine Valley Lager; HopDevil India Pale Ale; Prima Pils and St. Boisterous Heller Bock. If you must have wine (shame on you) bring your own and Victory will waive the corking fee.

**To get your first VICTORY:**

From PA Turnpike, take Downingtown Exit, then Route 100 South to Route 113, turn right onto Route 113 and follow it to BUSINESS Rt. 30 (Lancaster Avenue), turn right onto Lancaster Avenue and watch for Chestnut Street (it comes almost immediately), turn left onto Chestnut Street, go through 3 stop signs to Acorn Lane, turn left on Acorn Lane and then turn right into a large parking lot, Victory Brewing is at the far end of the lot.

From 202, take Route 30 Bypass to the Lancaster Avenue exit (Business 30), turn left at the end of the ramp, follow Lancaster Avenue west about 1 1/2 or 2 miles until you see route 113, stay on Lancaster Avenue watch for Chestnut Street on your left (it comes up very quickly after 113), turn left onto Chestnut Street, go through 3 stop signs to Acorn Lane, turn left on Acorn Lane and then turn right into a large parking lot, Victory Brewing is at the far end of the lot.

-----  
I/We will attend:

Name \_\_\_\_\_ Number Attending \_\_\_\_\_

Phone # \_\_\_\_\_

Make Checks payable to RTR/PCA, return to:

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# ANNOUNCING

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Have you attempted applying for one of those other policies but were turned off by all the paperwork? "What am I, a circus animal jumping through all these hoops?"

We think we may have just what you've been looking for: a limited mileage (2500 or 5000 miles annually), high liability, agreed value, low deductible, full coverage automobile insurance policy whose only use restriction is no *racing*. It's priced like the others, is easy to apply for, AND it provides **O.N T.RACK C.OVERAGE** for Drivers' Education Events! We at **CHASE & HECKMAN, INC.** call it the **O.T.C.** Policy. You'll call it peace of mind. Call us for a quote today. We think you'll be glad you did!

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## Riesentöter's 5th Club Race at Pocono

by  
Tracy Chatley and Bill O'Connell

Wow, are you serious? This was the 5th annual Porsche Club Race at Pocono? Seems like last year we held our first one.

Yep, this was the 5th year for Club racing at Pocono and it was a great one. Being the 5th, we decided it was time to make a change. The theme for this year's event was "Velocity is Reality" and velocity was definitely achieved on the track. We had been running the smaller "North Course" at Pocono for the last four years. Nice, pretty safe, you can see the whole track; but, some thought it a bit boring. So, we decided to go for the "Long Course" run by SCCA, Vintage and, in its later years at Pocono, IMSA. The "Long Course" includes the 3,700-foot long front straight, NASCAR Turn 1 with its 16° banking, a chicane coming off of Turn 1, the 3,100-foot long "Long Pond" straight, NASCAR Turn 2 and the Road Course used in the "North Course." This certainly seemed like an exciting course, but the question was, would it be available and at what price. Quick call to the track - no problem. Well, maybe one. Seems it was going to cost us twice as much in rental, plus the cost of extra flaggers, radios, etc., etc., etc. Determined to go forth, Race Chair, John Chatley, stood up and said "Damn the prices, full race ahead" (or something like that).

Then came some pondering. Yeah, the "Long Course" should offer some very exciting racing; but, we wanted to do something really neat. Something that would really stand out. Something to make Riesentöter stick in the minds of the attendees. Again, John was up to the task. He struck a deal with Trailex and poof, we had a trailer to give away! Their "Turbo" model trailer that retails for over \$4,000 and was a real beauty. It was decided we would offer chances and the proceeds would go to charity.

The weather for the weekend was excellent. The Driver's Ed event on Friday sacrificed itself to the rain gods. Blue skies and



Registration would not have been as colorful without the artistic talent of the Zelinskie children.



The Grid Chicks (l. to r. - Shannon Foster, Pat Tillson, Melissa Plenzick, Robin Shiller, April Donahue, Angie Casey and Tracy Chatley) on the (where else) Grid!

plenty of sun arrived on Saturday for practice and decided to stay for the race on Sunday. We had ideal weather for cruising around in the pace car that Holbert's Porsche gracefully gave us for the weekend - a nice new burgundy cab! Bill O'Connell's record is intact. Driving the pace car for 4 years straight, he has led the first lap of every race and have not been passed!

Practice on Saturday went off without a hitch. Well, alright, maybe one small hitch.....radios. Seems the batteries died. Not from lack of charging, just died. Well, while communications were restored between Race Control and the flaggers, the Grid Chicks (lead by Tracy Chatley, Melissa Plenzick and Shannon Foster) entertained the troops, I mean the drivers. Yes, some tempers did flare out there on the grid, but when the cars finally got onto the track, everyone managed to color between the lines, leaving their cars in a position to play on Sunday.

We tried something else new this year: we hosted dinner at the track after practice on Saturday. All in all, it seemed better than trying to get everyone somewhere else, not to mention trying to find some place to comfortably hold over 300 people. Barbecued ribs and chicken were served to a very hungry crowd. The food was excellent (at least there were no complaints). Lack of bartenders did add a little to the excitement however. Bill O'Connell and his forgiving spouse Vicki got to run the bar along with the most welcome help of Pat Tillson and Shannon Foster, (and a bunch more after dinner). The wine and beer arrived about 30 seconds ahead of the thirsty mob. Gives him a whole new outlook on large crowds and the "fun" of bartending. The words 'never again' ring loud and clear - which I'm sure the attendees will appreciate.

During dinner, John Chatley went around selling more raffle tickets for the trailer. Does P.T. Barnum ring a bell? When it was all said and done, we had sold \$2,200 in tickets. The otherwise noisy crowd fell silent for the drawing....Well, wouldn't you know it, the winner wasn't present. Despite pleas

of "you must be present to win" we decided to wait until Sunday to see if the winning ticket would surface. Sure enough, Sunday morning Gary Wielgoszinski from CVR showed up to see if anyone had won the trailer. You can imagine the surprise on his face when he checked his ticket and found it to be the winner. Of the \$2,200 raised by the trailer raffle, \$1,100 was given to the Make-A-Wish Foundation and \$1,100 was given to the Silver Springs-Martin Luther School. The Silver Springs-Martin Luther School also had a matching donor, so we made it possible for them to receive \$2,200.

Well, Sunday arrived with even bluer skies than the day before. Temperatures in the upper 70s to low 80s made for great racing weather. With the radio problem solved, morning practice and qualifying went off without a hitch. The 20-minute races began after lunch. And some great racing it was. With speeds in Group 1 approaching 170 on the front straight, that could be exciting enough. But, the chicane and road course offered the best seats in the house. How does three abreast in the chicane sound? Yep, that's right, one on the track and two in the grass on either side. Amazingly enough, there were no major incidents. The drivers seemed to really enjoy the new course, so it looks like we will do our best to bring it back next year.

All in all, thanks to the massive assistance by the workers, including the Potomac Region flaggers and the national PCA stewards - Pat Moyle and Tom Tauscher, the wonderful support of our many national and local sponsors, and of course, the racers, we had yet another great weekend of racing at Pocono.



The race winning car of Tony Bonanni on the Road Course at the Club Race.

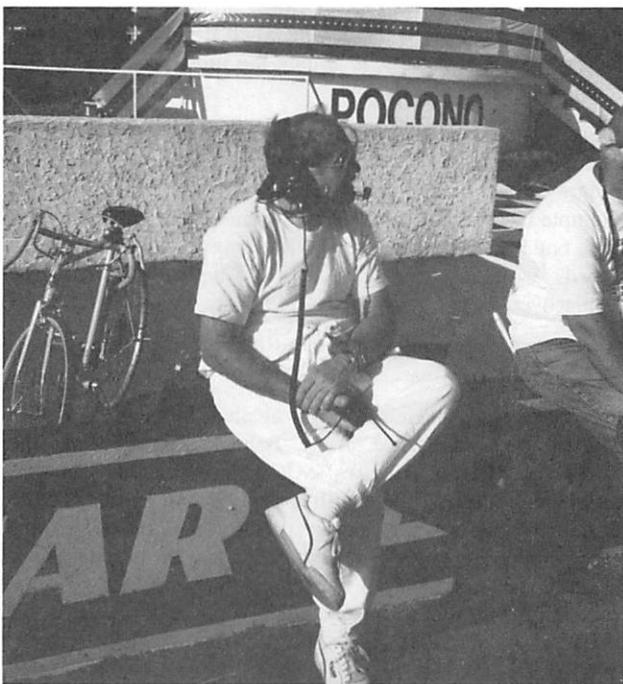


RTR's 5th Club Race would not have been the success it was without the dedication and help of many, many people. Because there were about 60 workers, I will not even attempt to name them all. However, your hard work was very much appreciated. To my Race Committee, a very special **Thank You**, both for your perseverance and your countless hours of work. You made it happen!! The 1996 RTR Club Race Committee was as follows:

- Bill Cooper**, Race Tech
- Jim Foster**, Registration
- Ron Lego**, Timing & Scoring
- Shannon Foster, Tracy Chatley,**  
& **Melissa Plenzick**, Pit & Grid
- Mike Andrews**, Flagger Coordination
- Fred Bonsall**, Cover/T-Shirt Art, Advertising & Awards
- Tracy Chatley**, Race Program
- Vicki O'Connell**, Hotel and Meeting Room Coordination
- Bill O'Connell**, Banquet and Pace Car Coordination
- John Heckman**, Club President

Next year we will host our 6th Club Race on the same weekend (leap year) and I look forward to working together with all of you once more.

**Thanks again!**



RTR's Techmeister for the Club Race, Bill Cooper, checking out the action on the front straight.

**Porsche Milestones 1948-1959**  
**The Early Years From Porsche No. 1**  
(from the PCA Editors News Service. First in a  
4-part Series on the history of the Porsche)

What Porsche has achieved over the past half-century is hard to ignore. An astounding number of innovations have emerged from the engineering concepts of the original 356.

Many of these first appeared on Porsche racecars, which throughout the company's history have been used to pursue not merely the glories of victory but the passion for excellence. And with each new development came an understanding of how best to achieve the ultimate prize: a still higher form of the Porsche driving experience.

#### 1948

The first Porsche model, Type 356, is introduced. The aluminum body was designed by Erwin Komenda, who would be responsible for the styling of many future Porsche models.

Competing at Innsbruck, Austria, a 356 captures the first Porsche motorsports victory, a first in class.

#### 1949

The Type 356 is shown at the Geneva Salon. Initially, 46 aluminum-bodied Type 356 coupes are built at Gmund.

The Porsche headquarters returns to Zuffenhausen, and the firm accepts outside contracts for design work, a policy that continues today.

#### 1950

Porsche sets a series of new speed endurance records in the 1500cc class, running 124 to 129 kilometers per hour for distances of 4,000 to 10,000 kilometers.

Steel-bodied versions of the Type 356 are built at Gmund.

A convertible version is built in Zuffenhausen by Reutter, a coachbuilding firm adjacent to the Porsche facilities.

Ferdinand Porsche celebrates his 75th birthday.

#### 1951

Ferdinand Porsche dies in Stuttgart. His son Ferry Porsche becomes head of the firm.

Porsche competes for the first time at The 24 Hours of Le Mans, winning the 1100cc class with an aluminum-bodied 356 Coupe.

As further proof of the car's endurance, a Porsche 356 ran an average speed of 94.6 mph for 72 hours, a new world record. The record car is rushed to the Paris Salon, where, "still liberally smeared with dead flies and dirt," it draws a huge opening-day crowd to the Porsche stand.

The first Porsches are imported to the U.S. by Max Hoffman, an East Coast car dealer who did much to establish the sports-car craze in America. Hoffman is shown here with Ferry Porsche in New York.

#### 1952

Needing more outside design projects to finance its growth, Porsche signs a contract worth nearly \$500,000 to design a new car for Studebaker. With the income, Porsche is able to build a modern factory on the Zuffenhausen site.

A ring synchronization gearbox developed by Porsche goes into production and will later be licensed for use by other auto manufacturers around the world.

Among many alterations made to the 356 is a new two-spoke steering wheel that carries, for the first time, the new company crest. Designed on the proverbial cocktail napkin by Ferry Porsche, the crest is a symbol of the Porsche family's affinity for Stuttgart.

A Porsche 356 SL 1.1-liter takes first in class at Le Mans and the Mille Miglia.

The 1952 German sports-car championship is won by the Glockler-Porsche, a specially modified private entry. The Porsche factory takes notice and prepares a new car for the next racing season.

#### 1953

Called the Type 550, the new racecar is entered at Le Mans. Unlike production Porsches, this car features a spaceframe design. Due to its light weight and high power-to-weight ratio, it competes against cars with much larger displacements. Throughout the year, Porsche racecars rack up class wins at Le Mans, the Mille Miglia, Avus and the Carrera Panamericana, as well as the European Touring Championship for rally cars.

On the Porsche stand at the Paris Salon in October, a prototype version of the Le Mans racecar called the 550/1500RS makes its debut. Rechristened the Spyder when it is finally produced for sale the next year, it is among the most aerodynamically researched designs of its day.

#### 1954

The 5,000<sup>th</sup> Porsche rolls off the assembly line. The Type 356 is now in its sixth year of production, yet each successive example incorporates another improvement. Engine, transmission, braking and bodywork modifications are constantly introduced without waiting for the typical "model-year changeover."

A new production model, the Speedster, is launched for customers in the U.S. market.

Porsche racecars take class honors again at Le Mans, the Mille Miglia, Tour de France, Avus, Bahama Speed Week, the Sports Car Club of America (SCCA) F Production Championship and others. Though still a young, small entity, Porsche is quickly gaining fans and respect through its remarkable success in motorsports. One especially avid fan is actor James Dean -- he soon buys a Porsche 550 Spyder and begins competing with it in amateur road races in California.

#### 1955

Porsche fever hits America. Porsche clubs spring up everywhere and the U.S. becomes Porsche's leading export market.

Racing success continues with class wins at Le Mans, the Buenos Aires 1,000 km, Swedish Rally, RAC Tourist Trophy and the Mille Miglia. Amateur sports-car drivers in the U.S. earn Porsche the Sports Car Club of America (SCCA) F Production championship.

#### 1956

During the 25<sup>th</sup> anniversary of Porsche GmbH., the 10,000<sup>th</sup> Porsche is produced. Porsche racecars win their class at the Targa Florio, Le Mans, Monte Carlo Rally, Nü1,000 km, and Nassau Trophy races as well as SCCA championships in F Sports Racing, E, F and G Production class.

#### 1957

Indicative of Porsche's advanced technology, a computer is used to design a high-lift camshaft for racing purposes. Class wins at the Mille Miglia, Spa GP, Le Mans, Watkins Glen, Nassau Trophy and Sports Car Club of America (SCCA) F Sports and F Production championships continue to enhance Porsche's reputation for high performance.

#### 1958

The 25,000<sup>th</sup> Porsche leaves the factory. Racing victories include the Sebring 12 Hours, Targa Florio and the Nü1,000 km.

#### 1959

Annual production reaches 7,055 cars. Porsches finish first, second, third and fourth at the Targa Florio and first in class at Sebring and Daytona.

**(Editor's Note: Porsche Milestones courtesy of the official Porsche web page at <http://www.porsche-usa.com>)**

## Disconnecting Your Battery

by Ray Calvo, Allegheny Region  
(from the RUNDSCHAU)

Ever have the need to disconnect or remove the battery from your car? To prevent the possibility of shock or arcing due to grounding the positive terminal while trying to loosen the terminals with a wrench (all of you with 911 Porsches I'm sure know what I'm talking about), disconnect the ground strap (negative terminal) first. This opens the circuit, and prevents you from shorting the battery directly to ground. Possible consequences of a spark could be catastrophic—destroying your electronic fuel injection "Brain", blowing out your radio, or even accidentally setting off your airbag!

## Boxster, Big or Small?

by Bob Upton, Riverside Region  
(from PORSCHE GEDANKEN)

How big or how small is the new Boxster? Well, since the pictures we have seen don't really tell the size, let's look at some other cars for comparison. For instance, a '58 Porsche Speedster has an overall length of 156.0 inches on an 82.7 inch wheelbase, a width of 65.6 inches and a height of around 50 inches. The Speedster tips the scales at just 1790 pounds. The Speedster is just an inch or so longer than a Miata MX-5 which is considered a small sports car. Hmm, I never thought a Speedster was that small!

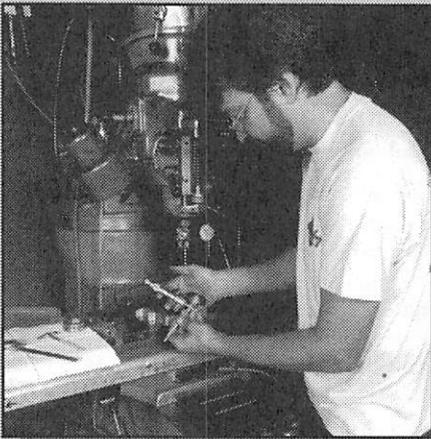
Power for the 1600 Super Speedster was rated at 88 (SAE) bhp. My '67 Porsche 911S is a bit longer at 163.9 inches on a wheelbase of 87.0 inches with a width and height of 63.4 inches 52.0 inches respectively. The "S" weighs in at 2365 dry and has 180 bhp.

The new Boxster is 170.0 inches long on a wheelbase of 95.0 inches. The width comes out at 70.0 inches. The Boxster stands at 50.8 inches tall and has a weight of 2761 pounds dry. Power is at 204 bhp.

What does all this mean, if you're still with me and all these numbers? Well, the Boxster is 2.3 inches longer in overall length than the new Carrera C-2 and has a 5.6 inch longer wheelbase. It's 1.7 inches wider, 1.0 inch lower and weighs 304 pounds less. So, it is bigger than a current 911, but lighter in weight and has less horsepower.

How does new Boxster compare with its German competition? Well, it's longer than the coming Mercedes-Benz SLK roadster by 12.7 inches and the BMW Z3 by 11.5 inches, wider by 2.7 inches over the SLK and 3.4 inches over the Z3. Height-wise they are the same. The Boxster has 204 bhp, the SLK has 193 bhp, and the Z3, 140 bhp. The Boxster has a 159 pound weight advantage over the SLK and the Z3 comes in 71 pounds lighter than the Boxster. The Boxster carries only 13.5 pounds per horsepower compared to 15.1 for the SLK and 19.2 for the Z3. Price comparisons put the SLK at \$40,000, the Z3 at \$30,000 and the Boxster at \$40,000.

So, how will the Porsche do against its competition? I have no idea except for that special quality that is engineered into every Porsche. It's the very essence of a Porsche. When you take the wheel, it becomes a part of you and you a part of it, an extension of all your senses. It's driving in its purist form.



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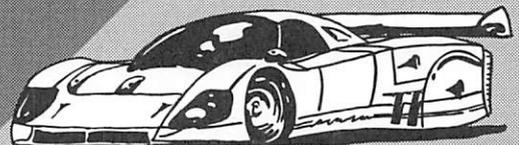
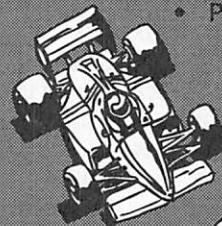
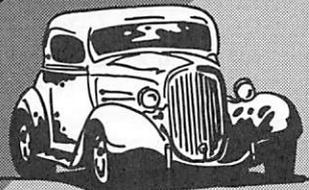
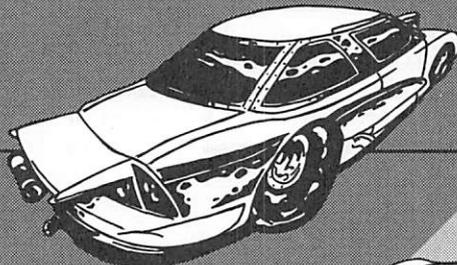
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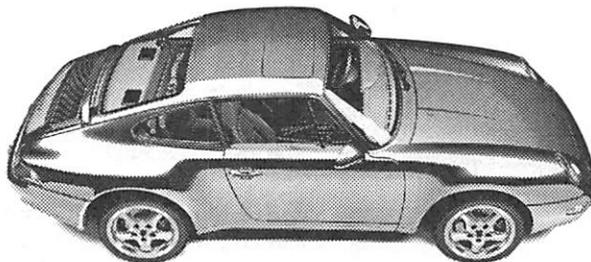
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The 1997 Porsche 993 4S Coupe will be provided by Bill Jacobs Motorsport in Naperville, Illinois for a Spring, 1997 delivery.

**To help sell tickets, please contact Ken Pesavento.**

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**57 356A Cabriolet**, Early 80s restoration with minimal use. Nice street car. \$20,000 Richard Bogert (610) 395-8657 eves 696

**62 356B S90 Coupe**, Ruby Red/Black interior. One owner for the last 25 yrs. Well maintained orig. cond. Solid pan, no body rust, good overall appearance. Chrome wheels, luggage rack, camber compensator. Low miles on complete engine rebuild w/ factory S90 pistons. \$16,500 O/NO Bill Smith (215) 953-2410 (day), (215) 757-0926 (eves.) 796

**68 911 Targa Soft Window**, Black/Black interior. 68K mi. (3rd owner). Completely orig., all numbers match. 5-spd, interior excell. Strong running, needs paint & some body work. **Must Sell!** \$6,500 OBO. Ken Pac (610) 469-9322/9005 796

**72 911S Coupe**, Grand Prix White. Orig. T from CA. w/ all S options. Rebuild of mechanicals, inc. stock 2.4S motor and trans., fresh paint 20K mi. ago. Ideal lightweight track or autocross car w/ roll bar, race seat & many upgrades. \$16,000/offers. Jim Hartman (610) 293-1916 696

**77 930 Turbo**, Dk Blue/Blue Sport Leather interior. 3.3L, 425+ HP, 934 Cams/Mods, K27, adj. boost, huge intercooler, ltd. slip, big brakes/tors bars, adj. swaybar/springplates, camber truss, Fuchs 7 & 8s. Sunroof. Perfect paint/body. Box rockers. Nvr abused. \$28,000/OBO Vincent Gajardo (215) 752-4477 796

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**81 911 SC**, Pacific Blue. Arrival of wide body cab forces sale. You have seen it on the cover of *Der Gasser*. You have seen it at RTR events. Now is your chance to own this historical car. It looks great, it sounds great, it runs great. What more could you ask for? The "NO BRAKES" special could be in your garage tonight (& Ms. Vicki will let me out of ours). Bill O'Connell (610) 640-1675 wocccc@aol.com 796

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**85 911 Carrera Coupe (Euro)**, Black. Excell. condition, P700z, Blaupunkt Berlin, sport seats, leather covered dash. Always garaged and covered. No rain, winters, smoke or track. No oil leaks. Recent service, inspection, all records. 58K mi. \$21,500 Rob Caso, Boyertown, PA (h) 610-369-0822 (w) 610-889-4416 796

**86 911 Targa**, Bronze/Tan interior. Rear spoiler, Alpine stereo, new tires. Excell. cond., garaged, no winters. 23K mi. Rob (610) 868-2495 796

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**87 930 Turbo Coupe w/ Slant Nose Conversion**, Venetian Blue Metallic/Tan leather interior. Boxed rockers, etc. Sunroof, pwr seats, central locking, climate control, Sony 10-CD deck w/ cassette & amp., Momo wheel and wood shift knob, A/C. New clutch, valve adj. & engine seals completely gone over while out, 4-spd. trans. rebuilt w/ PowerhausII "friendly gears"...1st higher, 3rd lower, 4th lower...All work by Holberts. Short shift. Perfect cond. \$42,000 John Warren (215) 464-9302 day, (215) 794-8910 eve 796

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**89 944 Turbo S**, White/Black Interior. Pwr steering, pwr brakes, ABS, dual air bags, central locking system, alarm aystem, auto climate control, CD player. New Dunlop SP8000 tires, removable Roof. 56K Mi. All maintenance records. Car is in mint condition. Mobil 1 every 3,000 miles. Extremely fast. Peter Criville (215) 361-0116 796

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**93 Open Trailer**, 16 foot bed, large storage box & tire rack. Total length 21 feet. 1,700 lbs empty w/ GVWR 6,000 lbs. Always get your car home from a track event. \$2,500 OBO Joe Ilacqua (610) 584-4821 6/96

### PARTS, ETC.

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**911 Parts**, 2-piece bra; 1 Allen Johnson camber truss; 1 set of Comp TA R1s; 2 - 245/45 16; 2 - 205/50 16. No reasonable offer refused. Jeff Brok (800) 346-6001 day, (610) 670-3177 eves. 8/96

**930 parts**, Complete exterior body panels from factory slope nose. Complete black interior. Z-box speaker enclosures. Nakamichi amps. Complete factory exhaust with turbo and wastegate. Custom dual outlet muffler. 3.3 heads, 3.3 rods. Fuel distributor. Complete air conditioning system minus lines. Bridgestone S-02s (225s & 245's). Dunlop Denloc (235s & 255s). Stock sway bars and torsion bars. Mike Andrews 215-986-5661 (day) 215-368-9362 (eves) 7/96

**3.2 European Engine**, complete w/ Motronic brain, wiring harness, SSI heat exchangers, 915 trans. w/ Quaife in car & can be test driven - \$7,500; 2.7 heat exchangers '77 - \$150/pr.; Carrera rear spoiler - \$500; 911 right Bilstein strut - \$200; 930S steering wheel - \$290; 356C Cabriolet engine lid - \$200; 356 "Z" bar w/ hardware - \$200. Bill Cooper (610) 793-9345 7/96

**914 Parts**, Two complete cars, one 2.0 & one 1.7. Mahle wheels, Black interior, perfect seats. Fred Brubaker (610) 434-8778 work, (610) 797-9298 home 7/96

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**89 930 Cabrio**, Prefer Black/Black. Must be in excell. cond. and have low mileage. Joe Ilacqua (610) 584-4821 6/96

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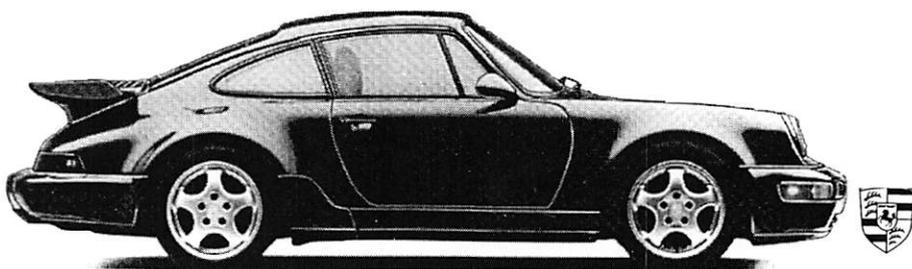
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