

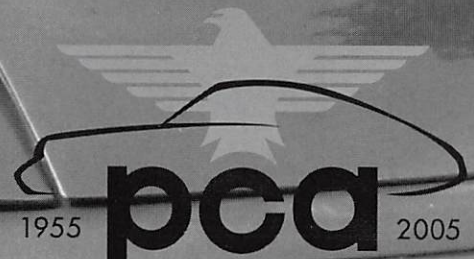
„der Gasser“

April 2005



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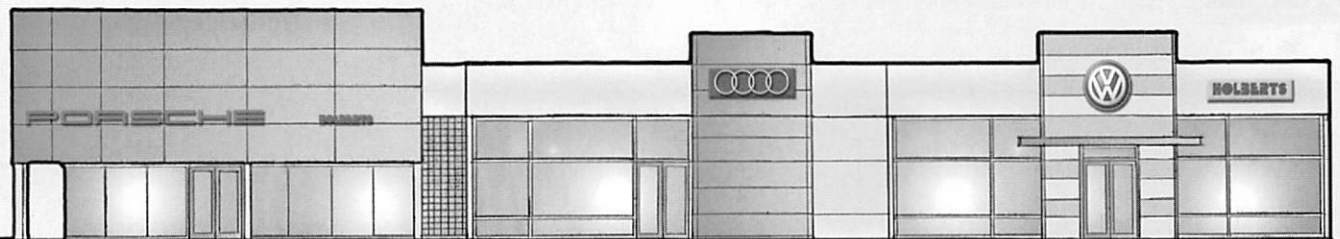
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„der Gasser“

April 2005

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Racing in a Bygone Era

Upcoming Events:

April 22-24 • Driver's Ed @ Shenandoah

April 27 • Membership Meeting & Jefferson/Summit
Point DE Registration

April 30 • Dyno Day @ AWE

May 7 • Tech Session (Pocono)

May 20-22 • Driver's Ed @ Pocono

May 25 • Membership Meeting & Watkin's Glen Reg

May 29 • Spring Rally "S. Berks County Backroads"

June 5 • RTR Autocross - Valley Forge Convention Ctr

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Fan Mail Only

On the cover:

Sara Duling and Tasha Coistek prepare to take Duling's 1976 911 S Targa out for an early spring romp. Sunny days are here again!

Photographer: Sandor
Ferenczy

„der Gasser“ is published with the goal of being in members' hands on the 15th of the month. Editorial policy is to print as much locally produced material as possible. If we don't get it into this month's issue, we will try next issue or the issue after. Please include SASE if return is required. All material for print should be received by the Editor by the 25th of the month prior to the issue it is to appear. Copy material in electronic format is required although photos may be sent for scanning. Editorial contributions and pictures are welcomed. Address changes should be sent to both the Membership Chair & National. If you are having problems receiving „der Gasser“, contact the membership Chairperson. Classified ads are free to PCA members and are printed on a space-available basis. Ads may be mailed, e-mailed, or faxed to the Editor, are limited to auto-related items, and are subject to editing. Pictures of items may also be printed. Please send with e-mail or via U.S. Postal Service. Contact Editor for Commercial Advertising Rates. „der Gasser“ is the official monthly publication of Riesentöter Region, Porsche Club of America. Ideas, opinions, suggestions, etc. are those of the authors and do not necessarily reflect the official position of Riesentöter Region PCA. „der Gasser“ is published 10 times a year, monthly with combined January-February and November-December issues.

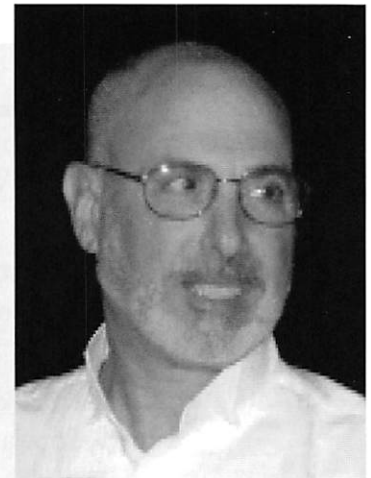
For the latest information, please visit the Riesentöter Region web page at: www.rtr-pca.org

State of the Region

Tom Zaffarano, RTR President

"Volunteers are not paid, not because they are worthless, but because they are priceless."

I found this quote on the Sports Car Club of America's Website and it describes my sentiments completely. Volunteers make car clubs happen. We could never find the money to pay for the services our volunteers provide and still provide all the rich and diverse member programs we offer. It's interesting to note that participation in our programs has gone up each year, but the numbers and faces of our volunteers have stayed almost the same. Contact me or one of the Chairpersons if you are considering a volunteer role in 2005.



New Members Breakfast-

Betsy and I joined Brian and Terry Minkin and 8 new members for some good eats and good conversation at Bob Evans in Exton.

Autocross-

We just processed the paperwork for our first 2005 autocross scheduled for June 5 at the Scanticon Center in Valley Forge. This, we hope, will be the first in a series of RTR Autocross events we run this year. Finding a suitable, convenient, and affordable location has been a challenge. We will be offering pre-registration for this first event to test member's interest. If the degree of interest is high enough, we will place deposits for other times through the balance of the year.

Parade update-

Last month I wrote: The 2005 Hershey Parade was oversubscribed as we suspected it would be. Over 1100 applications were received for the 700 available slots and by the time you read this article you should know if you are one of the lucky ones....

And this month: I have heard from several disappointed Parade hopefuls. It seems that even with our region's close proximity to the Parade site, only 26 RTR members or about one third of the RTR applicants were accepted. The good news is that 114 regions will be represented- a Parade record!

The Parade selection process is designed to insure Region Presidents (the voting board), National Staff (who run the parade), and up to 4 first day applicants from all regions have the opportunity to attend. The remaining allocations are based on a formula/lottery. The exact formula is available at the PAC national website (www.pca.org) under Regional Procedure Manual. If you were not a successful applicant, don't despair. Look at PANO, the WEB, and this publication's columns for other ways to see this year's parade. You will be able enjoy the sights and celebration if you choose to make the trip.

Have you heard about the Cayman and Panamera?

Here are some favorite news quotes:

No, the Cayman is not a new SUV from Porsche....

A four door, four seater, sedan from Porsche?

Is the Panamera just what the market is waiting for...?

Drive on.....

Tom Zaffarano

The Calendar

Monthly Member Meetings

April Membership Meeting

Social 7:30
Meeting 8:00

Wednesday
27 April 2005

Tillson's Motor Car Service
2097 North 63rd Street
Philadelphia, PA
215-473-6400

www.tillsonmotorcars.com (Visit website for directions)

Food & Refreshments

May Membership Meeting

Social 7:30
Meeting 8:00

Wednesday
25 May 2005

Brandywine Porsche
4005 West Chester Pike
Newtown Square, PA
610.886.1000

www.brandywineporsche.com (Visit website for directions)

Food & Refreshments

June Membership Meeting

Social 7:00
Meeting 8:00

Wednesday
29 June 2005

Vision Porsche
2736 NBernville Road
Leesport, PA
610.777.6500

www.visionautogroup.com (Visit website for directions)

Food & Refreshments

Social Events

Country Caravan VI

Saturday-Sunday
14-15 May 2005

Spring Rally

9.00A-2.00P

Saturday
29 May 2005

Morgantown Furniture Outlet, Morgantown, PA

Track•DE•Autocross

DE•Shenandoah Circuit @ Summit Point

22-24 April 2005

Summit Point, VA

Jefferson Circuit/Summit Point DE

Registration @ Monthly Meeting

Wednesday
27 April 2005

Dyno Day @ AWE Tuning

10:00A to 3:00P

Saturday
30 April 2005

Willow Grove, PA

Tech Session - Pocono DE

9.00A-2.00P

Saturday
7 May 2005

Don Rosen Porsche
1312 Ridge Pike
Conshohocken, PA

DE•Pocono

20-22 May 2005

1-800-POCONOS

Watkin's Glen DE Registration @ Monthly Meeting

Wednesday
25 May 2005

RTR Autocross

8:00A to 4.00P

Sunday
5 June 2005

Valley Forge Convention Center

Past, Present & Future

Jeff Haas, RTR Vice-President

Monthly Meeting News

Ah, Spring has sprung! The smell of race fuel in the air. Fresh new sets of "Hoosiers" on the way. Covers off the cars. The "to do lists" for track prep being whittled away. Gentlemen, and Ladies, "Start your Engines"! Yep, it's Spring. I guess you can tell some of us are a bit itchy to get the season started.

We held our annual rite of passage, commonly known as "Super Tech" a few weeks ago at Dougherty Automotive. Once again, the event was well attended. Our host, Bill Dougherty led an insightful discussion on safety

equipment, new technology, and track prep for new "trackies".

The April Membership Meeting will be at Tillson Motorcars. A visit to Mike's shop always proves eventful. One never knows what interesting and unusual vehicle may be found at Tillson's. Have a casual discussion with Mike about your interests in collecting, restoring, showing or rallying, he's sure to have unique story. The June Driver's Ed (Jefferson/Summit Point) Registration will be held promptly at 7:00P. Social at 7:00P, Meet-

ing at 8:00P. Food and refreshments served.

Aside from our monthly Membership Meeting (April 27) at Tillson Motor Cars, we will be preparing for our first track event of the season. Beginning April 9th, we have our Tech Session for Shenandoah DE at Holbert's. The Shenandoah DE is April 22 through April 24. And we end the month with "Dyno Day" on April 30 at AWE Tuning.

See you there.

2004



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- ♣ Electrical system repair
- ♣ A/C systems
- ♣ PA State Safety and Emissions Inspection
- ♣ Hard to find parts available

Join Us for Breakfast

Brian Minkin, RTR Membership Chair

The first day of spring began with a morning of rain and chilly weather. Yet the elements did not deter 9 new members from joining 5 old members for this year's first New Members Breakfast at Bob Evans in Exton. The wait for a table for 14 people was surprisingly short but enabled us all to make our introductions and get to know a little about each other as we waited outside the restaurant. Once inside the restaurant the food and conversation flowed smoothly. The service was great, and the constant chatter at the table was even greater. New members attending

were Jeff & Angie Hunter, Michael and Donna Broderick, Rich Herrschaft, Chris Karras and Cheryl Van Fossen, and Del & Kim Stafford.

As usual the group had many questions to ask the "old timers" about the various activities the club offered and of course there was a lot of talk about the cars. At the end of the breakfast we chanced off a guaranteed spot at the Pocono DE event. The lucky winner was Jeff Hunter. All agreed this is a great way to get to know a little about the club and your fellow members. Many thanks to the new members who came out and also to old members Tom & Betsy Zaffarano, and Bill Cooper for joining us.

this breakfast, I will be giving away a guaranteed DE slot for the Jefferson Circuit/Summit Point DE event scheduled for June 25 & 26, 2005. I will also be holding another New Members breakfast on May 15th at Perkins Restaurant, 3400 Lehigh St, Emmaus, PA. At this breakfast, I will be giving away a guaranteed slot for the Watkins Glen DE event that is scheduled for July 29, 30, & 31, 2005. The cost of the DE event will be the winner's responsibility. The definition of a new member for these drawings will be a member who has joined the club within the 12 months preceding the breakfast and has never participated in an RTR driver's education event.

Please bring your membership card with you to provide proof of when you joined the club. Of course any member new or old is welcome to join us. We

had a great time at the last breakfast so mark your calendars and join us for one of our Meet, Greet and Eat Porsche style breakfasts. And don't forget to bring your "P" car.

The next New Members Breakfast will be in Feasterville at the Bob Evans Restaurant, 4603 E Street Rd, Feasterville, PA on April 17 at 10:00 AM. At

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Wednesday•June 22

- 8 AMConcours rig lot open at Airfield
- 8 AMConcours Prep Trailer lot open
- 8 AMConcours Prep parking garage open (upper level only)
- 8 AM.....Concours Prep washing area open

Thursday•June 23

- All Day.....Concours prep
- 4 PM -6 PM ..Registration open, Chocolate Ballroom

Friday•June 24

- 9 AM -5 PM .. Welcome Tent, Gate Entrance lot
- 9 AM -5 PM ..Registration open, Chocolate Ballroom
- 9 AM - 5 PM .. Art Show Deliveries, Crystal A
- 12 PM - 5 PM ...Safety Inspection open, Briar Barn Lot
- 1 PM - 5 PM ..Hospitality open, Empire
- 5 PM - 9 PM....Internet Caf? extended hours, Empire
- 6 AM Vendor Set up for Swap meet at Lots M and O
- 8 AM..... National Parts and Literature Swap Meet open to shoppers, Lots M and O
- 8 AM - 5 PM ..Safety Inspection open, Briar Barn Lot
- 9 AM - 5 PMArt Show Deliveries, Crystal A
- 9 AM - 5 PM ...Welcome Tent, Gate Entrance Lot
- 9 AM - 5 PM ..Registration open, Chocolate Ballroom
- 9 AM -5 PM ..Parade Hospitality open, Empire

Saturday•June 25

- 10 AM - 4 PM ... Goodie Store Grand Opening, Magnolia
- 1 PM - 6 PM ..Prepositioning of Historic and Concours cars, Fairways 2 and 4,Hotel Hershey Golf Course
- 1 PM - 4 PM ..Slot Car Track open, Wild Rose B
- 1 PM - 2 PM ...Protest Committee Meeting, Cocoa 4
- 2 PM - 3 PM ...Driving Tour for Restoration Cars originating from Lodge
- 2 PM - 4 PM ..Rally Workers Meeting, Cocoa 2 and 3
- 4:30 -6:30PM .Concours Judges/Workers Meeting, Cocoa 1
- 4 PM - 5 PM ...PCR Committee Meeting, Cocoa 4
- 5 PM - 9 PM ..Internet Caf? extended hours, Empire
- 7 PM - 11 PM .Porsche Night Welcome Party, Great American Hall (Red,White and Blue Rooms)

Sunday•June 26

- All Day.Concours d'Elegance and Porsche Parking Corral and Car Show
- 5 AM - 8 AM .Loading of Concours Field, Fairways 2 and 4, Hotel Hershey Golf Course
- 5:30 AMShuttle bus service to Hotel Hershey begins
- 9 AMConcours Goodie Tent Opens
- 9 AM - 11 AM .Gathering of the models groups at Lots M and O and movement to Porsche Car Show and Parking Corral, Fairways 5 & 9
- 11:30 AM - 1:30 PM ..Concours Lunch, Fest Tent
- 3 PMFinal Judging and Ramp awards; Parking Corral cars released
- 5 PMLast shuttle bus from Hotel Hershey back to Lodge Safety Inspection roving by appointment
- 8 - 10:30 AM ..Registration open Aztec Room, Chocolate Ballroom
- 2 PM - 4 PMRally Workers Meeting, Cocoa 2 and 3
- 2 PM - 3:30 PM..Rally Novice School, Cocoa 1
- 4 PM - 5:30 PM .Rally Advanced School, Cocoa 1
- 5 PM - 9 PMInternet Caf? extended hours, Empire
- 6 PM - 7 PMConcours d'Elegance Banquet Cocktail Hour, Chocolate Lobby
- 7 PM - 11 PM ...Concours d'Elegance Banquet Chocolate Ballroom

Monday•June 27

- 7:30 AMTSD Rally first Car out, Lodge and Convention Center Sipe Ave lot
- 8 AM - 1 PM ..Golf Outing, Parkview Golf Course at Hershey Resort
- 9 AM - 11 AM..Safety Inspection open, Briar Barn Lot
- 9 AM - 5 PM ..Art Show open, Crystal A
- 11:30AM - 5:30 PM..Goodie Store open, Magnolia
- 9 AM - 5 PM ...Hospitality open, Empire
- 9 AM - 4 PM ..Slot Car Track open, Wild Rose B
- 11 AM - 3 PM..Ice Cream Social, Aztec Room
- 12 PMRC Cars, Welcome Tent parking lot area
- 1PMGrand Opening, Porsche Museum, Great American Hall Red and White Rooms
- 2 PM - 4 PM ...Museum open Great American Hall Red and White Rooms

- 3 PM - 5 PM....Safety Inspection open, Briar Barn Lot
- 5 PM - 9 PM ...Internet Caf? extended hours, Empire

Tuesday•June 28

- 7 AM3K Walk/5K Run Check in, Hotel Hershey trail course
- 7:30 AMGimmick Rally first Car out, Lodge and Convention Center Sipe Ave lot
- 8 AM - 4 PMPorsche Club Academy Day (Consult your PCA Day schedule for class/tech sessions times and locations)
- 9 AM - 5 PM.....Hospitality open, Empire
- 9 AM - 4 PM ...Slot Car Track open, Wild Rose B
- 9 AM - 5 PM ...Art Show open, Crystal A
- 9 AM - 4 PM ...Museum open GAH Red and White Rooms
- 10 AM - 4 PM...Goodie Store open, Magnolia
- 1 PM - 3 PMAutocross Lot open for walkthroughs, HersheyPark lots *
- 1 PM - 5 PM ...National Board Meeting, Cocoa 2 and 3
- 5 PM - 9 PM ...Internet Caf? extended hours, Empire
- 6 PM - 10 PM ..Rallies Awards Banquet, Chocolate Ballroom

Wednesday•June 29

- 6:30 AMAutocross lot open for walkthroughs, HersheyPark lots *
- 7:30 AM Autocross timed runs begin, HersheyPark lots *
- 9 AM - 5 PMHospitality open, Empire
- 9 AM - 4 PM ...Slot Car Track open, Wild Rose B
- 9 AM - 5 PM ...Art Show open, Crystal A
- 9 AM - 4 PM ...Museum open GAH Red and White Rooms
- 10 AM - 4 PM...Goodie Store open, Magnolia
- 5 PM - 9 PM ...Internet Caf? extended hours, Empire
- 5 PM - 7 PMParade of Porsches from Lots M and O to AACA Museum
- *The autocross schedule may change depending on the entries confirmed via the competitive entry form. Changes could involve starting the event with a course walk on Monday afternoon, and initial classes commencing on Tuesday.

Thursday•June 30

- 6:30 AMAutocross lot open for walkthroughs, HersheyPark lots
- 7:30 AM.....Autocross timed runs begin, HersheyPark lots
- 9 AM - 5 PMHospitality open, Empire
- 9 AM - 5 PM ...Art Show open, Crystal A
- 9 AM - 4 PM ...Slot Car Track open, Wild Rose B
- 9 AM - 4 PM ...Museum open GAH Red and White Rooms
- 10 AM - 4 PM...Goodie Store open, Magnolia
- 5 PM - 9 PM ...Internet Caf? extended hours, Empire
- 6 PM - 10 PM...Autocross Awards Banquet, Chocolate Ballroom
- 7 AM- 11 AM ...Goodie Store open, Magnolia
- 8 AM-11 AM ...Bosch Tech Quiz, Chocolate Ballroom

Friday•July 1

- 9 AM- 12 PMHospitality open, Empire
- 9 AM - 2 PMArt Show pick up and closing, Crystal A
- 11 AMArt Show Silent Auction winners announced, Crystal A
- 12 PM - 2 PM ...Volunteer Party, Blue and White Rooms, GAH
- 6 PM - 7 PMVictory Banquet Cocktail Hour, Chocolate Lobby
- 7 PM - 11 PM ...Victory Banquet, Chocolate Ballroom

NOTE: All rooms (unless otherwise specified) are located at the Hershey Lodge and Convention Center. Please do not confuse the Lodge with the Hotel Hershey. The Hotel Hershey grounds is the venue for the Concours d'Elegance and Porsche Parking Corral and Car Show.



www.pca.org/parade/2005

Autocross Returns to RTR

Autocross

Patrick Wayman, RTR Autocross Chair

RTR will hold its first autocross of 2005 on June 5th at the Valley Forge Convention Center Parking lot in King of Prussia. This is a great opportunity for everyone to enjoy their cars in a safe and controlled environment. The event will be a day long affair, with

registration opening at 8:00 a.m. and the first car off at 10:00 a.m.

Our ability to hold additional events is dependent on a strong turn-out, so please look for a registration PDF on the RTR website by mid April and get

it sent in!

The autocross program needs volunteers. If you would like to become more involved, please contact Patrick Wayman :

patrick.t.wayman@aexp.com

Spring Rally

Dennis Angelisanti, RTR Rally Master

Spring Rally - Morgantown to Reading, May 29th

Starting at the Morgantown Furniture Outlet..SE end of the parking lot, behind McDonalds and Holiday Inn. This is at the Morgantown Exit of the TP. Take Rte. 10 South and you'll see the Holiday Inn and McDonalds on the right.

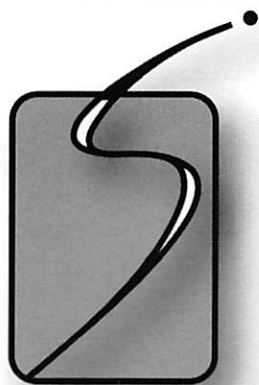
Registration will be from 9:00 to 9:45, driver's meeting at 10, with first car off just after driver's meeting.... The rally route will be limited to about 2hrs and the finish point will be great for a nice lunch, rally scoring and results. Also you can bash the rallymaster, who of course will not be swayed.

The final destination will be in the

Reading PA area. We should all be on our way home by 2 PM or so... No pre-registration required, but a heads up e-mail would be appreciated. Enjoy the beautiful, uncrowded roads of Southern Berks County....they are hilly and twisty...and relatively smooth.

Dennis Angelisanti • Rally master:
dla109@nni.com

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On the Road Again!

Ken Souser, RTR

Country Caravan VI is scheduled for May 14-15.

Get out the Porsche car and join us for a fun spring weekend. The Caravan will depart Allentown Saturday morning for a scenic run through the Pocono Mountains with stops for lunch and some points of interest. We will arrive at the scenic Stone Bridge Inn in Union Dale for social time, dinner and a nights stay.

The event will be limited to thirteen car and the cost per couple, including dinner and lodging, will be \$185 per couple.

For further info and registration please contact:

Ken Souser
5696 Merion Lane
Macungie, Pennsylvania 18062
Phone: 610-966-4391
Mobile: 610-533-6123
KenSouser@aol.com



Stone Bridge Inn, Ken Souser

Mad Dogs and Engine Drops

Christopher Mahalick, RTR

Snow, cold temperatures, howling winds, and the flu season. That's what most folks have to endure from December through March in this part of the United States. And as if that combination wasn't depressing enough, we dim witted, DIY car people receive extra punishment. It is the time of year to drop the engines from our cars in order to rectify the damage inflicted from the repeated beatings of the past track season. I like to think of it as the automotive equivalent of atonement. And based on what I saw this past season, there was more atonement going on in RTR garages this past winter than in the Million Man March.

It started with yours truly. We had to drop the engine on my Targa in order to replace the transmission I lunched down at Jefferson. A bunch of guys showed up on a beautiful fall Saturday for the job. We had everything ready to go in no time. As is the custom, the car owner(me!) is to crawl under the car to assure that the engine and transmission separate freely from the vehicle. Or should I say, "fall freely"? I was

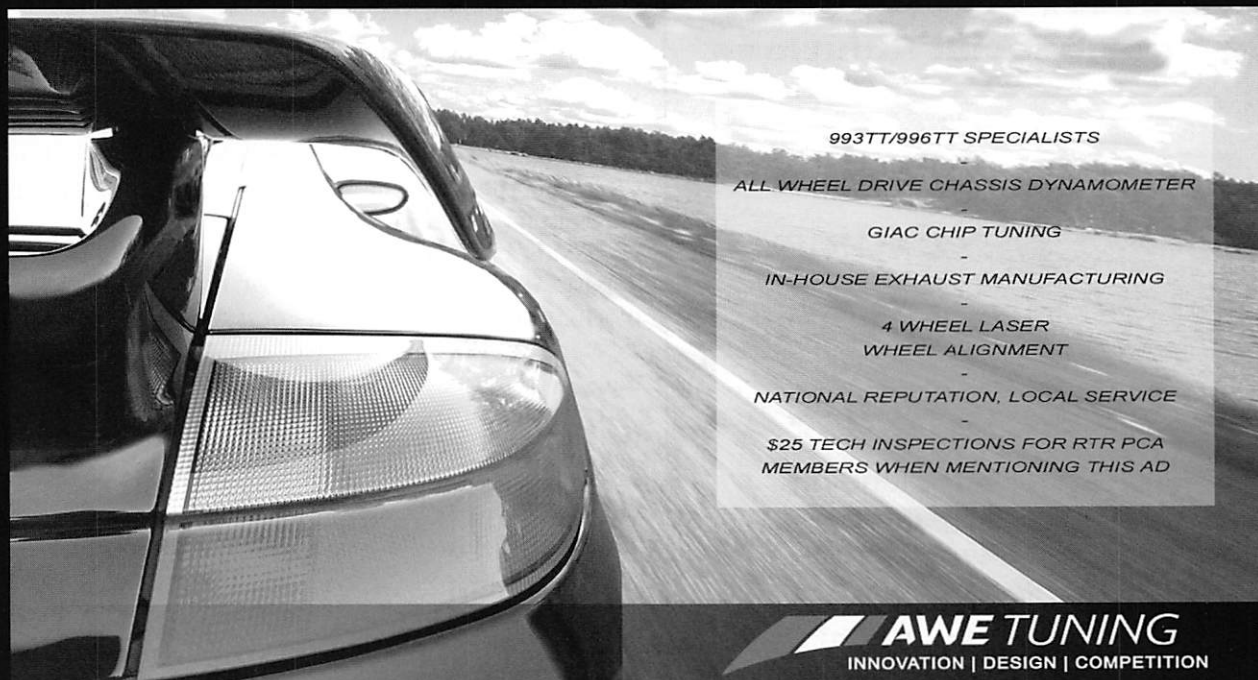
under the car, while my buddy, Dave operated the jack. He began to ease the engine down, and suddenly turned the jack handle too much. The engine and transmission dropped past me in milliseconds, miraculously staying put on the jack. And miraculously times two, missing my head by inches. Close call. I consider myself "atoned".

With the engine lowered, it was determined that we would not have enough clearance to slide the engine out from under the car. In order to raise the car sufficiently, we would need to place some boards under the rear jack-stands. The problem was that I had no wood. My next-door neighbor was in the midst of a major remodel, so I figured that I would just walk over and ask him if he had any spare wood. He and his girlfriend are really nice folks, but their dog is another story.

This dog looks like an S.P.C.A. brand, back alley/junkyard dog. And he was barking at us all morning through the front windows of his house. I had no trepidations

knocking on their back door, as I had met this dog several times prior. Upon hearing my knocks, the owner approached the back door with said dog(who happened to be barking and snarling). When she opened the door, I reached in to pat the dog on the head, and he took a snap at my hand. I actually felt his teeth graze my sleeve. Bad dog! I really think he has deep-seated anger/esteem issues. But in the end, I got the wood, and we were able to slide out the engine in minutes.

The next engine we needed to drop belonged to our tech guy, Dave Ehm(the aforementioned jack operator). The rough part about this project is that it takes place in a part of South Jersey that I have renamed, "Deep-South" Jersey. This place is so rural that they probably sell Mossy Oak Camouflage apparel in the liquor stores. The town garage is most likely run by a guy named "Cooter" or "Goober". Which makes it so much fun to see a yellow Boxster and an old-school Turbo when you pull into Dave's driveway. Other than these



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two Porsches, the overwhelming winner in neighborhood market share has to be General Motors. In fact, there are so many GM products present, that with every visit I expect to see a bunch of little people emerge from trees while singing "It's a Small World After All". Followed by Dinah Shore and Pat Boone taking us through a "meet and greet" of the new years models. "See the U.S.A. in your Chevrolet.....".

Oh, back to the engine drop. I begin to sense a pattern forming when I am elected to crawl under the car to assure that the engine and transmission separate freely from the vehicle. This time, the drop was OK, yet the car was not resting evenly on all four jack-stands. What is it that I did in my past lives to deserve all this potential danger. I fear more for my life when in the garage than when driving on the track.

At least this time everything went as expected. Until I found out that the engine was to go up on a stand. This is never good. The first step is easy; just disconnect the transmission. So is the second step; just hook up the yoke to the flywheel. It is the third step that is the killer. You must now lift the heavy engine almost three feet in the air in order to get it into the engine

stand. The only tried and true method I have ever experienced is the Old German ballet known as the "Herniator". The "Herniator" is performed with one person on each corner of the engine, while the weakest, most effeminate member of the group claims to have a bad back, and gallantly offers to guide the engine stand. At the count of three, the four corner folks lift in unison, as "Little Lord Fauntleroy" guides the engine securely onto the stand. Once the engine is securely in the stand the four lifters generally schedule an appointment with a reputable Orthopedist or Internist, dependant upon the nature of their injuries.

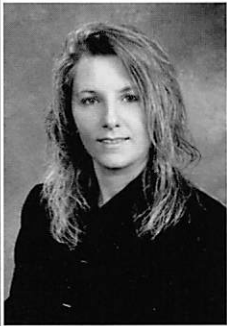
Luckily, there were no injuries this time, yet all through this engine drop we were treated to the soothing harmonies of the "Angry Daschund Review". I now know what Gant referred to when he would scream about the Hounds of Hell, in the novel "Look Homeward Angel". Dave and his wife, Michelle are the proud parents of two very disparate Daschunds. Rudy is an awesome, friendly dog, while Max is just plain scary. Max barks a lot, snarls a lot, and one day may just make it "over the wall". Yet sometimes he seems calm. This is most likely a façade employed to get him closer to biting range. I have nicknamed

him "Sybil". Other names considered were "Satan", "Beelzebub", and "Michael Myers".

Two engines down, thousands more to go.....

Sounds ominous. But not really. At least in my case when I look back to the hours of beatings administered to the transmission in my car. This will be my sixth year participating in Drivers Education, so five years was not a bad run. And if I figure that I drove for at least ten or twelve hours each year at redline, then the corrected cost of my new transmission would be \$13.33 per hour. An ominous number, yes, but also an acceptable hourly rate. I could spend more per hour in a bar than that. So see, Drivers Education keeps folks out of bars, and saves them money as well. Everyone wins. (For a slight fee, I will be available on an appointment-only basis to present this "unbiased" viewpoint to any reluctant significant-others. Smoke and Mirror math equations available upon request).

No more excuses. Time to go hammer some toys.



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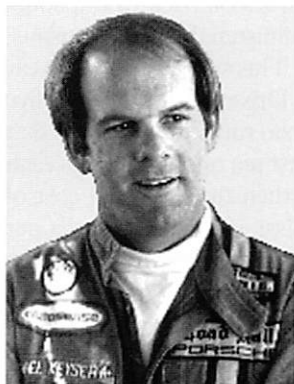
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24 Heures du Mans, 1972

From PCA Website

Michael Keyser

The plan for Le Mans was to run the engine that we'd used at the Targa and the Nürburgring in the first practice session,



then change to the fresh engine for qualifying and the race. It was with both surprise and delight that Jürgen announced at dinner that evening that he had arranged

for the loan of an engine from the factory. There was some question as to whether the bearings in the normal 2.5 motors would go the distance. The factory motor was 2.5 liters, but had a shorter stroke than the spare we'd brought and was therefore thought to be more reliable. It was through Jürgen that we had also obtained an entry for the race itself, the concession being that the car had to be entered under the name of Louis Meznarie, the owner of a local garage, and one of our co-drivers had to be Frenchman, Sylvan Garrant. So with the car having been fully prepared by Hans, we headed for France with high hopes.

I'd been to Le Mans in both 1970 and 1971 to take photographs for the book I was working on, so I was intimately familiar with the circuit itself having traipsed from one end to the other shooting every curve and corner. This time around, however, I was to be a participant, and the experience would be decidedly different.

In 1970 I'd been a member of David Piper's 917 team and had stayed with them at the Hotel de la Cane in a small village called Sceaux sur Huisne which was on the main highway between Chartes and Le Mans. It was a quaint little place that had a garage on the grounds, so I'd made arrangements earlier in the year for both the race team and the film crew to stay there, the film crew having reassembled with two valu-

able additions, Peter Samuelson and Jean Pierre Avice.

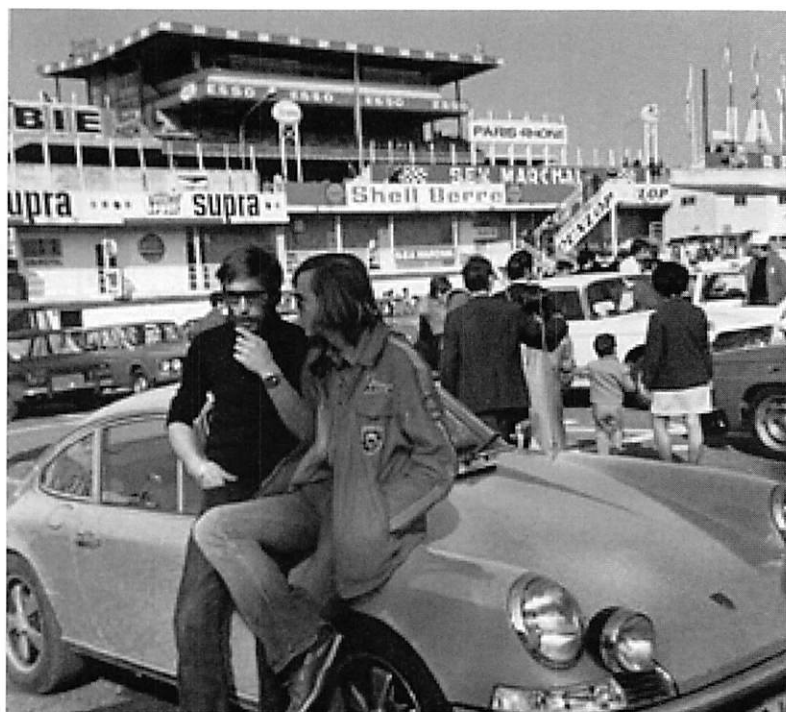
Peter was a young Englishman whose family owned Samuelson's, a London film rental and production house, and Jean Pierre was a Frenchman who had grown up in Le Mans. Together they'd handled pre-production for the French portion of the shoot, Jean Pierre having worked on Steve McQueen's film, *Le Mans*, two years earlier. Shortly after meeting him, he related the story of getting a call from the police in the middle of the night during the production with the news that they'd arrested one of the mechanics who was working on the film. The mechanic had gotten quite drunk at a local disco and decided to impress a girl he'd picked up by taking her for a spin in one of the Ferrari 512s that was being used in the movie. On arriving at the hotel, Peter and Jean Pierre gave each of the film and race crew a packet of materials that would come in handy in the event they ran into problems, not the least of which was the name and home phone number of the chief of police, who after the Le Mans shoot had become a friend of Jean Pierre's.

The tales of going through tech inspection, or scrutineering, at Le Mans are legendary, the exercise being more one of ceremony than function. It would seem that the members of the ACO (Automobile club de l'Ouest), the organizing body at Le Mans, who are in charge of deciding who races

and who doesn't, and under what conditions, spend the entire year leading up to the event in eager anticipation of jerking the chains of competitors who have never experienced nitpicking in the Gallic tradition. Luckily, with Jean Pierre at the helm, we were able to communicate with the ACO officials, and technically being a French entry, we sailed through tech in less than an hour.

Because much of the eight-mile Le Mans circuit consists of public roads, which are closed for practice and the race, all sessions start late in the afternoon and continue into the early evening. I'd met our French driver, Sylvan Garrant, at scrutineering, and he seemed to be a nice enough fellow; tall and slightly balding with a word or two of English in his vocabulary. My knowledge of French was just as limited, but Jürgen spoke it fairly fluently, so we were able to communicate in a round-about way. Once out on the track in the first practice session, it was less than a minute before I was headed down the famous Mulsanne Straight.

Because of its sheer length (over 3 miles) and the many high-speed tales that are associated with it, this stretch of road had



become bigger than life in my mind. I'd photographed it from one end to the other and driven up and down it in a street car, but now I was strapped into a race car with nothing but an unending ribbon of asphalt ahead of me. I'd driven at Daytona several times in 1970 and 1971, so I was familiar with sustained high speed in a 911, but still the first time down the Mulsanne, it seemed to go on forever.

The notorious right-hand kink toward the end, which had hardly been noticeable in a street car, suddenly became an actual curve. Although there was a fair amount of runoff area beyond the shoulders of the road, the twin-tiered Armco barriers lining the straight looked as if they could easily launch a car into the thick woods beyond if struck at the wrong angle. At the end of the Mulsanne the track made a sharp 90 degree turn past the signaling boxes before heading back in the direction of the pits.

There were two more long straights connected by fast sweeping right-handers, then the track took a fairly severe right-hand dive into the slower left-hand Indianapolis. A short chute led to the equally slow Arnage corner, beyond which another straight led to what in years past had been the infamous right-left-right flick known as White House. This section of track had undergone extensive redesign since the 1971 race, White House having been eliminated. In its place were a series of tricky 3rd and 4th gear right and left hand off-camber sweepers, connected by short straights. The Ford Chicane at the head of the pit straight, taken in 2nd gear, led to the run past the pits and a fast uphill right-hand sweeper. After cresting the rise under the Dunlop bridge, the track dove down to the left and right "esses", then on to the tight right-hand Terre Rouge corner and the downhill shute that put you back onto the Mulsanne, or Les Hunaudières, as the straight is actually known.

My first impression of the track was how smooth its surface was, there being barely a bump to be found along its entire 8.47 mile length. Apart from holding on for dear life and gritting your teeth down the straight, learning the circuit seemed like child's

play after the Targa and Nurburgring. After several laps it was apparent that the new section of off-camber sweepers was going to be the most difficult section to deal with. If you didn't get the first one right, you were set up wrong for the next one, and each one after.

Although Ferrari had backed out of the race at the last moment for fear of besmirching their perfect record, the powerful Matra team with the resources of the French government behind it was here in force, three 670s and one 660 spyder having been entered for a multinational team of drivers. Alfa had three long-tail cars, and Jo Bonnier two Lola T-280s with detuned Ford DFV engines. Rounding out the cars believed to have an outside chance for an overall win was a longtail 908 coupe rented from the Siffert museum and entered by Reinhold Jost. The rest of the field consisted of 908 spyders, a 910, a 907, several Ligiers, and a healthy dose of 2-liter prototypes and sedans, among them nine Ferrari 365 GTBs and seven 911s, ours included.

Jean Pierre had received permission from the ACO for us to put cameras on cars during the practice sessions, and in addition to our 911, we got footage from three other prototypes, including one of Jo Bonnier's Lola's. We'd rented a helicopter with a special anti-vibration Tyler mount to get some aerial shots, and also had a 1,000mm lens on hand which we intended to use for shots down the Mulsanne straight. One of the trucks the crew was using was to be driven through the forest to the kink in the straight, giving us a platform from which we hoped to get some dramatic long lens shots of the start. Jean Pierre had also ar-



ranged for two gendarmes on motorcycles to be at our disposal throughout the race so our camera crews could go anywhere they wanted unimpeded.

The day of the race dawned sunny, but the weather forecast called for intermittent showers starting early that evening. The late afternoon start time at Le Mans gave us plenty of time to get to the track, and once there, ample opportunity for the pre-race jitters to build. I'd elected to start, Jürgen would take over next, and our French co-driver, Sylvan Garant, would follow. Promptly at 4 P.M. we were waved away on the pace lap, which was anything but that. We'd qualified 44th out of 55 cars in the race, and by the time I got around to the Mulsanne the cars ahead had strung out far ahead and for all intents and purposes we were racing. By the time I crossed the start-finish line, the rest of the field up front was well away.

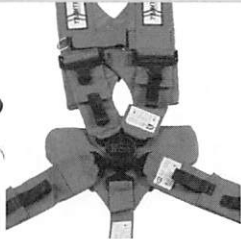
Thinking back twenty-three years, I can't recall anything dramatic that happened during the first two hours. We were one of the slower cars in the race, and consequentially, the Matras, Alfas, Lolas, etc. seemed to constantly be passing us. The etiquette I adopted on the Mulsanne was to stick in the right lane and hope I didn't arrive at the right-hand kink at the same moment as a faster car. If this happened, it took a concerted effort to cut the curve short and avoid drifting across to the left side of the track. Although I hadn't been conscious

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24 Heures du Mans, 1972

Cont'd

of passing many cars, by the time I turned the wheel over to Jürgen we'd moved up to 32nd place.

It was just about this time that the first rain shower of the evening blew through and Jürgen pitted for rain tires. As I ate a Grand Marnier crepe and watched the cars on the track throw up rooster tails of spray as they sped by, I knew I'd probably have the unenviable opportunity of driving at Le Mans in the rain. Thankfully the English crew from Firestone had hand-grooved several sets of our slicks into what they promised would be "demon" rain tires. We had a two way radio in the car for the first time which worked sporadically due to the length of the track, and each time he passed the pits Jürgen reported in that all was well. Sylvan took over, and two hours later when he handed



the car back to me, also reported that there were no problems. The rain had stopped, but the track was still wet, so we changed to intermediate tires. As is the case with most 24 hour races, there was little chance of getting any real sleep. We had a small caravan back in the paddock and with three drivers had four hours off between stints. When I wasn't behind the wheel, I rested nervously and perhaps caught an odd wink or two during the night, but never really slept.

In the early morning hours, the notorious ground fog I'd heard so much about reared its ugly head. Storming down the Mulsanne I'd suddenly rush into a patch, not knowing whether it was ten feet deep or a quarter mile. Each lap it would move, so I never knew if it was the same patch or a different one. At some point I'd have to decide whether to lift, and invariably when I did,

the fog would clear, leaving me wondering if discretion really was the better part of valor.

At around 8:30 the next morning we were still running strong, albeit in 25th place, and I was due to take over. During the night we'd gotten out of sequence and Jürgen was in the car when it pitted. On exiting the car he told me that there had been an accident on the far side of the course and to be careful as there was debris on the track. When I arrived at the second of the two fast sweepers after the Mulsanne corner, course marshals were strung out along the Armeo barriers furiously waving yellow flags. As I slowed I saw a set of long skid marks that led to the blackened hulk of a Ferrari GTB, that was up against the guardrail smoldering. The next time around, I noticed pieces of yellow fiberglass strewn along the left hand Armeo, but no sign of another car anywhere.

It was only after the race that I learned Jo Bonnier, in one of the yellow Lolas with a Ford DFV, had been the other car involved. According to Vic Elford, who'd been directly behind him in one of the Alfas at the time of the accident, Jo had pulled to the inside on the entrance to the sweeper to pass the Ferrari driven by Frenchman Florian Vetsch. Vetsch hadn't seen Jo and had closed the door, clipping the front end of the Lola and sending it spinning into the Armeo, which rather than stopping the car, had launched it into the thick forest. At a speed of 150 miles per hour plus, poor Bonnier never had a chance and had been killed instantly. Vic Elford had pulled to the side of the

road to try and help, but there was nothing he could do. After the race Jean Pierre managed to get a copy of the French TV footage shot by a cameraman who happened to be in the area, which we ultimately included in our film. Unaware of what had happened at the time, I continued on.

Now over the radio I learned that we were just behind the only other 911 still remaining in the race. A short time later I spotted the car on the side of the road halfway down the Mulsanne with its engine lid up. This good fortune was short-lived, however, because toward the end of my stint, while negotiating the tricky new section of off-camber sweepers, I managed to put my right-side tires in the marbles. Before I could recover the car understeered off the track, sliding across the grass and into the Armeo barrier.

To say I was chagrined was a gross understatement. I'd made a mistake, no matter how slight, and from the force of the impact I was certain our race was finished. Luckily the pits were only a short distance away and I was able to limp in with the right front tire flat. Once out of the car, I saw that the damage was superficial and not as severe as it had felt. In short order, Sylvan was in the car and away.

I had two more turns behind the wheel, and each time I paid extra special attention



24 Heures du Mans, 1972

Cont'd

to the line at the place I'd gone off earlier. I obviously hadn't learned my lesson, because two years later, driving a 3-liter Carrera in the 1974 race, I did the exact same thing, at almost the exact same time, at almost the exact same place! Luckily, it was once again superficial damage and we were able to finish.

I was behind the wheel when the checkered flag fell at 4 P.M., and in spite of my earlier off-track excursion, the last few laps were extremely satisfying. The track workers had left their posts and now lined the track as we passed with their flags waving. An enthusiastic group of Americans had been camping just after the Indianapolis turn and waved the Stars and Stripes wildly when I passed. As I pulled into the



impound area, the heavens literally opened up and the rain poured down in torrents. The Matra of Graham Hill and Henri Pescarolo finished 1st, followed by a similar car driven by Francois Cevert and Howden Ganley. We ended up in 13th place, having covered 2,413.19 miles at an average speed of 100.54 miles per hour, and due to the fact (I'm convinced) that we were running the short-stroke 2.5 factory engine, we were the only 911 to finish.

PCA note- The above article came to our attention when PCA member Mark Russell saw a picture of his brother John right here on this site! Mark contacted Michael to get a few more pics from 1972 and even got the following quote from Jurgen Barth -

"Yes Le Mans in 1972 was good fun John with Martha and late one more I been working with Mike and had also a really nice french girlfriend so i lerned my french from her at least the first word and so good fun and good racing at the time with Toad Hall - FLA WC 1972. I think still a lot about this time - Jürgen two"

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