

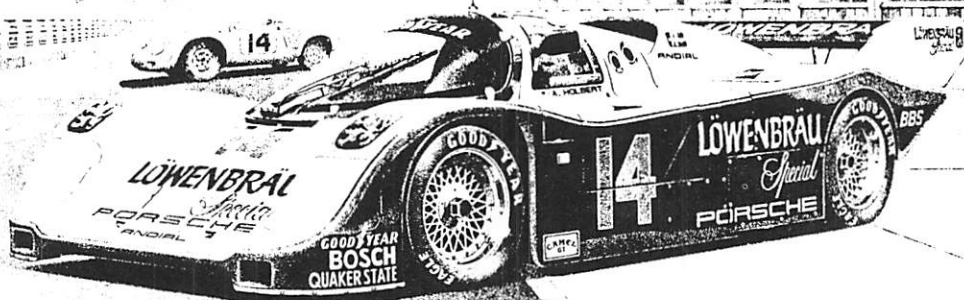
# Der Gasser

AUGUST 1995



Riesentöter Region • Porsche Club of America

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## President's Message

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

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

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

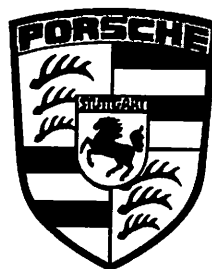
Coming up on September 3rd is RTR's Autocross V at Camden. If you have been unable to attend any of Chairman Ehrman's four previous autocrosses, make it a point to attend this one.

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

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

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

John



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## Down The Pike

### AUGUST

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

### SEPTEMBER

3 Autocross at Old RCA/GE Building, Parking Lot K,  
Camden, NJ. Just over the Ben Franklin Bridge  
24 Autocross at Nazareth International Speedway, Nazareth,  
PA  
27 Club Meeting at Holiday Inn, Fort Washington, 7:30  
Topic: Winter Storage and Roadside Repair

### OCTOBER

6 Phila Vintage Grand Prix  
15 Fall Rally

### DECEMBER

16 Holiday Banquet, Radnor Hunt

### DRIVING EVENTS

#### AUGUST

18 Pocono (Driver's Ed, Host - Riesentöter)  
19 - 20 Pocono (Club Race, Host - Riesentöter)  
27 - 29 Mosport, Toronto (Driver's Ed, Host - Upper  
Canada)

#### SEPTEMBER

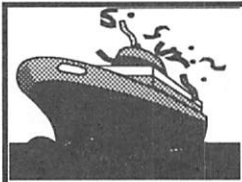
1 - 3 Road America (Club Race, Host - Chicago)  
21 Lime Rock (Driver's Ed, Host - NNJR)  
30 - 10/1 Pocono (Driver's Ed, Host - NNJR)  
30 - 10/1 Mosport, Toronto (Driver's Ed, Host - Upper  
Canada)

#### OCTOBER

7 - 8 Heartland Park (Club Race, Host - Great Plains)  
21 - 22 Jefferson Circuit (Driver's Ed, Host -  
Riesentöter)  
21 - 22 Mid Ohio (Driver's Ed, Host - Allegheny)  
27 - 29 Bridgehampton (Driver's Ed, Host - NNJR)  
TBA Willow Springs (Club Race, Host - LA)  
TBA Sears Point (Club Race, Host - Golden State)

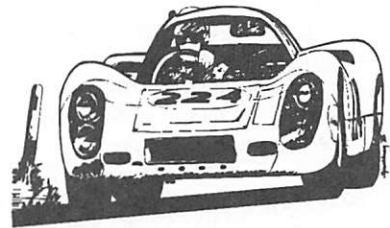
#### NOVEMBER

TBA Phoenix (Club Race, Host - Arizona)



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## Club Meeting Info

### AUGUST

This meeting will be held at Don Rosen Porsche, Rosemont. The topic is Race Cars and Their Drivers. We will discuss the three basic forms of motorsports in which RTR participates: Autocross, Track Events and Club Racing. Race cars will be on display along with their drivers.

### SEPTEMBER

September's meeting will be held back at the Holiday Inn, Fort Washington. This month's topic is Winter Storage and Roadside Repair. This should be a very informative (and timely) meeting.

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fulfillment of a claim, promise, or request.

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## AUTOCROSS

by  
Geoff Ehrman (#17)

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

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

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

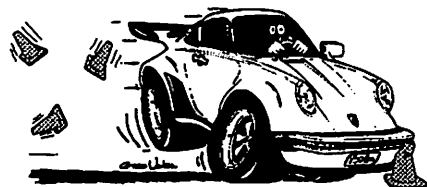
All in all, the day was a successful joint affair.

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

Directions to Camden, N.J. Lot K-

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

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



## The Canadian Grand Prix

(a good time, eh!)

John and Helen Phillips

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

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

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

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

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

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

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

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

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

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

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

Although the Indy cars are faster (the F1 cars are geared to top out at 190), the acceleration and braking of these cars defies comprehension. Going into the hairpin, they brake from 180 to 40 mph in a few hundred feet. That's minus 4 G's (imagine going into turn 1 at Summit at 180 and braking after the car has completely passed that long patch in the braking zone, and you'll get the idea). With straight pipes and no turbos, the sound is beyond the threshold of pain (earplugs are recommended) and the sound waves give you a body shot as the cars go by. Good stuff, not available in stores.

Where gasoline is being frivolously burned can RTR members be far away? Ticketmeister Bob Paglione with wife Carol and assorted children and friends were there rooting for those red cars and there was a cameo appearance by track stalwart Tom Cross.

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

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

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

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

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

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

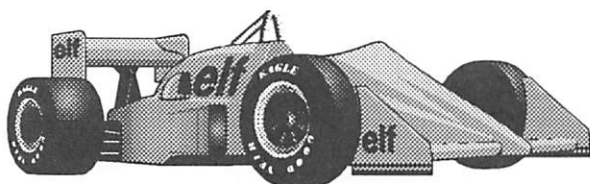
One of the highlights of the race was watching Schumacher make up time after he pitted to have his steering wheel changed, and rejoined the race in 7th place. He really put the boot in it and was making up over 3 seconds per lap on the 6th place car, and would have passed had the race lasted 1 more lap.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

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

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

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

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



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**SEND TO:** Kam Ho, 32 Leatherwood Drive, Collegetown PA. 19426. (610)-650-0658.

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**RIESENTÖTER RESERVES THE RIGHT TO REFUSE ANY APPLICATION**

I/We plan to attend on      SATURDAY: \_\_\_\_      SUNDAY: \_\_\_\_

First Driver	Second Driver
Name _____	_____
Street _____	_____
City _____	_____
State Zip _____	_____
Home Phone (    ) _____	(    ) _____
Work Phone (    ) _____	(    ) _____
PCA Region _____	_____
Porsche Model _____	_____
PCA Member # _____	_____

List the number of events you have done at the following tracks:

	First Driver	Second Driver
Pocono	_____	_____
Watkins Glen	_____	_____
Lime Rock	_____	_____
Bridgehampton	_____	_____
Other Tracks	_____	_____
Other high speed experience	_____	_____
Last Riesentöter run group	_____	_____
Tracks where you have instructed	_____	

I certify that I have no physical or mental disorders which might affect my ability to safely participate in this event.

1st driver's Signature \_\_\_\_\_

2nd Driver's Signature \_\_\_\_\_

EMERGENCY CONTACT INFORMATION	
Contact _____	Relationship _____
Address _____	
Day Phone # _____ - _____ - _____	Evening Phone # _____ - _____ - _____
Family physician _____	
Day Phone # _____ - _____ - _____	Evening Phone # _____ - _____ - _____



## FALL FOLIAGE RALLY !

Dennis Angelisanti

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

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

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

The tentative time schedule is:

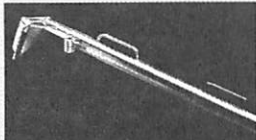
1. **Registration:** 10:30 AM through 11:15 AM.
2. **Drivers meeting:** 11:30 AM.
3. **First car off:** 12:00 noon

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

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

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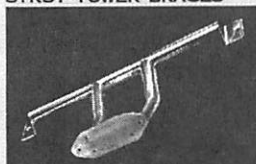
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**Brian Redman's Jefferson 500, Celebrating the 25th Anniversary of Porsche's First Over-all Win at Le Mans from the diary of Team Heckman, Part 2 of 3 by John Heckman**

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

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

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

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

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

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

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

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

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

**2:24 pm** - The Team Strategist calls a meeting in preparation for the running of the first half of the three hour John Wyer Cup Endurance Race, the second half of which will be run tomorrow. At this stage we are joined by Team Heckman's Director of Safety and Co-director of Timing and Scoring, also known as John and Helen Phillips. Because of Tobey's newness to both car and track, we employ the "Hare Bookends" strategy. This is where we divide the race into three segments of half an hour each with yours truly running like a scared rabbit for the first segment, turning the car over to Tobey for the middle segment, and the rabbit resuming for the final half hour. The rules of the race require a timed, five-minute pit stop with optional driver change and refueling. We will refuel during the second driver change. John Phillips will be in full Nomex and helmet and will stand-by with a five-pound fire extinguisher. Helen will time the pit stop with a stop watch from her position behind the pit wall. The driver not in the car will take up a position adjacent to the pit along the wall of the main/pit straight where, after allowing the driver adequate time to settle into the drive, he will signal the driver with a clipboard containing a sheet of paper ½ florescent red and ½ florescent green.

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

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

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

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

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

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

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

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

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

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

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

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

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



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



## Membership News

John Crowley, Membership Chair

### Please welcome the following new members to RTR:

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

### RTR also welcomes the following transfers:

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

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

Glenn Davis to Minnesota  
 Nicholas Zammer to Ontario  
 and Len & Pat Herman to California

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## Minutes from the June Exec Meeting

### Opening Remarks from the President:

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

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

John received a letter complimenting us on the Speedzonemeeting.

### Committee Chairman's Reports:

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

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

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

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

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

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

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

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

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

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

Jim Foster will be registrar next year.

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

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

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

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

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

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

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

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

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

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

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

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**55 356 Speedster**, Signal Red w/ Black top and interior. Owned since 1981. 4,000 mi. since 1981. Many trophies: PCA & Registry. Authentically restored to 1955 specs. 16" wheels with period Dunlops. Tonneau. Bob Schmitt, Cockeysville, MD (410) 561-1686, (410) 666-5135 (fax) 5/95

**59 Convertible D**, Silver/Red. Restored to Cardex Spec's. Very straight, rust-free car. Better than new. \$39,000. Fred Brubaker (610) 434-8778 (610) 797-9298 6/95

**62 356B S-90 Coupe**, Ruby red/black interior. Orig. (solid) floor pan. Low miles on complete engine rebuild w/ factory S90 pistons & cylinders. Chrome wheels, camber compensator, luggage rack, Konis. Good overall condition & appearance. \$17,500. Bill Smith (w) 215-953-2410, (h) 215-757-0926 7/95

**62 356B Coupe**, Silver/black, new paint. 5,000 mi. on rebuilt 912 motor. Extra rebuilt motor and transaxle. Looks and runs excell. \$10,500 takes all. Call Eli (215) 635-7468 evenings and weekends. 5/95

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

**70 911S RSR-Look Coupe**, White/black interior. Paint and body work by Johnston. Sport seats, 915 trans., torsion and sway bars, 9" & 11" x 15" factory Fuchs alloys. Needs engine/good home. \$10,000 OBO. J. Winsor (610) 649-1872 eve. (sales tax) 5/95

**70 914-6**, Black/black interior. 68K miles. Restored, numbers matching, all orig. car. 1st Place show winner at Chesapeake Challenge '95. Orig. tool kit, foot stool, books & records, car cover, etc. included. \$19,500 OBO. David Redmond (610) 964-7996 8/95

**74 911S**, Guards Red/full cork leather interior. Grounds-up prof. restoration/conv. to exact US Carrera specs. Black graphics. 6" & 7" Fuchs. Ducktail. New: Herberts Standox polyurethane, German carpeting & leather interior. Dilavar studs, trans. overhaul. 65K orig. mi. Price reflects outstanding cond.: \$14,000. Art Johnson (610) 383-9575 8/95

**76 Carrera 3, track car**, Orange w/ gray painted interior. IROC front and rear bumpers, duck tail, full cage w/ removable door bars, 3-nozzle Halon fire system, Bremteks, cool brakes, torsion bars, f/r sways, camber truss. 3.0 Euro piston SC w/ 461DA Webbers, re-curved distributor. High flow-low pressure fuel pump w/ gauge and adjustment. MOCAL front-mounted oil cooler. Copper puck clutch, early 915 trans. 15" 7&8 rain tires, 15x7 slicks. More. PCA Club Racer "B," SCCA GT2/3. \$16,000 will consider SC in trade. John Crowley (215) 785-6110 days, (215) 943-9520 eves. before 10:00 pm 6/95

**79 928**, Silver/Black interior. Auto, A/C, power options. 42K mi. Garaged, no winters, no rust. Excellent condition. Clean lines - no tail, no side strips. \$10,500 John (610) 584-6252 6/95

**80 911SC Targa**, White/tan leather interior. 49,500 mi. Never driven in winter. Very good condition, \$18,500. Bruce McKissock 215-246-2100 (w), 215-297-8058 (h) 5/95

**81 911 Coupe**, Light Blue Metallic/Blue Berber Cloth. 75,500 miles. Owner purchased and imported in 1985. Sunroof, limited slip, factory A/C, cruise, pwr windows, auto heat, new Dunlop D40's, 16" Fuchs, fresh tune. \$14,000 Jim Farris (610) 667-8968 6/95

**82 911 SC**, Slate Blue/Black leather interior. A/C, sunroof, cruise, P/W, 16" Fuchs. New P700's, orig. paint, completely stock. 46K miles. Mint cond. \$17,500. Bruce Polekoff (610) 674-3692 (h), (610) 659-0775 (w) 8/95

**82 928S**, Charcoal. Garaged, no rust, no winters. Recent SS exhaust, waterpump, timing belt. 110K miles. Very good cond. \$9,900. (610) 929-0457 (leave message) 8/95

**83 911 SC**, Platinum Metallic/Burgundy Leather. Air, sunroof, A/C, cruise. Original paint, excellent condition. 16" Fuchs, Comp T/A's. Completely stock, no track or autocross. 79,000 miles. Needs nothing - but a new home. \$15,900 Pete Fitzpatrick (215) 741-4228 days (215) 493-7773 eves 6/95

**84 911 Carrera**, Ruby Red/Beige leather interior. Good cond., A/C, sunroof. Always garaged, never driven in winter. BBS wheels, trans. just rebuilt. 103K miles. \$16,500 OBO. Jeff Brok (800) 346-6001 (day), (610) 372-3921 (eves.) 8/95

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

**85 928S**, Garnet red/burgundy. Orig. owner, 31,000 mi. In virgin condition. Outstanding buy \$21,500. (609) 767-3555 5/95

**85/2 944**, Black/Black Leather. Elec. driver's seat, air, sunroof, adj. Koni's, sport suspension, 15" Fuchs w/ street tires, 15" phone dials w/ RE71-R1's. Well maint., lots of extras, 69K mi. \$6,900 Pete Fitzpatrick (215) 741-4228 days (215) 493-7773 eves. 6/95

**86 928S**, Black/Black Leather. Sport seats, 5-spd., 310 hp, factory alloys, sunroof, A/C, driving & fog lights. Pristine exterior, interior & mechanically (non-smoker). 50,500 mi. Properly maint., new timing belt, water pump, A/C & coolant hoses, all belts. Exceptional original car. \$16,000 OBO Roger Johnston, Allentown (610) 439-8747 6/95

**86 944 Turbo**, Guards Red/Black leather interior. New paint. REBUILT engine w/ all new components, bearings, seals & gaskets. Limited slip trans. NEW clutch, half shafts & exterior lamp assem. Suspension upgrades, overhauled front brake calipers. Excell. cond., no expense spared...Must sell. \$15,000. (610) 696-6014 (eves.) for more info. <sup>7/95</sup>

**87 911 Carrera CPE**, Venetian Blue/linen interior. 69K miles. In excellent cond. Fully maintained by Holbert's Motor Cars. Harold Miller (215) 886-2225 day, (215) 886-6924 eves. <sup>7/95</sup>

**87 911 Turbo**, Marine blue metallic/burgundy leather interior. Completely stock with A/C, Blaupunkt, dual power seats, alarm, sunroof, new tires. Garaged. 20,500 mi. \$39,900 Bob or Carol Tate (610) 644-3383 evenings <sup>5/95</sup>

**87 944 Turbo**, Escort Endurance Race Car. Turn Key. CrMo roll cage, 17" and 16" wheels, fuel cells, 10# Halon fire system, new engine, Quaife. Light, extremely fast and reliable. \$30's Dan Jones, Ligonier, PA (412) 238-9520 <sup>6/95</sup>

**88 911 Cab**, Silver/black leather. 21K miles. 16" wheels, new Dunlops, sport seats, roll bar, short shift, limited slip, Ungo, tonneau, AJ wheel, quad SS free flow exhaust by Johnston, Auth. chip. No bumps, smoke, snow; garaged & covered. \$35,900 Jonathan Kane (h) 610-783-0611, (w) 215-587-5602 <sup>7/95</sup>

**89 911 Speedster**, Linen Metallic/Black Leather (same color scheme as factory brochure). A/C, Reno AM/FM stereo cassette, raised wheel hub, lwrd shifter, spd cntrl, sec. alarm. Delivered in Stuttgart, driven 1,400 mi., re-delivered in Charleston, SC & driven 2,500 mi. since 10/89. Kept in temp./humidity controlled garage all its life. Serious buyers call Norm Robinson (610) 649-6820 or 525-7185 <sup>6/95</sup>

**90 911 C2 Targa**, Stone grey metallic/velvet red full supple leather w/ grey piping. 27,000 mi. Excellent condition. \$36,000 OBO. Mark Terlecky 610-296-5641 (h), 610-975-0876 (w) <sup>5/95</sup>

**91 911 C2 Cabrio.**, Black/Black top/Saddle leather interior. Factory CD, new top. 34K miles. Dealer maintained. \$45,000. Chuck Pescatore 215-947-3994 (day), 215-357-0968 (eves.) <sup>4/95</sup>

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

**93 911 C2 Coupe**, Guards Red/Tan interior. Excell. cond. 24K miles. Orig. list \$67,000. Tires almost new. \$49,000. Bob (717) 569-4272 <sup>4/95</sup>

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

## PARTS, ETC.

**66 912 Coupe - Parting Out**, 5-spd. Good rear clip or quarters. Nice tan seats. Much sheet metal remains. What are your needs? Roger Conroy (215) 536-6280 <sup>4/95</sup>

**Wheels**, 3 piece modular Fittistar 0.2. racing wheels, polished finish, 5-spoke, Porsche centers, 9.5x16, 8.5x16. Fits 928, 944 and 968. Cost \$2,000 (receipt). Sell \$875. Look great. Cleon DeOliveira, Wilmington, DE (302) 427-0544 <sup>6/95</sup>

### 356B Unused Parts:

1 each - side view mirror, ponto-stabil (\$20)

1 each - hub cap - ceramic crest (\$19)

1 each - reflector-above tail light (\$10)

1 each - red headrest w/ hardware (\$20)

1 each - **Porsche - Enduring Legend** (Offer)

Milton Michaylytza (610) 494-0901 <sup>5/95</sup>

**Tires:** Pair Yokohama A509's, 205/55 16. 500 mi, on tires. \$145 for pr. Herman Plenzick (215) 441-8468 <sup>5/95</sup>

**C4 Accessories:** Car Cover (new) - \$75. Bra and Mirror covers (barely used) - \$50. Sheepskin Seats - \$300. Windshield Cover - \$30. Assorted cleaners (never used) - Best Offer. Steve (215) 343-9596 <sup>7/95</sup>

**87 911 Turbo Parts**, Complete engine cvr and spoiler, lwr front valance mod. for oil cooler, front spoiler and custom blt. SS muffler (dual outlet). These parts will fit almost any 911 (take note Kurt Faller). Also, complete set stock '87 heat exchangers, fit '78 to '89 911 Turbos. All items priced for quick sale. Tony Bonanni 610-834-1509 (w), 610-828-9469 (h) <sup>5/95</sup>

**For Sale:** 2 Yokohama A008P 225/50 ZR16 tires, 6/32 tread, \$150 for set. Colgan custom bra for 911, used once, incl. (2) mirror cvrs, \$60. Rear window wiper assembly & motor for 911, \$50. Joe Schreiber (215) 256-6092 <sup>5/95</sup>

**New 911 Parts:** '74-'83 front A/C condenser, Porsche OEM, w/ guard and grill - \$175, w/o guard and grill - \$150. '74-'83 receiver/drier, Porsche OEM - \$35. Momo shift knob for 911, black w/ black stitching - \$45. Stoddard anti-backfire valve for CIS airbox, w/ holesaw - \$30. **Used 911 Parts:** '78-'83 SC engine lid, perfect - \$200 OBO. '69-'83 heater valve on body, left - \$30. Front cross member w/ A-arms & steering rack, from mid-'70's 911 - \$75. Bra, fits '74-'83 - \$20. '78-'83 SC left rear caliper & disc - \$35. '67 "S" front hubs w/ rotors \$15/pr. '69-'89 left rear taillight assem. w/ lens - \$35. SC thermostatic control for front oil cooler (needs Automotion \$25 repair kit) - \$30. Plastic grill for engine lid - \$15. Bill Kelso (215) 697-4717 days (215) 233-5142 eves. <sup>6/95</sup>



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

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**914 Wheel Rims,** In decent condition. Must accept 205/60 15 tires. Also want a performance 914 1.7L muffler in very good condition. Art Rothe (610) 873-2373 5/95



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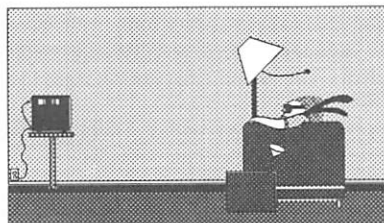
Do you want a tire Pyrometer but can't afford the very reasonable prices offered through the goody store? Do you have \$30.00? Can you solder two wires without burning down the house? Have I got a deal for you.

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

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John Crowley



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