

DER GASSER



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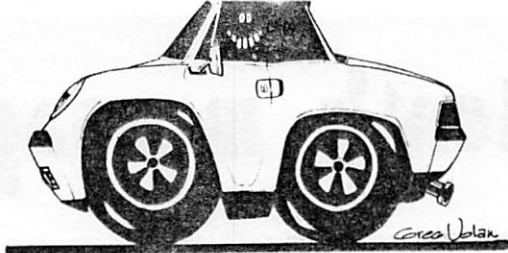
1975 Factory Whale Tail; 72-73 Steel
Factory Front Spoiler Bumper; Tan
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911; Large Gas Tank for 911. All Items
Must Be In Excellent Condition. Bob
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president's message

In view of the prognostication by Punxatawny Phil that we are in for six more weeks of winter, I would like to convey some good news. And that is, that our competition and social chairpersons are in the process of putting together an activities calander that will give us all an opportunity to stretch our limbs and our cars this year. We are already set for a region drivers school, a multi-region sprint series, and for participation in a major track event, sponsored by Northern New Jersey Region at Pocono International Raceway. On the social side our banquet is set for December at the William Penn Inn, and various other activities are in the planning stage, including an old favorite, visit to an ethnic restaurant for dinner. Further, we have scheduled a tech session at Holbert's on April 12th to get the cobwebs off the carburetors; and get your car ready for the coming year as you are.



P.S. Please note the meeting place shown elsewhere in DER GASSER.



Among the most pleasant of my experiences over the past several months occurred January 21 when, with no effort on my part, Der Gasser appeared in my mailbox. Others have said that the best position to have is the Immediate Past President of ANYTHING. I assert that a very close second-best position is Immediate Past Editor of a newsletter.

As the tingling excitement of release from responsibility begins to fade, I am reminded that many of you contributed substantive material to Der Gasser and thereby lessened my load as Editor: I hope you each accept my thanks for your respective efforts, as space and time preclude individual acknowledgment. I also hope that you will all continue to participate in the success of our newsletter under the editorship of Bob and Maria Holland, and that those of you who haven't, will begin to "Do It In Der Gasser."

Special thanks must be conveyed to Russ Morgan and his able staff at Main Line Print Shop. Without their expertise and amazing ability to respond to my quasiproduction schedule, the work would have been much less fun.

John English



ACHTUNG!

- Feb 27 - Monthly Meeting at HOLBERT'S
- Apr 12 - Tech Session at HOLBERT'S
- May 18 - Sprint School at XMAS VIL.
- Jun 8 - Multi-region Sprint at Bazaar
- Jun 29 - DVSA Sprint at Bazaar, Horsham
- Jul 13 - Multi-region sprint at Rutgers
- Jul 27 - DVSA Sprint at Bazaar
- Sep 14 - DVSA Sprint at Bazaar

meeting notice!

The February meeting will be held at the HOLBERT RACING shop on Route 611 in Warrington, Pa. Among other things the CAN AM car will be on display and an updated on Holbert Racing's prospects for the 1980 season will be presented. The meeting will begin (AS ALWAYS) at 8:30 P.M.

MEGARADAR

part 1



Say what you will about New Jersey, it is a great place to test a radar detector. Both state and local police are allowed to use radar and they make the most of it by using moving radar which allows them to measure the speed of oncoming cars while they go about their other duties.

When I took a job in New Jersey about eighteen months ago, my fuzzbuster came in extremely handy and about a year ago I ordered a new unknown detector called an Escort. Since it was on a thirty day trial I planned to compare it to my Fuzzbuster and write an article for Der Gasser. I didn't expect it to be any better but it was just phenominal and I never returned it. Car and Driver thought so also and at \$245 each there is still a nine month delivery time. A lot of other detectors claim to be cheaper but none better.

Now the situation has changed. Whistler is manufacturing the Q1000 which they claim is both better and more expensive. This and the following article compare the features and performance. If, as Car and Driver says, the Escort is the TurboCarrera of radar detectors than the Q1000 is the Ferrari Daytona. After 500-600 miles with both of them, I have a definite preference, but if you get a ticket with either you're just not listening.

Physically the two units are virtually identical in size but there the similarity ends. The Q1000 is turned to either On or Quiet by a toggle switch and when approaching radar gives a beep of increasing frequency along with two flashing lights. There is no volume control and little danger of missing the beep tone. The Escort has an On/Off switch incorporated in a volume control and when turned on the tone (a musical note rather than a beep) stays on for four to five seconds to adjust the volume. When approaching radar the detector beeps in the same variable rate fashion while a light stays on steadily. There is also an S meter to give radar strength. This is great for checking out other detectors; a Fuzzbuster goes off at S-7. Also the Escort gives different tones for X and K band radar.

In appearance there are also some differences. The Escort is in a metal cabinet, weighs about a pound and looks like it might even be worth the money. The Q-1000 is in a plastic case, about half the weight and seems as if its price is determined by that of the Escort not its cost to make. On the plus side its cord comes out the front of the unit and it has a very good mounting arrangement. Spare cords for both are available to hand wire it into different cars and the cords are interchangeable for the two. Since writing this article Escort has come out with a visor mount which works very well-better in fact than the Q-1000 setup.

Dennis Mahoney



new members

Horace Miller
Orville Walls
Dale Sheaffer
Dave Wandishin
John Caffrey
Thomas Bouchat
Peter Kroeger
Skip Hannes

Willow grove, PA
Philadelphia, PA
Allentown, PA
Trenton, NJ
Whitehall, PA
Barto, PA
Allentown, PA
Furlong, PA

WAY BACK WHEN

For these editors the first February that we experienced in Riesentoter Region was 1971. The club had just returned from a ski weekend at Bernie Sitron's Pocono homestead. Jim Haas was the hit of the event in his 40 year old bear skin coat. The weekend ended with a snowmobile sprint on Bernie's pond. The winner was undisclosed.

Interestingly enough the February meeting was to be held at the Open Hearth (now operating under the handle of B.B. Bricks). The speaker was from the E.I. Dupont Co. and the topic was fuel performance.

The classified column boasted many 356 parts for sale by guess who? Bob koerbel and Bob Russo. (Some things never change).

Man & Bob Russo

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1975 911S Sunroof Coupe #91152001263
Yellow/Black Leather, 5 speed, A/C,
Forged Alloys w/CN36, Konis, F&R Bars,
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AM-FM Cassette, California car - recently
brought east-Never in Snow, \$13,950.
Will consider 914-6 trade. Bill Cooper
2144 Schultz Rd., R.D. 2, Lansdale, Pa.
19446, 215-825-5334(Days) 215-584-6026
(Home)

Whistler Q-1000 Radar Detector Still in
Box; \$260. 2.2L 911E Parts- 5 P/C(of
course), Heads, Pr. Cams, Cam Boxes,
Alternator assembly w/ blower ring,
other misc. parts; Make Offer, Piper
Ski Rack w/Lock, Still in box; \$25.
Bill Cooper (Address Above)

1969 912/5 TARGA, Original bahama
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lent Condition, Stored Winters and most
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High Offers. Dennis Zamler, 26606 York,
Huntington Woods, Michigan 48070
313-398-2225

911.PARTS 4-6X15 Forged Alloy Wheels
Exc. Cond. \$475; Bilstein Shocks for
69-74 911, New, \$250/set; Pr. Tan Vinyl
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Deck Lid, Front Bumper, Lenses, Rocker
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Rack and Other Misc Parts. Bob Holland,
305 Staghorn Way, West Chester, Pa. 19380
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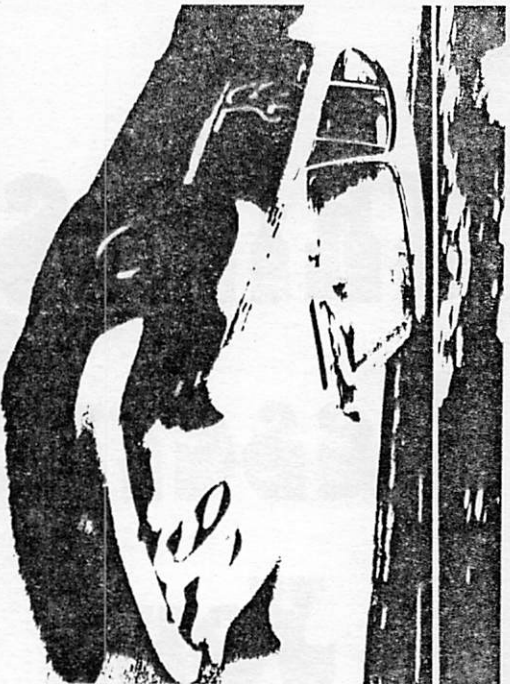
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