

# DER GASSER

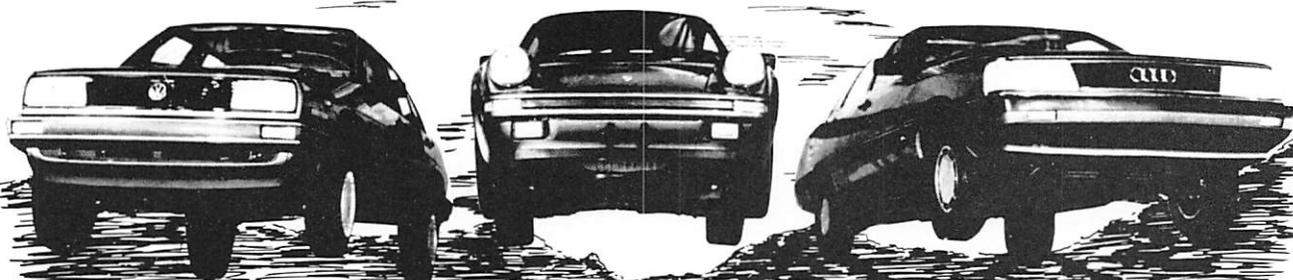


MARCH 1992



Riesentöter Region ♦ Porsche Club of America

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# HOLBERT'S

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## PRESIDENT'S MESSAGE

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We made it! It's finally time to get the car out of the garage and go racing. Rex has been making himself scarce for the past few weeks; I think he went a little overboard with the Lockite and got himself permanently attached to our autocross 911. I do know that the engine and trans were out, and there was a lot of noise (some of it unprintable) coming from that garage. Some background: I've discovered that it's very difficult for someone who is used to having lifts, proper tools, etc at their disposal all day to adjust to being on the floor without the deep-well sockets in the manner that most people work on their cars. Anyway, after many late nights and busted knuckles, the red car is ready for competition. Hopefully, its drivers will be, too. First autocross event in the immediate area is scheduled for March 29th in the Ikea lot at Plymouth Meeting Mall. Gotta get that Datsun Z car that gave us so much trouble last year.

Maybe you have heard some rumors about new requirements for protective equipment at the Glen this year. Let's straighten it out now. In reaction to some bad incidents last year (and not all of them occurred at club events), the Glen management is planning on tightening safety requirements. Originally, they were going to require 5-point harnesses and driver's suits for all drivers and instructors. However, many regions provided suggestions for a phase-in of these regulations to provide the members

more time to prepare. Paul Johnston is working closely with the track to coordinate the new requirements. It appears that if these changes are implemented this year, it will only be in the upper run groups. Look for more changes in future years, not just from the tracks, but from within the regions themselves. Our exec board is committed to safety at all events, particularly high speed driving events. As we can all deduce, the cars available to anyone who can pay for them are capable of much higher speeds than in the past. And it is only a natural progression that safety standards must keep up with the cars. This year, Snell 85 helmets will be required at Riesentöter high speed events. Equal restraints for driver and instructor/student are being strongly recommended. Provide your passenger the same protection you give yourself. A 5-point harness is the single best way to spend your money and improve the safety of your car: low dollar investment, easy and non-destructive installation. Before you spend \$1200 on wider wheels, spend \$150 and get a harness. A "racing incident" can happen to anyone. Protect yourself.

On a happier note, we will have two great opportunities to attend National events coming up close to home. The 93 Porsche Parade will be in Cincinnati, and it looks like the 94 Parade will be happening in our zone, Zone 2. This is quite a party, with some of the most

competitive cars and drivers coming from around the country and the world. This is also quite a lot of work. As a region, we will be called upon to support this undertaking (no pun intended). Although we will not be the host region, we will be called upon to provide assistance to the organizers in whatever way we can. Think about this - 2000+ Porschephiles all getting together for a concours, a rallye, an autocross, and numerous social gatherings. They're going to need a lot of help. I know it's two years away, but think about what you can do to make it happen.

Don't forget that long list of Riesentöter special events starting with the Spring Social in April. See you there!



Lisa

**D**riving enthusiasts have brought their Porsches and other fine vintage automobiles to Auto Research since 1970 because they know we take as much pride in our work as they do in their cars. We provide discriminating owners all the automotive services and products they will ever need. At Auto Research we make 'em fast, we make 'em last.

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# Up-Comin

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## MARCH

- General Meeting, see April 4 Spring Social
- 28 Tech Session, Dougherty Automotive: 9:00am-3:00pm, 911/944 Motronic Demonstration Tech

## APRIL

- 4 Spring Social, Pearl S. Buck Estate: 2:00-6:00pm
- 11 Tech Session, Holbert Motor Cars: 9:00am-3:00pm "Super Session" & Pre-Pocono Tech
- 11-12 PHA Spring Weatherly Hillclimb
- 12 RTR AX School, NAWC: 9:00am
- 12 SCCA "A.G.I. Rally" contact Betsi & Vern Lyle Rallymasters 287-5083
- 25 16th Annual Porsche Swap Meet, Central Penn Region
- 26 RTR Rally, To Be Announced
- 29 General Meeting, To Be Announced

## MAY

- 2-3 RTR Pocono Track Event
- 27 General Meeting, To Be Announced

## AX EVENTS:

- |        |            |                  |
|--------|------------|------------------|
| Mar 29 | Philly     | Plymouth Meeting |
| Apr 5  | Philly     | Plymouth Meeting |
| Apr 26 | RTR School | NAWC             |
| May 3  | Philly     | Holbert Memorial |
| May 17 | Philly     | Plymouth Meeting |
| May 31 | RTR AX #1  | NAWC             |

## AX CONTACTS

Philly (Phila Region SCCA), Andre Downey (215) 276-4739

RTR (Riesentöter), Brad Carle (215) 948-2257



## TRACK EVENTS:

- |              |                 |                  |
|--------------|-----------------|------------------|
| Apr 3-4      | Metro           | Limerock         |
| Apr 3-4-5    | NNJR            | Bridgehampton    |
| Apr 10-11    | CVR             | Limerock         |
| Apr 11-12    | Car Guys        | Charlotte        |
| Apr 22-23    | Potomac         | Summit Point     |
| Apr 23-24    | NNJR            | Limerock         |
| May 1-2-3    | Metro           | Bridgehampton    |
| May 2-3      | RTR             | Pocono           |
| May 8        | Schatt          | Limerock         |
| May 9        | CVR(Time Trial) | Limerock         |
| May 9-10     | Car Guys        | Roebbling Road   |
| May 22-23-24 | NNJR            | Pocono           |
| May 25       | Potomac         | Summit Point     |
| May 30-31    | Car Guys        | Atlanta Speedway |
| Jun 6-7      | Blue Ridge      | Charlotte        |
| Jun 8-9      | Niagra          | Watkins Glen     |
| Jun 12       | Potomac(Race)   | Summit Point     |
| Jun 14       | Potomac         | Summit Point     |
| Jun 25-26-27 | Metro           | Bridgehampton    |

## TRACK CONTACTS

Car Guys, 1-800-800-GUYS

CVR, Bob Wolf (203) 488-7312, [fax] (203) 483-8316

METRO, Peter Portonova (718) 428-3441

NIAGRA, Mike Bohan (716) 227-7519

NNJR, Ken & Carol Gieger [W] (201) 337-3883, [H] (201) 327-9029

PORSCHERAMA, Cathryn Zambetti (914) 779-3709

POTOMAC, Ed Nork, 1029 N. Stuart St. #207, Arlington VA, [H] (201) 884-1944

RTR (Riesentöter), Ron Lego (215) 855-1679

SCHATTENBAUM, Chris Brown [H] (609) 768-7364, [W] (609) 234-7969

# SPRING SOCIAL



at

Green Hills Farm

The Pearl S. Buck Estate

April 4, 1992

\$10 per person

2-6 PM

Name: \_\_\_\_\_ # Attending: \_\_\_\_\_

Address: \_\_\_\_\_

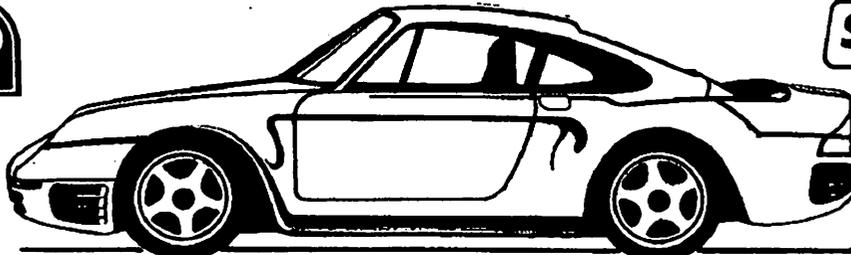
Phone: \_\_\_\_\_

Mail with payment to:  
Betsi Lyle, Box 363, West Point, PA 19486

Note: The Spring Social is the March Meeting. Please see the Social Agenda article in this issue for more details.

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by  
*Betsy Lyle*

Don't miss the Riesenötter - Spring Social scheduled for April 4, 1992. This year's event will be held at the picturesque Green Hills Farm in Dublin, PA, the former home of famed author and Nobel Prize-winning humanitarian, Pearl S. Buck. The elegant 48 acre estate provides a backdrop of budding flowers and tree's making this the perfect spot to spend a spring afternoon. The Social will be held outdoors on the courtyard and terraces at the historic stone farmhouse where **The Good Earth** was written or in the Cultural Center should the weather be less than cooperative. Either way, you will surely enjoy the stately charm of this historic Bucks County landmark.

The Spring Social this year will be a wine and cheese party with assorted light fare to keep your stomach from rumbling too much before the "traditional" post-Social trip to Bubba's Pot Belly Stove. As an added attraction, we will



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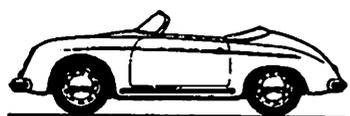
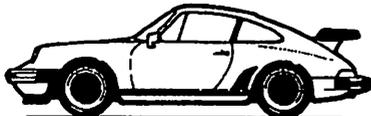
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feature several domestic and imported Chardonnays for a very limited tasting. They will be of varying style and quality and allow you to decide for yourself if there really is a difference between wines!

The cost for all these goodies is still only \$10 per person despite rampant inflation! Please join us from 2 to 6 PM, rain or shine. This has always been an event where we see lots of new faces, so don't be shy if you're a "first-timer". There's ample safe, free parking so don't hesitate to remove the car cover and bring your Porsche after a long cold winter in the garage. So that we may assure enough refreshments for everyone, I must receive your pre-registration with payment no later than March 31, so **DON'T DELAY!!!** Please use the form in this issue and mail it to the indicated address. If you have any questions don't hesitate to call me at 661-7771 (work).

Directions to the Pearl S. Buck Estate: The Estate is located at 520 Dublin Rd., one mile southwest of Dublin, PA. From Rt. 202 in Chalfont, take Rt. 152 North. Continue until you come to a stop sign at the Hilltown Inn, turn right, leaving Rt. 152. You are on Hilltown Pike. Continue on Hilltown Pike past hard left turn, about 2 miles. Turn right onto Dublin Rd. Proceed approximately 3/4 mile, Estate is on the left. ✖

CHASE & HECKMAN, Inc. is a full service Insurance Agency/Brokerage featuring markets for Commercial, Life, Homeowners, and Automobile coverage including Exotics. New for 1991, we are pleased to announce an association with American Collectors Insurance. Please call John Heckman for details, or see him at the next club function.

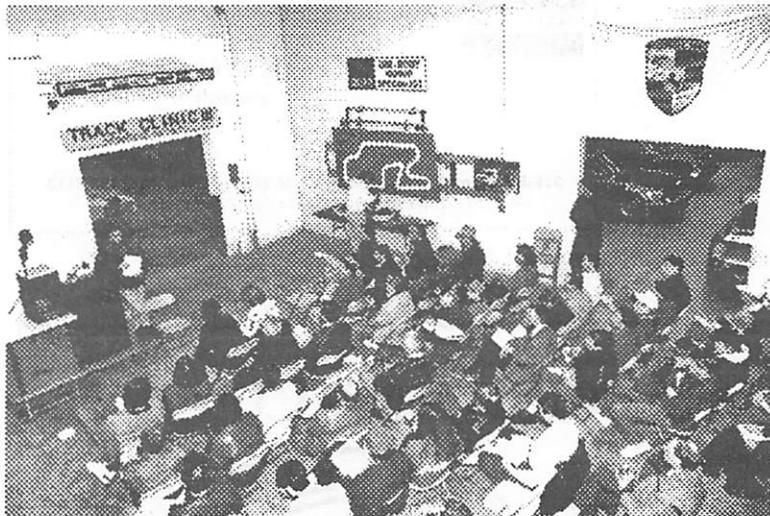
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# TRACK CLINIC III

## Bill O'Connell

Riesentöter Region held the 3rd annual Track Clinic February 16th. Johnston Enterprises moved a horde of Porsche (and of course lesser cars) out of the various bays and set up for what turned out to be a standing room only crowd. They also had cars on display, including a few set up to comply with the rules for the Club Racing program, complete with roll bars, window nets, and shut off switches.



TRACK CLINIC III - Standing Room Only!

The clinic started with Paul Johnston's talk geared toward the novice. He explained the basics of Driver's Ed at the various tracks. In his talk Paul covered what to expect at your first event, what flags are used for, what is required



PAUL JOHNSTON - Track Chairman and Host

for pre-event tech inspections, required safety equipment, etc.

After Paul's talk Bob Russo reviewed the Club Racing program which seemed to be on many participants' minds. He explained the philosophy behind the rules,

licensing requirements and then fielded questions. He stressed the idea is for everyone to have a good time. Bob also pointed out that among other things, reckless driving and cobbled up junkers will not be allowed.



DON COX - Featured Speaker

Following Bob, the guest of honor, Don Cox took the stage. Don, as many of you know, has a long history in racing. He started out as an engineer with GM and after working on the Penske project, was hired by Penske. Although now a very successful businessman in his own right, he continues an association with Penske and is, among other things, a crew chief at Indy - with a win to his credit. Don continued where he left off last year with some in depth discussion on suspension and tires and how they work together. His talk was fascinating to a large percentage of the crowd, many who indicated a strong interest

in the upcoming race program. He shattered some myths and pointed out that there is no substitute for hard work and paying attention to all aspects of the car's handling. As he did last year, Don managed to take very technical subjects and put them in terms that a non-engineer could understand. Should you ever have the chance to hear him speak, do not pass it up.

Given the success of Track Clinic III, there is no doubt that in next years winter doldrums, RTR will hold Track Clinic IV. ❄️



BOB RUSSO - Club Racing

# RALLY

## Bill Vaughan

My professional navigator and I are putting the final touches on a road rally for April 26. In keeping with Riesentöter tradition, this rallie will feature a mix of country roads, pretty scenery, opportunities to get out and stretch your legs, and a few easy "no problem" questions. The nature of this rallie is consistent with family participation. This will not be a checkpoint style time, speed, and distance rallye but transit time and total mileage will be a factored into the entrant's score. More details in next Month's DERGASSER ❄️

## MEMREVS

### John Kingham

Membership as of 3/1/92 is 810

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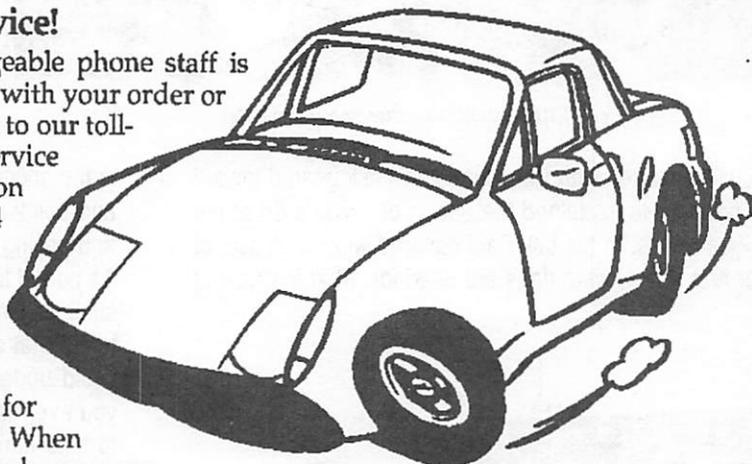
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To Be Continued.....

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# AUTOCROSS

## Brad Carle

Where does the time go. The first autocross is now only a few weeks away. It looks like our site this year will be the Naval Air Warfare Center, formerly NADC, in Warminster. They have graciously worked with me in securing the site for most of the dates I requested. It turns out that the site is not available April 26, 1992. However, due to a similar problem at SCCA, Sunday April 12 is open and the NAWC is available for that date, so the school is now on Sunday, April 12. You'll find a flyer in this issue. I hope to see you there. Speaking of AX dates, I have published a list of TENTATIVE dates for both PCA and the local SCCA chapter. As of today, these dates look very promising. I apologize for any mis-information, past or present. As I mentioned at our February meeting, we are going to try something a little different this year, Pre-Registration. The form is in this issue. The purpose of this is to help in registration, along with saving you money. Five autocross events for less than the price of four, what a deal. You also get to choose your number, so you can arrive at the site with your car looking ultraprofessional.

I have also reprinted the car classification schedule. The schedule is designed to be simple and fair. If you have any questions or comments, please give me a call.

See you at the March meeting. ✖

## CAR CLASSIFICATIONS

CAR	STOCK	IMPROVED	PREPARED
356 SPEEDSTER	G	F	B
356	H	G	B
CARRERA 2/4	B	A	A
911 3.2, 3.0	B	A	A
2.7, 2.4S	C	B	A
2.2S	D	C	A
2.4E	E	D	A
2.0S, 2.2T/E, 2.4T	F	E	A
2.0T/E	G	F	A
912, 912E	H	G	B
914-6	F	E	A
914 2.0	G	E	B
914 1.8, 1.7	H	G	B
924S	E	D	B
924, 924T	G	E	B
928 S4	C	B	A
928, 928S	D	C	A
930	B	A	A
944S2	D	C	B
944, 944S, 944T	E	D	B

### Point Modifications

Stock: 1-5 points

Improved: 6-12 points

Prepared: 13-19 points

Modified: Any car with 20 or more points runs in the Modified class.

## MODIFICATION POINT SCHEDULE

Open Exhaust	3
Drilled Brake Rotors	1
Lightening and/or Balancing Internal Engine parts	1
Camber Truss	1
Higher Spring(torsion) rates	2
Limited Slip Diff	2
Removing Parts (lightening car)	20
Overbore >.040	2
Suspension bushing material other than rubber	2
Double adj racing shocks	2
Lowering require machining	6
Lower aspect tires (than stock)	4
Coilover shock suspension	6
Changing venturi size or type of induction system	5
Changing valve size, port shape or dimensions	5
Cam or Cam timing change	6
Rim dia or width Increase(decrease) <=1"	6
Engine exchange not conforming to update rule	6
Driver Controlled waste gate or modifying standard waste gate to increase boost	6
Chip change	6
Non-stock gearing	10
Race Tires	20
After market Turbo	10

Update rule: Any car can be updated (backdated) to a later (earlier) model year car as long as all specifications are met for the updated (backdated) year.

Items not listed will be decided upon by the AX committee.

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All Vehicles listed herein come with the standard John Wood Porsche 30 day/1,000 mile limited warranty "Porsche Used Car Warranty" and other extended service plans available on select models. Call for details. All prices noted do not include Sales Tax or Motor Vehicle License, Title Transfer, and Registration Costs. Financing and Leasing available on certain models.

### 1988 Porsche 911 Targa

Red/Black Leather 32,254 miles

Factory Equipment includes A/C, AM/FM Cassette, Cruise Control and 15" Porsche Alloys. Very clean. All service records up to date. Half the cost of a new one! **\$31,995**

### 1979 Porsche 911 Coupe

Silver/Black Leather 99,838 miles

Equipment includes A/C, Sunroof, Porsche Alloys, AM/FM Cassette. John Wood Porsche did all service. Services up to date. This Porsche is very clean and strong. **\$11,495**

### 1989 911 Coupe

Grand Prix White/  
Blue Leather 26,223 miles

BBS Alloys Painted to Match, Full Power Seats, Heated Seats, Front and Rear Spoilers, Cruise Control, Very clean PCA Perfect Porsche. One owner, all records and books. **\$34,995**

### 1973 911 Carrera RS 2.7

White/Black 11,241 miles

This is an authentic Carrera RS with 917 brakes, 908 oil cooler, and lightweight plastic fuel tank as original factory equipment. Car was outfitted as a "hillclimb" model with short gears (28/23 5th), Porsche Alloy Roll Cage, Recaro Racing Seats, 4 point safety harness, and special 3.0 litre pistons and cylinders on 2.7 case. Very fast, sound investment, quality car. **\$95,000**

## SPECIAL OF THE MONTH

### 1987 Porsche 911 Coupe

Marine Blue/Linen Leather 33,734 miles

Factory Equipment includes A/C, AM/FM Cassette, 16" Porsche Alloys, and Sunroof. Car sold new and always serviced at John Wood Porsche. All service records up to date. **\$27,495. Includes Porsche Used Car Warranty**

### 1989 Porsche C4 Coupe

Red/Black Leather 32,080 miles

Special Pioneer AM/FM CD with remote changer. Car sold new and serviced by John Wood Porsche. All service records up to date. Balance of factory new car warranty. Drive it home! **\$43,995**

### 1989 Porsche 911 Turbo Coupe

Black/Tan Leather 16,100 miles

Factory Equipment includes Sports Seats, Limited Slip, Rear Wiper, AM/FM Cassette. 17" Spedline Wheels/Yokohama Tires. A sure cure for "wimp-factor" and other image problems. Meaty, beefy, big, and bouncy. Too much fun to sell, but we must! **\$49,995**

### 1974 Porsche 911 S Coupe

Aubergine/Tan Leather 68,810 miles

Porsche Alloys, Sunroof, and A/C. John Wood Porsche has serviced this one owner Porsche for past 5 years. Engine is Fresh 2.7, New Clutch, New Tires, Shocks, Brakes, Rotors, and remote 'S' type cooler in front fender. Original paint is weak otherwise a very strong 911. **\$12,995**

### 1988 911 Coupe

Marine Blue/Gray Leather 37,901 miles

Factory Equipment includes 5-speed, Sunroof, Front and Rear Spoilers, 15" Alloys, Cruise Control, Sport Shocks, Reno Radio, Sold and Serviced by John Wood Porsche. **\$38,995**

### 1964 356 SC Coupe

Red/Black Leather 64,466 miles

This 3 owner car is one of the finest of its type. Car is 100% complete including owners manual, tools, original radio, etc. Most recent owner had car restored down to bare metal. Everything is new, 50 miles since total restoration. Seeing is believing! **\$34,500**

### 1992 Carrera 2 RS American

Limited production series of light weight, minimum equipment C2. This car is the basis for the Carrera Cup race version. Choose from two examples, one white, one black. **\$54,000**

### 1987 924S

Guards Red/Black 43,0013

Pampered One Owner Car. Automatic Trans., AC, Sunroof, Rear Wiper, AM/FM Cass. Sold and Service by John Wood Porsche. Just traded on New 968. **\$7,995**

## LIMEROCK TRACK DAY

John Wood Porsche hopes to see you at Limerock on Friday, May 8th. Receive a "FREE PASS" to attend PCA Driver Training Event when you bring your car to John Wood Porsche for a NO CHARGE TECH INSPECTION.

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924/944 83-86	CB Tensioner	\$86 <sup>35</sup>	\$65 <sup>00</sup>
924/944 87-UP	CB Tensioner	\$61 <sup>35</sup>	\$47 <sup>00</sup>

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### SERVICE CLINIC

To ensure that your Porsche provides long and satisfactory service true to the Porsche tradition, John Wood Porsche invites you to our complimentary Porsche Service Clinic. John Wood is holding 2 Service Clinic Days this Spring, Saturday, March 28th & April 4th, 9:00am to 3:00pm. During this Service Clinic, factory trained technicians will perform a thorough inspection of your Porsche as you watch. If any repairs or adjustments are needed, we will provide a written estimate with no obligation. There is no charge for the Service Clinic. In addition, we are offering a free car wash and discounts on Porsche parts and boutique merchandise. Appointments are required. Please contact Frank Fay or Eileen Pinelli at John Wood Porsche 609-452-9400. We can offer appointments for March 28th and April 4th. A representative of Porsche Cars North America will be available to answer your questions. Refreshments will be served.

Come join us. We look forward to seeing you.

### MAJOR SERVICE SPECIAL

John Wood Porsche offers a comprehensive bumper to bumper Porsche Service. This includes all engine tune up, all chassis, transmission, and clutch adjustments required in the Porsche 30,000 mile Service. (Turbo Models add \$75.00).

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### SATURDAY SERVICE HOURS

Factory Trained, ASE Certified Porsche Technicians are available every Saturday. For general repairs, routine maintenance, and warranty repairs. Appointments for your convenience 609-452-9400. Frank or Eileen.

### Porsche Talk-Questions??

Got a problem repairing or maintaining your Porsche yourself? You can speak to our factory trained, ASE certified, Porsche Master Technicians. We will accept calls between 12 to 1 on 609-452-2256. There is no charge. Only ENGLISH language, please!



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# ON LINE

Paul K. Johnston

With spring just around the corner and "winter" a fast fading memory it's time to think about the 1992 track season. Some of the older members may remember when "winter" actually meant something called snow. Remember that stuff? Our first event at Pocono is May 2nd and 3rd. As you read this, it will be just about time to send in your application. I checked with the national weather service and they are predicting warm sunny weather for our Pocono weekend, so sign up early, we're expecting a very well subscribed event.

If you're thinking about trying a track event, but missed our introductory session at the track clinic you may be wondering what you have to do to participate. It's easy, just fill out the application in last months **DERGASSER** and send it in. You'll receive all the information you need by return mail. The only equipment required is a fire extinguisher and a snell 85 helmet. Still have doubts or questions? Give me a call at 696-2164 and I'll steer you in the right direction.

In preparation for Pocono, we have a tech session scheduled for April 11 at Holbert Motor Cars from 9:00am to 3:00pm. This is a great opportunity to come out and learn some basic maintenance and get your car teched with the help of some our tech inspectors.

Our next event after Pocono, is at Watkins Glen on July 10, 11, 12. I received the contract from Watkins Glen several weeks ago and got quite a surprise when I read the fine print at the bottom. It said that all participants would be required to have a drivers suit and five point harnesses. While that might not present a problem for the seriously addicted it could discourage first timers. Needless to say myself, as well as quite a few other regions

and clubs contacted the Glen and asked them to reconsider their position on this. Fortunately, they did and have decided to withdraw these requirements, at least for this year.

I believe it is worthwhile noting that Riesenötter **does** strongly recommend properly mounted 5 or 6 point harnesses (see tech form). While this may not be something the average first timer will want to do, anyone running in the white group or above should have harnesses in their cars. This is especially true in the case of heavily modified cars.

The first race program event of the year will be sponsored by Potomac Region at Summit Point on June 12 & 13. If you wish to participate in the race program you need to apply for a competition license by contacting PCA Club Racing at P.O. Box 10402, Alexandria, VA 22310. Riesenötters tentative event at Watkins Glen is still in the planning stages and we should have things firmed up by next month. See you At Pocono. ❖

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**HOW?** Riesentoter Annual Auto-Cross School

**WHERE?** Naval Air Warfare Center  
Warminster PA

**WHEN?** April 12, 1992

**WHAT DO I NEED?**

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- 3) Helmet (we do have some spares)

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- 5) Enjoy Your Car
- 6) Have Fun

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APRIL 12, 1991  
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Directions to Autocross Site: N.A.W.C. is located on Jacksonville Road and Street Road Intersection. Take Exit 27 (Willow Grove) of the PA Turnpike, North on Rt 611, Right onto Blair Mill Road. Go right onto County Line Road, cross York Road (Rt 263), and go left onto Jacksonville Road. Cross Street Road, watch for signs on left. We are in the last N.A.W.C. parking lot on the left.

**REGISTRATION TIME - 9:00 AM  
START TIME - 10:00 AM**

**\$12.00 Entry Fee. School will run to approx. 1:30 - 2:00, if we start on time. Fun Runs Afterward**

**Call Brad Carle for more information  
(215) 948-2257 before 10:00 pm, thank you**

1992 AUTOCROSS  
PRE-REGISTRATION

NAME \_\_\_\_\_ CO-DRIVER \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

How many previous AX's? Driver: \_\_\_\_\_ Co-Driver \_\_\_\_\_

Phone Number(\_\_\_\_\_) \_\_\_\_\_

Car: Model \_\_\_\_\_ Year \_\_\_\_\_ Color \_\_\_\_\_

Engine Size \_\_\_\_\_ Mod Point Total \_\_\_\_\_ Class \_\_\_\_\_

'92 Autocross Series (5 events)

Number of Drivers \_\_\_\_\_ x \$50.00/person

Total \_\_\_\_\_

Make checks payable to Riesentoter PCA

Tentative Schedule

Registration Cost at Event: \$13.00

PCA #1	May 31	PCA #4	Aug 9
PCA #2	Jun 28	PCA #5	Oct 4
PCA #3	Jul 26		

Car Number: 1st choice \_\_\_\_\_ 2nd choice \_\_\_\_\_ 3rd choice \_\_\_\_\_

Co-Driver: 1st choice \_\_\_\_\_ 2nd choice \_\_\_\_\_ 3rd choice \_\_\_\_\_

Preferred Run Group: Driver \_\_\_\_\_ Co-Driver \_\_\_\_\_

Please Note: Cars will be split between morning and afternoon run groups. In the past, cars 1-25 ran in the morning, and cars 26-99 ran in the afternoon. In the past, events were usually completed by 2:00 pm. Cars with 2 drivers in the same run group should leave 10 numbers in between each driver. We will try to give you the number you request. Drivers must hold valid Drivers License. You must wear a helmet, preferably SNELL 75 or better. A limited number of loaner helmets are available.

Please fill out this form and return no later than April 30 to:

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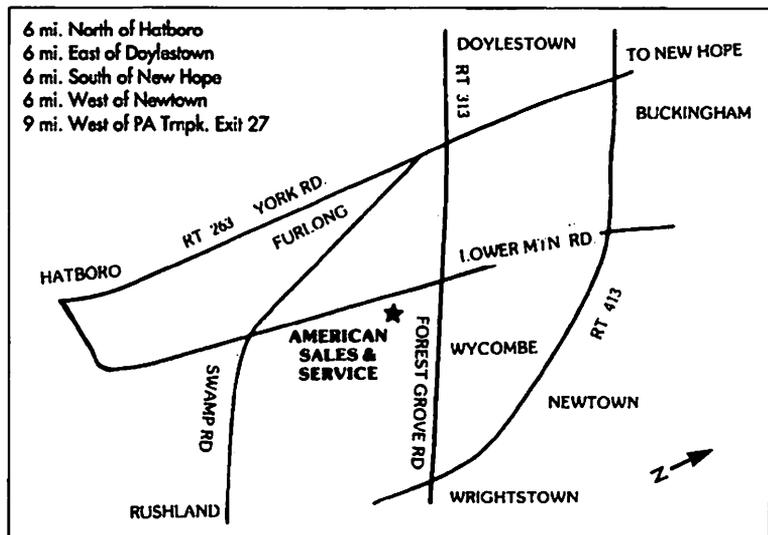
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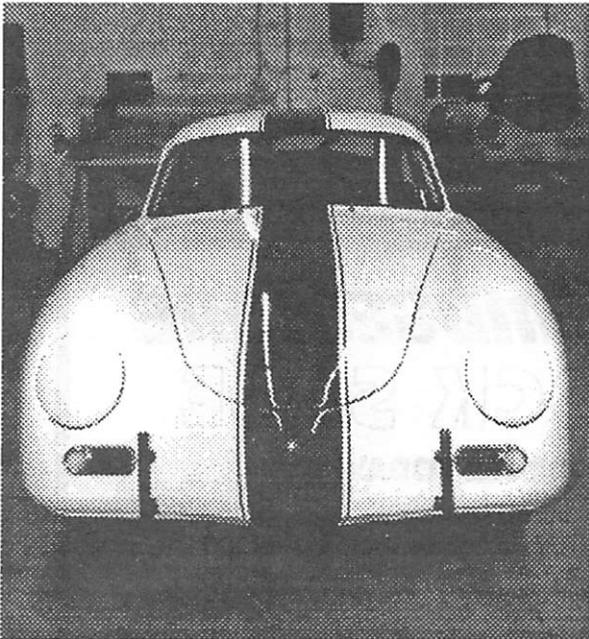
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## 356 Pushers

### Dan Haden

As I am sure you all noticed, the hoped for late fall meeting didn't get off the ground before weather and holidays overtook me. So it has turned into an early spring meeting. Even with all this time to think about it I haven't been able to come up with a very imaginative location, but that will give others an incentive to put in their two cents worth and suggest other locations, activities and so on. See below for details of the 2nd Philadelphia area 356 Pusher get together. (The first one was held in my living room a couple of years ago and was not publicized here.) If you know of anyone who is a 356 type and not a member of PCA, invite them to this meeting, and we will try to get them to join to make communications easier.



VINTAGE RACING 356 at TRACK CLINIC III

I will make up a questionnaire to be handed out at the meeting covering preferred activities, day of week and time for meetings, publishing a list of interested people, their cars, etc. If you are unable to make the meeting, give me a call and I can send out the questionnaire to you. If there is enough enthusiasm shown, maybe we can get some others to write a blurb for *DERGASSER* in the issues that I don't have anything to say. (Or better yet let someone else take over these duties altogether.)

I tried to pick a location near the center of gravity of the people who have contacted me over the last couple of years, with a good sized parking lot, with a heated rainproof space adjacent where one could get food and drink, if interested. I found a place that fits all of the criteria except the last one. I'm hoping that mid-day Sunday time will soften the blow of not being able to enjoy a beer on the premises. That day and time are my personal preference, but I am certainly willing to go along with whatever most people would like to settle on. I chose 1 pm so that you can decide to eat at home before or have a sandwich with some of the people who come out.

Date: April 5, 1992 (rain date April 12, 1992)

Time: 1:00 pm

Place: Big Boy Restaurant lot

Lancaster Ave (Rt. 30), Villanova, PA

Just east of Rt. 30 exit on Blue Route

Drive your 356 if at all possible. Let's have a good turnout for an auspicious beginning for the local 356 group. ✖

Dan Haden

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## AT FULL SONG

### John Williamson

Space is at a premium this month (if you submitted an ad for Garage Sales and it's not there, now you know why - but you're at the top of the list for next month) so I'll be thankfully brief. Five new advertisers are spread throughout this issue. Actually, one is new, four are old friends back after a leave of absence.

American Sales and Service, The German Connection, Inc. is our new advertiser. The old friends: Auto Research (Bruce Baker), Computer Service & Technology (John Crowley), Leitzinger Motorsports, and John Wood Porsche. Check out their ads (as well as our other advertisers) to see what they have to offer. Tell them you heard about it here!

Elsewhere in this issue is a Porsche Story from the Lone Star State. This might be a "Tall Tale" given the source (the State not the individual). Does anyone out there have a favorite Porsche story they want to share? ❄️

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235/60-15	RAZ	8/32	85.00
235/60-15	RAZ	3/32	80.00
205/50-15	RAZ	8/32	95.00
205/50-15	RAZ	3/32	90.00
225/50-15	RZ	8/32	95.00
225/50-15	RAZ	8/32	95.00
225/50-15	RAZ	3/32	90.00
205/55-16	RZ	8/32	100.00
205/55-16	RZ	3/32	90.00

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# 1993 911 RS AMERICA

Porsche Cars North America displayed its first 1993 model at the North American International Auto Show, as it debuted a new version of its popular 911 range. The 1993 911 RS America will be unique to the U.S. market. Labeled by company executives as, "A Pure-Protein Porsche 911," the 911 RS America is designed to handle more like a competition version 911. It offers larger wheels and tires, a larger diameter front stabilizer bar, as well as stiffer springs and shock absorbers than the normal 911 Carrera 2. Available only with a five-speed manual transmission, the RS America will enter the U.S. market at a Manufacturer's Suggested Retail Price (MSRP) of \$53,900, compared to the more richly appointed 1992 911 Carrera 2, which carries an MSRP of \$63,900.

Unlike the 911 Carrera 2, the RS America sports a large fixedplane spoiler and carries special RS identification. The emphasis is on ultra-sporting handling feel and agility. It will be built in limited quantities for the U. S. market only. The 911 RS America will be slightly lighter than the 911 Carrera 2 for more agile handling.

The new version 911 is powered by Porsche's familiar 3.6 liter, 247 horsepower, twin-ignition, opposed-six-cylinder engine which propels it to 60 mph in just 5.4 seconds.

In keeping with the goal of giving the 911 RS America racecar like agility, Porsche engineers have made performance improvements such as fitting 17 inch diameter light alloy wheels - 7 inches wide at the front and 8 inches wide at rear. The front stabilizer bar has been beefed up to 22 mm diameter and the competition-oriented shock absorber package has been made standard as have progressive rate springs at the rear.

Adding to the performance-oriented handling package, tire profile has been lowered at the front and both the width and profile improved at the rear. Front tires are specified at 205/50 ZR 17, while 255/40 ZR 17 tires are fitted at the



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rear. Like all current 911 models, the 911 RS America is fitted with fully independent, coil-spring suspension, utilizing MacPherson struts and forged light alloy arms at the front. At the rear, aluminum alloy semi-trailing arms with self-stabilizing toe-characteristics are used.

Like all Porsche models worldwide, the 911 RS America offers powerful four-piston, aluminum-alloy fixed caliper design fourwheel disc brakes and an Anti-Lock Brake system (ABS) as standard equipment. Airbags for both driver and passenger are also standard. Porsche is the only manufacturer in the world to offer standard equipment driver and passenger side airbags in every one of its models.

The 1993 911 RS America will be offered in four exterior colors: red, black, silver metallic, and midnight blue metallic. It is expected to go on sale at U.S. Porsche dealers in April.

Optional equipment will include a limited slip differential, sunroof, air conditioning, and a Porsche CR1 AM/FM digital display stereo cassette radio. ☒

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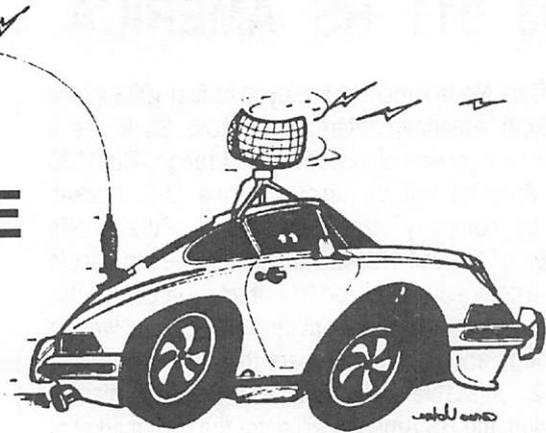
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# MY FAVORITE PORSCHE STORY



## G.F. Matecko

Longhorn Region, text courtesy Zone 5 BBS

A Porsche, one good guy, two bad guys, and a pair of .45 automatics play roles in the best Porsche story I've ever heard. I was fortunate to be present when our story's good guy (the Porsche owner, naturally) was providing his official statements on the event that I'll share with you now; the first time it's ever been in print:

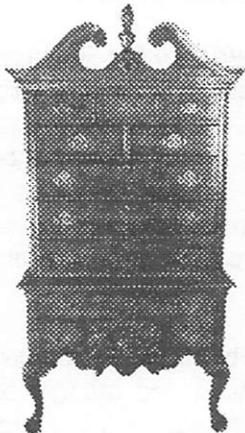
## THE SCENE

The Philippines is a great place to live for most of us who've been assigned there. For the most part the people are friendly, and the common language is English. Clark Air Base is located about 60 miles from Manila and is the USAF's largest installation, with about 10,000 airmen assigned, and about 20,000 family members. Within this sizable population about 1/3 of the people live off-base in subdivisions which don't look too different than many of those in Texas. The most livable season in the Philippines is the fall, when dry days predominate with highs in the upper 80's, and lows in the 70's. In these temperatures the daily 30 minute commutes to the base are bearable, despite the narrow roads shared with large trucks and water buffalo.

## THE SPARROW TEAMS

In general the American community at Clark AB is isolated from the strife that's typified the Philippines in the last several years. The people of the surrounding area are acutely aware of the economic impact that the base has, and go out of their way to make the airmen feel welcome. Despite an environment that is relatively free of violence, there was one event that had a significant impact on the community's sense of well-being. The communist guerrillas in the Philippines are tied together in a network called the New Peoples Army (NPA). In October of 1987 the NPA planned a terrorist strike against the Americans stationed at Clark. The plan involved using three two-man "sparrow teams" to assassinate US servicemen on their way home from work. At about 4:00PM Sparrow Team 1 made their attack against an airman who had just gotten off a bus. He died instantly. Within three minutes, Sparrow Team 2, some four miles away, fired point blank into an airman who had just stopped at a stop sign. When the car rolled

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forward into a ditch, a local Philippine man stopped to render aid, thinking that there had been an accident. Apparently concerned about the possibility of witnesses, one of the NPA terrorists shot and killed this good Samaritan. About two miles away, on a busy two lane highway through a sugar cane field, Sparrow Team 3 checked their watches, and came out from hiding beneath a bridge. The two stepped out on the highway at the end of the 50 meter bridge and took .45 automatics from their belts. They stood side by side, and took aim at the small black car that was half way across the bridge, approaching them at about 15 MPH.

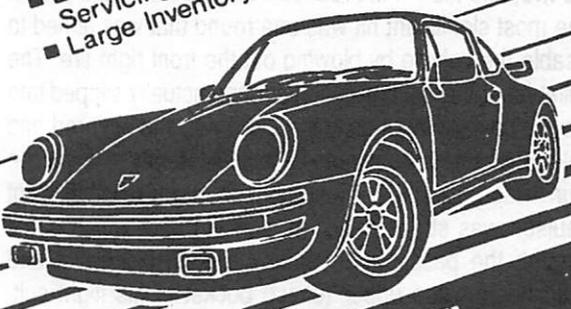
## THE AMBUSH

Capt Randy Paulsen was on his way home in his 1972 black 911T Targa. Randy, an F-4 Phantom crew-member (a backseater), had shipped the vehicle to the Philippines from California, and it had the distinction of being the only 911 in the region. As he drove across the bridge that day he noticed that the facing traffic approaching the bridge was stopping and pulling off the side. He then saw the two young men pull their weapons, and heard the first bullets go into his car. On the narrow bridge, with a truck behind him, and the two gunman in his lane about 50 feet away, Capt Paulsen was in a perfect trap. There was no way out. Perhaps the terrorists had never seen a 911 accelerating in first gear, or maybe it was the roar of the air cooled engine as it red-lined next to them, but they missed the head-on shots as Randy went into the left lane and tore by them. As he passed them they both fired through his passenger door from less than three feet away. His speed and acceleration gave the assassins only a fraction of a second, but he felt it when the side window exploded and he saw the round tear through his dashboard. But at that moment he was both fleeing for his life, and wondering how he was going to miss a car that was in the road ahead of him. It happened in an instant as he swerved around the gunmen. One minute he was heading towards safety, the next he was sliding perpendicular to the road edge. He was now about 60 feet past the two, but motionless in the middle of the road, with the drivers side of the car providing a large bulls eye. He heard a bullet hit the drivers door (as investigators would find later, it hit the door safety beam). He immediately cranked the steering wheel to the right, and accelerated away from the scene. Over the noise of the engine he continued to hear the sound of additional bullets hitting the car.

continued ▶ next page

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**EPILOGUE**

The 911T took 11 rounds, being hit in the front as he approached the gunmen, in the passengers side as it flew by them, the drivers side as it slid to a stop after passing the two, and then in the rear as it escaped from the scene. The most significant hit was one round that was aimed to disable the vehicle by blowing out the front right tire. The bullet hit at the rim/tire-bead joint and actually slipped into the tire cavity. Fortunately the bead was not severed and held up for the three minutes it took for Randy to cover the four miles between the ambush site and his home. Capt Paulsen was struck once, a glancing shot which came through the passengers window and hit his wallet and checkbook in the upper (chest) pocket of his flight suit. Two inches of wallet and the shallow angle of the shot resulted in a bruised chest without penetration. He did suffer numerous cuts from the windows which exploded into the car after being hit. The car was repaired at USAF expense, and completely repainted. When I saw it a year later it could have won our regions concours. Capt Paulsen (not his real name) was offered a transfer back to the states, but stayed on at Clark to show US resolve. Because the 911 was so distinctive, Randy and his wife were moved to quarters on-base, where he didn't have to commute; he also didn't drive the car off-base. In July 1988 he was selected for Major, and in early 1989 he returned to a stateside base. The NPA never tried another attack against a US vehicle. I bought my first Porsche (a 911) three months after hearing Randy tell his story. ✕

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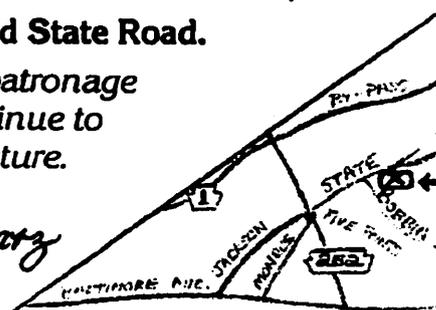
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# EXEC MINUTES

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The February 21 meeting of the Executive Committee was opened by President and Hostess Lisa Carle at 8:30pm. Committee members in attendance were: Bill Vaughn, John Crowley, Bob Russo, Bill Dougherty, Betsi and Vern Lyle, Mark Terlecky, Don Applestein, Paul Johnston, Brad and Judy Carle, and John Kingham.

**Lisa** indicated that there is a good chance that Potomac Region will host the Porsche Parade in 1994.

**John Crowley** reported that NTW has postponed the Tire Technology meeting until later in the year, so he's casting about for replacements.

**Paul Johnston** singled out Bob Russo and Don Cox for doing outstanding jobs at Track Clinic III for 120 attendees. Bob noted that Paul did an excellent job as well. Paul gave some details on the racing program as regards RTR hosting an event at Watkins Glen. Nothing is definite at this time.

**Betsi Lyle** presented financial plans for the Banquet and the arrangements were approved unanimously. December 12 is the chosen date, with 12/5 as a backup. (Note: Initial site selection was the exotic Tree House at the Philly Zoo, however, since the Exec meeting this has proven to be unavailable.) Several picnic sites were suggested as alternatives to Camp Hideaway; however, most require that food package be purchased through them, and some won't allow alcohol, either. Don Applestein mentioned an interesting excursion he and Linda had at Ridley Creek State Park - ask them about it. The Pearl Buck Estate is the prime site for the Spring Social on April 11. Scheduling around track and autocross events is very difficult. Separating this event and the 35th weekend now seems more appropriate.

**Bob Russo** is actively pursuing a proposed site for the aforementioned 35th Anniversary Weekend event that sounds VERY GOOD. Since it will take some time to organize it all, this event is now planned for later in the year.

**Brad and Judy Carle** have planned five autocrosses, plus a school and the Charity event. Dates are tentative at this writing. New radios are needed to ensure course safety, and to move communications beyond the hand waving

technique currently used. Suggestions for various units ranged from \$50 to \$300 each - Brad to investigate.

**Don Applestein** presented the 92 budget for discussion and it was agreed by all that he has done a superb job of organizing our finances. Don clarified the intention of the \$200 "emergency spending" amount. It is not a slush fund that can be used by each chairman for each of their events, but is simply to limit an individual from committing the Club to more than that amount if they see an offer that is "too good to refuse". There were a few technical suggestions concerning the layout of the budget report to make it easier to read. These will be addressed by John Kingham, Lisa Carle and Vern Lyle.

**Bill Dougherty** added an April 11 Tech Session at Holberts Porsche-Audi in Warrington. Also the possibility of a Super Tech Session to be held there later in the year. He stressed the need for recognized tech inspectors to attend the sessions prior to track events. It is very difficult for the same few people to tech the many cars at these sessions.

**Mark Terlecky** reported that the Goody Store is well stocked but he is looking for a source of magnetic RTR emblems, and also valve caps. That's what he said, valve caps.

**Bill Vaughn** is planning both Spring and Fall rallies, with tentative dates of April 26 and October 18. He is also looking into another event, to possibly end at the site of the 35th Anniversary Party.

On Membership, **John Kingham** clarified that the cost of dual membership will be \$18, (half of regular membership). He and Janet Weger are investigating the publication of the Membership Directory. Members can have their names deleted if they choose. John is concerned with the mechanics of updating phone numbers, and various ideas were discussed. No easy way is yet apparent. Meeting adjourned at 11:40.

Submitted by **Vern Lyle**, these minutes are subject to approval at the next Executive meeting. Since these minutes are over a month old when you read them, copies of the most current minutes will be available at the general monthly meeting. ✖

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# GARAGE SALES

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**61 356 B Cab**, Ruby/black. Photographically documented 3-year, 1200 hour restoration to museum quality. Engine transmission & instruments freshly rebuilt. No surprises. \$42,500. Joe Moore, 2142 Welsh Valley Rd., Phoenixville PA 19460. (215) 783-0818. 4/92

**76 911S Targa**, 9116211052, bronze/black, 76K miles, alloy wheels, 205/60/15 new, Blaupunkt AM/FM cassette, 5 sp., new chain tensioners, garaged, \$9,800. Fred Brubaker, 334 N. 14th St., Allentown, PA 18102, (215) 797-9282 (eve), (215) 434-8778 (day). 3/92

**80 911SC Targa**, 50K miles stock engine; It blue met/drk blue int w/leather Reacro seats; AJR blu leather steering wheel, shift knob & boot; custom floor mats; Sony stereo w/remot 10 disc player, ADS & Nakamichi speakers, 2 amps; Fuchs w/like new p7s; fog lights, Euro headlights taillights & speedo, 3rd brake light; everything works well - look at other cars first... this car looks almost new, \$21,750 - firm. Stu Davidson (215) 964-9020. 3/92

**83 911SC Cabriolet**, White/blacktop/full burgundy leather. Immaculate: no dings and only 35,000 miles. Cruise; 16" alloys; front spoiler; H-4s; Ungo alarm; short shift; Carrera tensioners; oil cooler; Sacramento; custom mats. \$27,500. Jim Hartman (215) 293-1916. 3/92

One of the fastest **911 Carreras** in the East. Holds track records at Summit Point, 129.8, and Lime Rock, 103.5. Lovingly prepared to perfection by Larry Herman and regrettably available for only \$24,000. Spare racing seat & wheels also available. Call (215) 646-6302. 3/92

**84 930**, Red w/black, slant nose, 3.5 twin plug, group B cams, DFI, K27, DP intercoller and tail, roll bar, suspension upgrades, much more. Serious inquiries only please. Neil Fine 639-9292 days. 4/92

**84 944 "Club Sport"** look-a-like, all updates & modifications have been professionally performed. Must see and drive to appreciate. Royal Copenhagen blue/beige interior. Strong and fast. \$7,995. Rob McCloud 692-8882. 3/92

**87 944 Turbo**, White/burgundy leather, excellent cond., dual airbags & ABS, performance package, 44K miles. \$18,000 OBO. Terry (215) 922-4500 day, (215) 660-1925 eve. 4/92

**Parts**, 914: headlamp units, complete and working; front bumper (fair; 5 1/2" steel wheels w/fresh blast & paint; doors w/glass, all handles & keys; hood and deck lid, OEM muffler (new). 911: early hood ( 1 ding); pair rebuilt S front calipers (never used); 7 & 8x16 BBS SC offset. All this stuff is cheap!!! Darwin Ottolini, 367-2102, 791-9000. 3/92

**914 Parts**, parting out '73 2.0: sway bars F/R, calipers 4, suspension parts, transaxle, seats, top, body parts, light motors, instruments and fog lamps. No Fuchs or motor. Dennis Angelisanti (215) 385-6602. 3/92

**For Sale**, two 205x15 Comp TAs w/ 7/32, \$40 ea; two 215x15 Comp TAs w/ 2/32, \$50 ea; two 6x15 Fuch mags very good condition, \$100 ea; sunroof w/ top from 67 911, make offer. Tony Checkowski 584-0776. 3/92

**For Sale**, 4 Pedrini alloys machined to fit all 914s, excellent condition, glass beaded. Long lug nuts are included, these bolts alone are worth \$144. \$390 takes the set, sold only as a set. Dennis Angelisanti (215) 385-6602. 3/92

**Parts**, 2 leather sport seats \$900, 2 7x15" phone dial wheels \$200 each. Kam Ho (215) 254-1952 (W), 650-0658 (H). 4/92

**For Sale**, 356/911/914 parts: 356C Black D. door panel \$35, 911 duck tail \$110, 2-914 corbeau racing seats w/matching door panels \$300, 914 trailing arms w/axles \$35 ea., 914 painted rear bumper \$75, 914 rear trunk \$100, 914 steering rack \$50, early 914/4 & 6 interior parts and much more. please call with needs. Joe Shemanski (215) 343-3766. 4/92

**For Sale**, (4) 6x15 ATS cookie cutter wheels with 205/60-15 BFG Comp TAs, approx. 1/2 tread left. \$80 ea., all four for \$300. Bob Patton 935-1725 (H), 583-9400 (W). 4/92

**Parting out 87 924S**, engine, suspension, wheels and some sheet metal, make offer. 83 915 trans (needs rebuild) \$400. C2/C4 wheels w/painted caps \$1300. 81 911 Euro rear bumper w/overrides \$250. Fiberglass turbo rocker covers \$50. 911 A/C compressor (piston style) \$75. Targa rear glass \$200. Call us for all your parts needs - New or Used. Auto Research (215) 328-4200. 3/92

## Wanted

19 row **oil cooler** w/#10 AN fitting (Earl's or similar); early **911 oil pressure receiving gauge**, or anything that will fit in factory gauge housing; **914 tailshifter** in decent condition w/all synchros working properly. Darwin Ottolini 367-2102, 791-9000. 3/92

Used **racing seat and competition safety belt**, appearance not important but must be in good condition and low price. Kam Ho (215) 254-1952 (W), 650-0658 (H). 4/92

Used **above ground car lift**. Art Rothe 873-2373 after 6:00pm. 4/92

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ADDRESS CHANGES should be sent to the attention of the editor.

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