

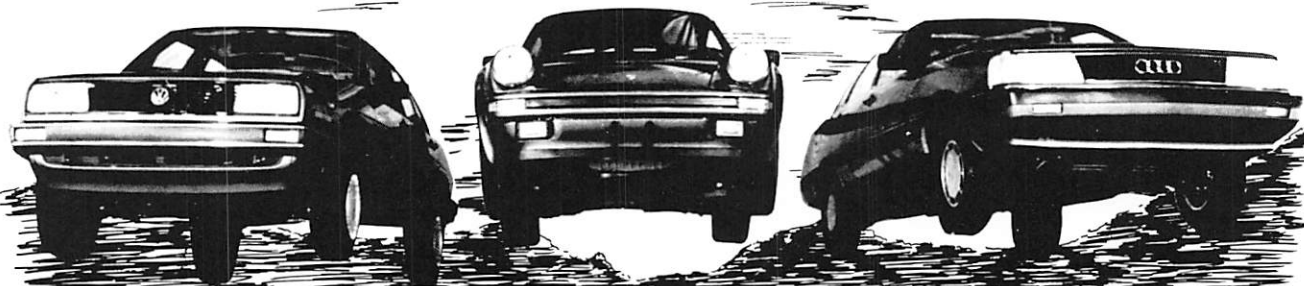
Der Gasser

SEPTEMBER 1994



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HOLBERT'S

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President's Message

WOW, what a weekend! What a difference a year makes. While some may attribute a near perfect race weekend to luck, it was the result of a lot of hard work, and long hours by a great group of dedicated volunteers. These Riesentoters spent many evenings and gave an entire weekend for the club. It started last year after the 1993 race when a Race Steering Committee was formed and headed by Paul Johnston. The committee consisted of Colin Dougherty (publicity), Len Herman (flagging), John Chatley (pit and paddock), Kam Ho (registration), Bill O'Connell (race-day coordinator), Ron Pace (tech), and Ron Lego (timing and scoring).

After months of work, the race weekend was upon us. In an effort to cut-down on the crush of registration work on Saturday morning, we decided to have a Friday night registration period. This also gave us an opportunity to have some social time (beer and soda) for the racers and their families. Right on time, registration opened (thanks to Kam, Doris, Janet, Connie and Helen) and about half of the racers were registered Friday. For almost two hours old friends (and competitors) greeted each other, swapped stories and enjoyed themselves. Everyone commented on how good an idea the Friday night registration was and how it got the weekend off to a great start.

Saturday morning (real early - like 6:30 am) saw our small army of volunteers meet at the track to get ready for the racers. We had planned to get into the track and take a half hour to get things set up and open gates at 7:00 am. However, within 15 minutes everything was set and everyone was ready, so we opened the gates early!! When was the last time a Riesentoter event was ahead of schedule!?! Again, we were able to do that because of advance planning so everyone knew what he or she had to do, where to do it and how to do it. Ron and his tech crew (Rob, John Heckman, John Phillips, Bob, Shannon, Jim and yours truly) handled a steady stream of cars. Never were there more than two or three cars in a line, and in many cases cars came through immediately without any waiting. Many of the racers commented that they had never seen a tech run so well, anywhere. Congrats to Ron.

Like Friday night, registration ran like clock-work Saturday morning and everyone was through registration before the drivers' meeting. After the drivers' meeting we were ready to start practice and the good work of Len Herman showed. The RCCA flaggers were in place and were assisted by some of our members (Tracy, Fran, Bill and Ed). The pits were ready and organized by the Chatleys (John, Tracy and Joanne and Mimi Ehrman). Practice was held in the morning and practice starts in the afternoon. All during the day timing and scoring kept absolutely accurate results flowing - many times being available before the racers could park their cars and get to where the results were being posted. The credit for this great performance goes to Ron Lego and Paul Johnston who earlier this year journeyed to the Bridgehampton race to see a timing and scoring computer program in action (which we have since

purchased together with Connecticut Valley and Northern New Jersey). While at Bridgehampton, they met a professional timer (Melanie Correll) who worked wonders with the program. Ron hired her on the spot for our race! Melanie did a great job for us and was ably assisted by Pat Herman and Kathy Lego.

During Saturday a few wrinkles came up but because of the new radios we purchased, we were able to get them straightened out quickly and keep everything on course. We ended the entire day only 15 minutes off schedule.

Race day dawned with over-cast skies and a forecast of rain. Again everything went off like clock work. We started on time. The schedule called for the races to start at 2 pm but because of the threat of rain and because everything was going so well, we were able to move the schedule ahead by one hour. Everyone, and I mean everyone pitched in and made it happen! We were able to get the first two races in before the rain really started. About mid-way through the third race there was a shunt because of water on the track. We cleared the cars, waited 15 minutes for the rain to lessen and restarted the race. It finished without incident. The final race was run completely in the rain, without any accidents and it turned out to be pretty exciting. Following the races, we gathered at the registration garage, where Paul awarded this year's trophies which were individually engraved plaques. Many of the racers commented on how nice they were.

Continued on Page 4

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Down The Pike

SEPTEMBER

28 Monthly meeting Holiday Inn Ft. Washington

OCTOBER

28 Oktoberfest, VE Club Warminster

NOVEMBER

DECEMBER

10 Holiday Banquet

PRESIDENT'S MESSAGE (cont'd from p. 3)

All and all a great weekend. We couldn't control the weather, but what we could control, we did perfectly. No one could have done a better job than the group of volunteers who spent their weekend for the racers and for Riesentoter - one of the best regions in PCA! To them, we all owe a great deal. When you see them, let them know that!

Even though the race is over, we still have a number of great events coming up. October 14th we'll be at Summit Point for "A Day Of Fun." On October 16th is our Fall rally followed by the annual charity autocross on October 23rd. We are having an Oktoberfest this year at a real German-American club on October 28th. Also, our annual Christmas Banquet is set for December 10th.

See you out there,
Don

P.S. One of the dangers of writing this type of article is leaving someone out. If I have done that, I apologize. Let me know, for next month's piece.

OCEAN HOLIDAY

610-430-3838

We are now accepting reservations for the Monaco Grand Prix & Week of Sailing Super Vacation. Don't hesitate, space is limited! Perhaps now is the time to break that old RTR tradition of waiting 'till the last minute to sign up for events. Call Vicki to order your holiday gift today. You really don't want to be shoveling snow while everyone else is basking in the sun, do you???

Vicki O'Connell, CTC General Manager

DRIVING EVENTS

SEPTEMBER

22 Lime Rock, CVR

28 RTR Autocross

OCTOBER

2 Franklin Mint, SCCA AutoX

1-2 Mosport, UCR (Upper Canada)

14 Summit Point, RTR

16 Fall Rally, RTR


16 Franklin Mint, SCCA AutoX

23 Charity Autocross, RTR

21-23 Bridgehampton, NNJR

28-29 Lime Rock, CVR

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SEPTEMBER MEETING

WED SEPT. 28TH
HOLIDAY INN
FORT WASHINGTON

SPEAKER

WAYNE LOCKHART

from Friction Division Products, Inc.

Speaking about brake pads.

Drawing from his vast racing experience
dating back to the 60's

PLUS THE ANNUAL
'GIT YOR PITCHER ON THE COVER
OF THE DER GASSER'
CONTEST

Sundry Comments By The Editors

Whoa, we got a person that wants to be editor, as well as someone that wants to assist and write lots of articles for Tracy. (correct Mssr Nelson???) Do I sense the '96 editor.

The race was SUPER. After last year's overabundance of Murphy's Law it was nice to see that all the hard work everyone put in paid off. We were even able to take care of the people that had more important things to do and came wandering in late, with ease. Personally, the biggest let down was the rain - seems Vince from Holbert's was kind (silly? dumb?) enough to lend me his 993 cab for the pace car.

Which, by the way, I did get a plaque for 1st Place - Pace Car in. Well, what good is a cab in the rain? Actually, not bad if it's someone else's car (only kidding Vince - I did put the top up). Now, if that was the worst thing..... Actually there was one other downside for me. After spending a weekend in what has to be about the best production 911 ever, I had to return it Sunday night and climb back into the Dustbuster. The Dustbuster is not a bad vehicle but is was very hard to give Vince's car back. I does give me a goal though - so come on down and buy some of film and cameras folks - lots of them!

Thanks again to Holbert's for their kind offering. It was a hit! And for those wondering about talking at, hmmm, should we say high speed, with the top down and the ensuing ability to return to the PA limit with the superb brakes, ask Pat.

Don't forget this month is the color cover contest!
Bill

READ THIS!

ALL articles, want ads, and pictures are due at the meeting for the following month's issue. If you choose to mail it, they should be sent to **BILL** not **JOHN** and should arrive by the meeting. Bill does the initial setup and John does the final print and delivers it to the printer. Articles delivered on a floppy disk stand a much better chance of being printed as written. ASCII (.TXT) or Word Perfect (.DOC) files preferred. Given the PO's inability to deliver this in a timely fashion, we need to enforce the deadlines.

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SO YOU WANT TO GO CLUB RACING

ARE YOU SURE? Jerry Weger

Let's make some basic assumptions here, such as you love Porsches and haven't met a track event that you didn't like. Maybe you've been doing drivers ed for a couple of years and you finally made it to a level where you feel comfortable and competitive. You could also be an instructor who has gone to more events than Mario has races and are getting a little bored. Or perhaps at your last track event you were faster through the corners than the turbo in front but kept getting blown away on the straights. In any event you are ready for a new challenge and have heard or witnessed Porsche Club Racing. Yes sir, real honest to God, wheel to wheel racing where you are actually encouraged to pass in the corners. Green flag starts and a checkered that means something. Not only that but you've got the basic equipment already. You have a Porsche that you take to track events and you have a helmet. What's stopping you? With summer ending and the last eastern race over it's time to plan for next years season. Looks like great fun and you've convinced yourself that you're going to do it and really, what's the difference between the commitment to track events and racing?

Well folks let's put the cards on the table and get this over with immediately. The real big difference between track events and racing is this; In order to race you must be willing to realize that your car can be damaged and you will have to pay for it with your money. Forget insurance. If you crash you own the damage and you best be in a position to absorb that loss. This is a whole lot different than drivers ed where most insurance companies will bail you out, at least the first time. There are exceptions to that rule so please don't take my word for it. Check your individual policy. Basically drivers ed is not considered racing so you are covered for collision just as if you were driving on the street. For the next few years your rates could be higher but at least you aren't looking at a large loss.

If you're still interested lets talk about Club Racing. If you think drivers ed events are fun you are going to go crazy over racing. Track events are like reading a good book, racing is like starring in the movie version. Everything is magnified by a huge factor. If you get a bit excited before going out for a run group you will be out of your skin as you roll towards your first green flag. Thirty cars all around you as you approach the starter, two abreast. You can't hear your own engine (keep your eye on the tach) and then the green flag drops. A roar and everyone bolts towards that first turn. Are you on line? Not a chance! You won't get near the line until the group strings out. Vying for position as you careen into the second turn you decide you want the inside line only it's not available. Juke to the outside and two cars slip by. No problem you'll re pass them later. Maybe you will but you are going to work real hard. Now you've caught someone and you look for a passing signal. You're dreaming, it's not going to happen. Positions aren't relinquished without a battle. You follow for three laps gauging your opponents strengths and weaknesses

and finally you suck it up and out brake him going into four. Worked up a sweat now so you take a breath and check your gauges. Bad move, there's no time for relaxation as some of the cars in back caught up and now you are the target. Forget relaxing and remember intense, 100% concentration. Now you are fighting to hold off the racers on your tail and catch the person in front of you, all the time trying to be smooth. For the next twenty minutes the battle will rage. Finally you round turn ten and see the checkered flag at last. Lifting off the throttle you catch a glance at the car next to you who is tooling right by you. He has remembered that this is not at a track event and you race until you pass the checkered. Whoops, mental error, loose one space in the standings.

As you take a cool down lap all the corner workers are waving and you feel exhausted and exhilarated at the same time. Sure you made some mistakes but you did OK and the bench racing will last a lifetime. Sounds like fun? You bet!!

Are you sold? Let's do it! First of all get a copy of the rule book and see which class fits your Porsche. Basically there are two general car classifications. Those which fit in the stock classes and all the others. In order to be in a stock class your car must be street legal, have a stock drivetrain and no elaborate suspension modifications. It also has to weigh at least its published weight. The stock classes are determined by your horsepower to weight ratio. The modified classes are determined by factors such as engine displacement, presence of a turbocharger, chassis stiffening, tires, etc. Many of the dedicated track event cars are modified enough that they will never see a stock class again. It is my opinion that you are far better off if your car can be brought back to stock specs. Unless you have cubic dollars you will find yourself at a disadvantage in the modified classes. Since there are few restrictions, in this arena money talks. Lots of money talks louder. You want to go faster you need to buy some more horses or add lightness. Fiberglass and composite body parts are common albeit expensive. Time for another one of those nasty facts. There is always someone who can buy more go fast goodies. Last years best lap times are this years also rans. Painful but true.

The modified classes don't have a monopoly on spending money. You just have to be more creative to spend a bunch in the stock classes. A careful perusal of the rules will show you areas where you can improve your "stock" Porsche. Its just in this class the possibilities are not as endless. Once again last years hot laps are only warm one year later. Tire technology improved, people blueprinted their engines, exhaust systems are better, the list goes on and on. You get the picture. The old adage " You can make a small fortune in racing as long as you start with a large one" certainly is true.

When budgeting for racing don't forget the mandatory safety equipment. You need a roll bar, five point harness, kill switch, race seat, fire extinguisher, helmet, and fashionable Nomex clothing. If you have the car and don't spend a dime on it except for the safety equipment you can probably start racing for about \$1500. If you do drivers ed you probably own some of the equipment already. Also have a chat with your ego. It seems to cost more to win yet is it really that much more fun? Guaranteed that everyone in the race will have a great time no matter where they finish. The emphasis should be on participat-

ing not winning. It's a great social event as well as a race.

So that's my slant on Club Racing. Remember the accent is on fun and safety so if you have the urge don't fight it. See you at the track.

DER GOODY STORE

Shannon Foster, Prop

We have plenty o'stuff for you and will be glad to add more if you'll be kind enough to pass along what you would like to see.

Currently we have the new and improved RTR T-shirts, fire extinguishers, RTR hats, racer tape, hats, shirts, posters, and other great items. We can order t-shirts, sweat shirts, and ceramic mugs with the photo of your choice (keep it clean) on them.

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NOTICE NOTICE NOTICE

In accordance with the Region's By-Laws, the nominating committee announces the following people will stand for election of the indicated offices for 1995.

President - John Heckman
Vice President - Donn Sanders
Treasurer - Art Rothe
Secretary - Helen Phillips
Editor - Tracy Chatley
Autocross - Geof Ehrman
Rally - Dennis Angelisanti
Goodie Store - Shannon Foster
Membership- John Crowley
Tech - Nick and Melissa Plenzick
Historian - Betsi Lyle
Social - Pat Tillson

Any additional nominations from the floor will be made during the September monthly meeting. The election will take place at this year's Oktoberfest, Friday night, October 28, 1994.



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ANNUAL PHOTO CONTEST

That's right boys and girls, it is time for the annual "See my picture on the cover of the Der Gasser" contest. For those not familiar with this most sacred event, each year you get to bring your favorite RTR or at least Porsche related pictures and get judged by your fellow members. The ballot is secret so you will never know if your spouse voted for you or not. The picture with the most points is printed on the cover in living color - or as close as we can come to it. The contest will be held at the SEPTEMBER meeting and the winner will be printed in Oct. or Nov.

The rules are pretty simple:

- 1 - The print should be color (otherwise why have a color cover?) but B&W will be accepted. Slides are not acceptable.
- 2 - It works better if it is a horizontal picture but the printer can either shrink or crop if necessary. The ideal size for the printer is 8x10 but from 4x6 to 11x14 is ok. If it is framed, it will have to be unframed so it can be copied. Reasonable care will be taken with the pictures but as this is an amateur contest, no multi-million dollar damage claims will be entertained should something happen.
- 3 - The subject must be RTR or Porsche related, yes, we know that your precious child is a future RTR member but that does not count.
- 4 - The picture **MUST** be taken by the entrant, professional photos of your car or whatever are **NOT** eligible. This is an event for our members. Pictures taken by friends will be considered but must be accompanied by a letter giving us the permission to use it, and of course, must follow #3.
- 5 - Pictures will be returned at the Oct. meeting, which reminds me, I still have some from last year that were never retrieved. I don't know who they belong to but you should know who you are.
- 6 - Pictures are numbered and ballots are secret so it's about as honest as we can make it.
- 7 - The editorial staff has the final say!

Now, after reading all that (life was much simpler when this thing started), if you are interested in entering, just bring your picture to the meeting and register it with me. And for those that appreciate my work, no I won't be entering anything. I disqualified myself.

So if you don't have anything yet, dust off that old Brownie and get clicken.

One last thing, a batch of good ol' Jack Daniels Manhattans goes a long way toward invoking rule #7.



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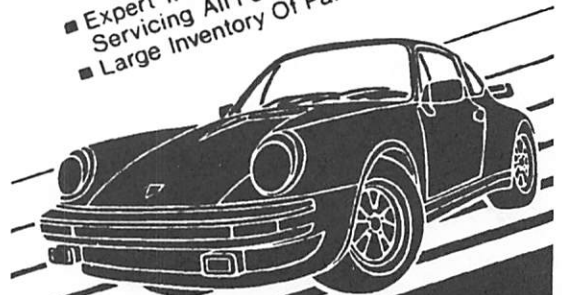
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TECH 94 ... Ron Pace

During mid October our final track event of 1994 will be held at Summit Point. Summit is challenging and particularly fun since the repaving of the corner areas. The track is really interesting as it is slick in the morning but incredibly sticky in the afternoon. It will be a great way to cap an outstanding track session for RTR. The Tech Session for the Summit event will be held on October 8th at Holbert's in Warrington. As usual we will reserve two lifts for inspections. Holbert's has an extensive facility so there will be ample space for that "wrench your own project" you've been putting off.

As you may have seen in the last Der Gasser, this will be the last year you will be able to use Snell 85 helmets in our track events. The linings and outer shell deteriorate over time, so for your safety you will be required to use a Snell 90 beginning with our first track event in 1995. However with this much time, surely you can convince that significant other in your life of a great idea for a holiday gift!! I would suggest you purchase the helmets designed for road racing (SA designation, ed) as opposed to the ones constructed for motorcycles. The road racing variety have fireproof linings while most of the motorcycle ones do not. See you at the Tech Session.

Summit Point Tech Session

**October 8, 1994
9:00 AM to 3:00 PM**

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OKTOBERFEST

What: RTR/PCA Executive Committee Elections, Regular October Business Meeting
(in lieu of Wednesday, 10/26), Oktoberfest Celebration with food and drink.

When: Friday, 10/28/94. Cash Bar 7:00 pm, Dinner 8:00 pm, Elections and Business Meeting 9:30 pm.

Where: Vereinigung Erzgebirge, (The V.E. German Club) 130 Davisville Rd., Warminster, PA 18974.
From Willow Grove exit of PA Turnpike proceed North on Rte. 611 to first light.
Make hard right at Sunoco station onto Mill Rd. Follow to dead-end.
Make right at dead-end onto County Line Rd. Make left at Wawa at 3rd light onto Davisville
The V.E. Club is approximately 1/4 mile down on left.

How Much: \$12.00 per person.

Includes Fresh Fruit Cup, Entree, Baked Potato, Mixed Vegetables, Rolls & Butter,
Coffee or Tea, and a round at the sweet table for Dessert.

How: Tear-off the bottom and mail with your check payable to RTR/PCA by 10/13/94

**John & Jill Heckman
P.O. Box 489**

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NAME: _____	
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STUFFED FLOUNDER	_____
POT ROAST OF BEEF	_____
CHICKEN MARSALLA	_____

MEMBERSHIP

Helen Phillips

Let's welcome the following new members:

Anthony Bauza of Norristown who joins with his 1983 944 and is interested in tech, social, AX and drivers ed.

Robert Dunnous and affiliate Christine Leo of Philadelphia who join with a 1987 911 and are interested in tech, social concours and rally.

Terri Gartenberg and spouse Mark Tischler of Elkins Park who join with their 1995 993 and are interested in social.

Peter Helffrich of Allentown who joins with a 1972 914 and a 1973 914 and is interested in tech and social.

Donna Kenyon-Mello and Cyril Mello of Jamison who join with their 1987 944S and are interested in social and rally.

W. Philip and E. Joanne Kibler of Media who join with their 1987 944 . They are interested in tech, social, rally and drivers ed.

William A. and Ruth Ann Kiesel of Quakertown who join with their 1960 356B. They are interested in tech and social.

John H. and Ruie Kramer of Gladwyne who join with their 1982 911SC and are interested in all club activities.

Theresa P. and Vincent LaRuffa of Gwynedd Valley join with their 1974 914 and are interested in tech and concours.

Al and Marilee Manela of Levittown join with their 1985 944.

Roy and Lynne Manley of Warrington join with their 1976 912E and are interested in tech and social.

John T. Patrick of Philadelphia and affiliate Christine Kohl join with a 1963 356B and are interested in tech, social, AX and rally.

Raymond and Meryl Raskin of King of Prussia join with their 1985 928S and are interested in drivers ed.

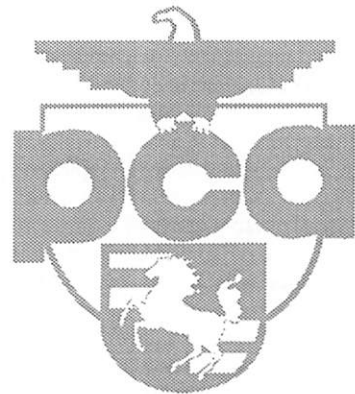
David J. and Joyce Redmond of Wayne join with their 1970 914-6 and are interested in tech, social and concours.

Rita May and Charles Thomas of Yardley join with their 1995 993 and are interested in all club activities.

Emidio and Linda Kay Tranquillo join with their 1979 924 and are interested in tech and drivers ed.

David Wasserman of Wynnewood and **Dennis Wasserman** join with a 1988 911 and are interested in tech, social and drivers ed.

Brian Watson of Croyden and Bill Watson join with a 1983 944 and are interested in tech, social, AX, rally and drivers ed.



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CONEHEADS

John C. Phillips

August 14 and 28 Doubleheader:

So the Baseball strike continues (yawn), Football pre-season "heats" up (yawn), Unser beats Fittipaldi in the Indy car race (yawn), and the excitement builds in F1 as we sit on the edge of our seats to see which Ferrari will win 3rd place. With the possible exception of professional Beach Volleyball where does one turn for excitement on a summer Sunday?

PCA Autocross, of course. (and you thought this was a set-up!).

Both events were blessed with excellent weather and good turnouts.

August 14 saw 19 PCA autocrossers run a fast and sinuous course, with close competition in many of the classes. The course apparently suited "Purple Passion" as Greg Lepore took both first in class C and FTD, and I squeezed out a slower time to win class B.

Bob Wiegand, newly "promoted" to class A, romped to victory for his second mug of the year. Brad Carle found the fast line to take class D and, more importantly, beat Dennis. Newcomer Bill Preston (Brad's neighbor and generous donor of our timing vehicle) also put in a very quick time in Brad's car to take the novice Class, and Judy Carle picked up the Class E win to give the car a hat trick as the 914 faithful took home an impressive array of cheap glassware.

Also making autocross debuts were Terry Nelson and Brian Smith, who took home a "collectors edition" RTR mug for 2nd in Novice.

The August 28th event saw the level of competition increase dramatically. "Big guns" included Dave and Rick Newman, Scott Dolak, and Jeff Ehrman who raised the bar significantly in Classes A and B (much to the dismay of yrs truly). When the tire smoke settled, the bothers Newman took first in Class A and Class B. The familiar pattern returned with Greg Lepore winning C, Brad winning D and Judy taking the Class E glass. Jim Foster got the first place mug in Novice to match the Class C mug Shannon picked up July 10.

The competitive atmosphere didn't stop when the timing equipment was packed, as we had a real live protest of Jeff Ehrman's car (hey this is just like real racing). Jeff's car was originally classified in B. The issue centered around the tires which, while having a lower than stock aspect ratio, had a total circumference effectively equal to stock. The final judgment of the Autocross committee was that the circumference was the important factor, the aspect ratio provided no advantage, and the car properly belonged in B. In the spirit of sportsmanship, however, Jeff decided to voluntarily reclassify his car to A, and surrender his first place B finish.

This just gets funner and funner. More fun awaits on September 11 when the Autocross/Picnic/Peoples Choice extravaganza happens. Bring your car, a change of clothes and your favorite detailing toothbrush and meet us at PSU

promptly at 8:30. We WILL finish the autocross and proceed to Lenape Swim Club to continue the festivities.

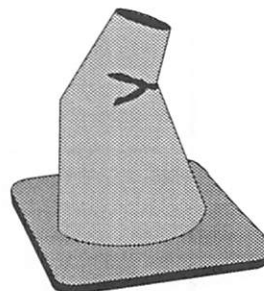
CHARITY EVENT

Keep Sunday October 23rd open. The Make-a-Wish charity Autocross will be held at Gloucester State College again this year. Directions are below. Call me if you need a map. Last year we had an excellent course and a very good turnout to help Make-a-Wish. Even if you are not an autocrosser, you owe it to the kids to come out and support a very worth while charity.

As in years past, we encourage participants to get sponsorship from friends relatives and co-workers. All the proceeds from the event go to Make-a-wish foundation which collects money to grant wishes to terminally ill children. How can you possibly say no? The event starts at 8:30 rain or shine. If you're smart you will bring warm clothes.

**** DIRECTION TO THE SITE ****

EXIT 18A from Route 295 in New Jersey onto 678E toward Mt. Royal. Travel about 5.5 miles to a "T" intersection. Turn right at the "T" onto Alt 553S. Turn left at the first traffic light onto 603N (Barnsboro Inn on Left). Go 1.7 miles and turn left onto TANYARD. There will be a sign on the right for the school and the entrance will be approximately .9 miles on the right.



AUTOCROSS RESULTS

August 14

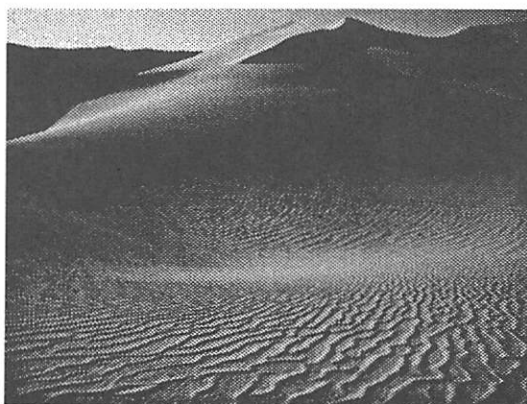
Class A:	B. Wiegand	1st	40.899	
Class B:	J. Phillips	1st	40.688	
	D. Applestein	2nd	41.121	
	B. Smith		43.343	
	M. Fries		45.037	(N)
	N. Betegh		DNF	
	T. Smith		DNF	(N)
	(2nd Novice)			
Class C:	G. Lepore	1st	39.971	FTD
	D. Angelisanti	2nd	42.737	
	L. Herman		43.366	
	S. Foster		45.058	
	J. Foster		46.285	(N)
	T. Nelson		51.970	(N)
Class D:	B. Carle	1st	41.084	
	P. Fitzpatrick	2nd	43.025	
	B. Lassooff		44.063	
	M. Fitzpatrick		49.381	
Class E:	B. Preston		42.231	(N)
	J. Carle	1st	46.568	

August 28th

Class A:	D. Newman	1st	54.184	FTD
	J. Ehrman	2nd	54.884	
	S. Dolak		55.031	
Class B:	R. Newman	1st	55.870	
	J. Phillips	2nd	57.376	
	D. Applestein		59.634	
	M. Ehrman		60.411	
Class C:	G. Lepore	1st	58.802	
	G. Kasinkas	2nd	59.818	
	S. Foster		61.651	
	J. Foster		61.735	(N)
	1st Novice			
Class D:	B. Carle	1st	57.370	
	P. Fitzpatrick	2nd	58.159	
	F. Matolicz		65.751	
	J. Matassa		66.986	
	B. McCullen		68.766	
Class E:	J. Carle	1st	61.033	

FALL RALLY

The 1994 Fall Rally will be an Sunday Oct.,16, We will begin in Berks Co., and head south/east through Montgomery Co., Chester Co., and Delaware Co. The Rally will be of the Time and Distance Type. Call John Hoey for directions and additional information. 610-622-6231



Spring Rally Results

We had a great day weather wise, on May 15th, to have a Rally. 13 cars turned out to enjoy the sights and the comradery and of course the food at the social held at The Red Rose Inn. The Rally took all the participants to historic sites, schools, a covered bridge, beautiful estates, and of course on some very enjoyable country roads.

The winners were, Dennis Angelisanti and Brad Carl, in Dennis' 914. I would like to thank Bill Vaughn for volunteering to man checkpoint #2.

I hope to see everyone at the Fall Rally for more fun in the sun.

Your Rally Master,

John

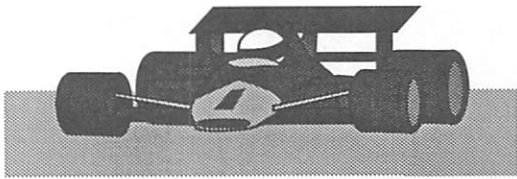
Philadelphia Vintage Grand Prix and New Car Show Update

Bill O'Connell

The event will be held on October 7, 8, and 9 this year due to a multitude of reasons - not the least of which is the re-paving of the Drive.

THERE WILL BE A RACE! Yes, some of you heard they might call it off, etc but it is going to happen. I'll be needing a bunch of helpers - surprise, surprise. If your interested, give me a call. Tons o' fun, light work, hanging with lots of nifty cars. Hey, what more could you ask for?

If you belong to another club, please contact your president, or whomever and make sure they get in touch with me. My list of other clubs is somewhat fragmented and I don't want to miss any of them.



NOTICE: CLUB RACING AFFLICTED!

Oct 8/9 - Heartland Park Topeka Kansas possibly get to meet Dorothy and Toto
If you are interested contact Turbo Tony Bonanni at 828-9469 or 843-1509

Below you will find details of the Spring Rally. These details were used as tie breakers after all the questions that needed to be answered were tallied for points.

FINISH	CAR NO.	NAME	TOTAL MILES	TOTAL TIME
1	5	DENNIS & BRAD	47	1:29
2	11	HELEN & JOHN	49	2:30
3	8	BILL & DOLLY	43	1:33
4	7	MARK & ROSE	44	1:52
5	12	STEVE & VINCE	49	1:45
6	6	FRANK & BARB	44	1:53
7	3	JOE & MAUREEN	45	1:59
8	2	JUDY & LOU	44	1:40
9	9	DEANA & DENNIS	42	1:23
10	1	MIMI & KATIE	49	1:07
11	13	PAT & JOE	47	2:05
12	4	DAN & LAURA	52	2:04
13	10	HAROLD & CAROL	53	2:23



Nick Plenzick

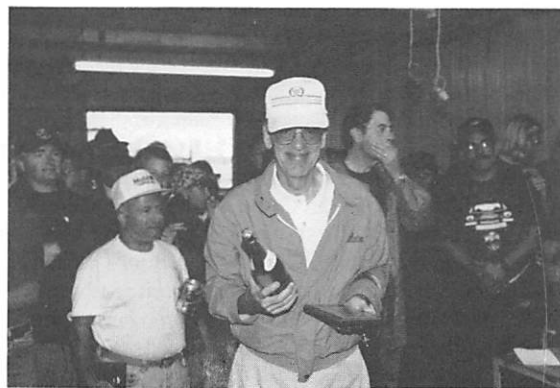
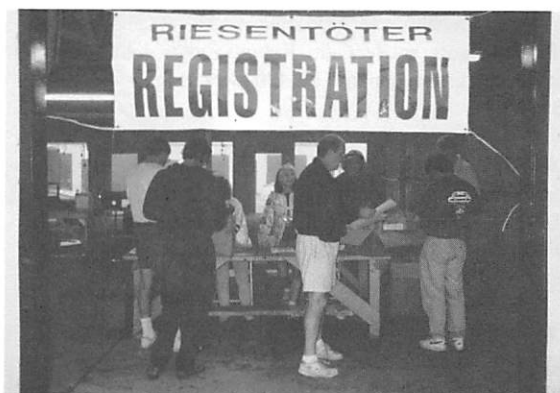
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PCA CLUB RACE, POCONO '94



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EXEC MINUTES

FOR SALE

Exec Minutes - August 12, 1994

The August Exec meeting was held at the home of Art Rothe. In attendance were: Don Applestein, Ron Pace, Vicki & Bill O'Connell, Helen & John Phillips, Tony Bonanni, Shannon & Jim Foster, John Heckman, and Pat & Len Herman.

RACE: The hotel rooms that would be needed were reviewed. The names of all volunteers for the race should be given to Don Applestein or Lisa Carle.

AWARDS: Letters will be sent to prior RTR award winners telling them that they will be given small RTR award bowls at the Holiday Banquet. All 20 year member names are needed for the Fossil awards. Candidates for this years awards were discussed. Nominations for the RTR award should be given to Tony Bonanni, Paul Johnston, or Betsy Lyle.

TRACK: The next Drivers Ed will be at Summit Point on October 14 (Friday). The cost is \$60.

SOCIAL: The Picnic is being held on September 11 at Lenape Valley Swim Club. There will be a Peoples Choice Concours - Cars are judged on curb appeal only. The Oktoberfest will be held October 28 (Friday) at the VE Club in Warminster. Dinner will be served.

ELECTIONS: There are currently no candidates for the following positions: Social, Membership, Der Gasser Editor, and Rally.

MEETINGS: The August general meeting will be a Tech Quiz given by Bob Patton. The meeting will be held at the Holiday Inn in Ft. Washington. The Turnover Exec meeting will be held at the Lyle's.

MEMBERSHIP: John Crowley reviewed the membership list and cleaned it up. Approximately 200 entries were eliminated, and the list now reflects the current membership.

TREASURER: We currently have \$41,000 in the bank, but payments still need to be made for the Pocono race.

DER GASSER: The Photo Contest will be held at the September meeting. Contest rules will be published.

AUTOCROSS: Autocrosses are scheduled for 8/14 and 8/28 at Penn State Lima. Trophies have been purchased.

TECH: In 1995 the Snell 85 helmets will no longer be allowed for Drivers Ed and Race events. Snell 90 or later helmets will be required for the first Track event in 1995.

VINTAGE GRAND PRIX: The Vintage Grand Prix will be held October 7,8,9. BMW will probably be the Marque of the Year. It is likely that there will not be a race this year, so we are looking into the possibility of holding a Drivers Ed event one or both days.

68 912 New floors, rockers, etc. Rebuilt motor, rebuilt brake system, Fresh burgundy paint. \$5,400 Dick Bogert 610-395-8657 ²⁹⁴

70 914-6, 68K miles, numbers match, Black/black resto4red to near perfect original show car. Scored 181 our of 200 points at '94 914 reunion. All books, tools, records, extra parts and tons of literature included. \$16,500/OBO/Trade. David Redmond 610-964-7996. ²⁹⁴

72 911S, Good looking (white) with engine, suspension and cosmetic rebuild work done by Russo/Lyle. I've improved mechanical, suspension exhaust and safety equipment. Car deserves a good offer. Jim Hartman, 610-687-4801 (Day) 610-293-1916 (Night) ²⁹⁴

73 911T CIS, Yellow/Black leather, 5sp, Fuch polished rims 6" & 7" new P600 tires, Carrera front suspension and brakes. Calif car, no rust. \$11,500/OBO Bob Koerbel (h) 610-789-3157 (w) 610-527-6025 ²⁹⁴

73 914-4 1.7, Mags, solid car, needs paint \$2,500/OBO Bob Koerbel (h) 610-789-3157 (w) 610-527-6025 ²⁹⁴

76 911S, Summer Yellow/dark Blue garaged, original paint. 7x15 BBS wheels, pop off valve, upgraded tensioners, 11 blade flan, new battery, black out trim, no sunroof, ac, or power windows. Light and quick. excelelnt potential as a track car. Exceptionally clean and well maintained. 93,000 miles. Asking \$11,500. Karen 215-997-8179 ²⁹⁴

76 914/2.0, White/Blacked 60k miles, new clutch at 48k, recent engine and electrical work. New 60 series tires, shocks, sprints, motor mounts, and pedal bushings. New Bursch muffler. Covered and garaged. Clean interior, some rust, \$2,600. Barry Lassooff 610-525-2679 ²⁹⁴

77 911S Coupe, Red/tan. Track event, club racer. '86 3.2 ltr. enine. 7/31 ring and pinion. Quaiffe limited slip diff. PMW and Redtech bars. Adjustable sways, adjustable Konis, SC flares, 8 and 9x16 Fuchs wheels, Recaro seats, 5 point harnesses, roll bar, window net. \$26,500. Paul Richardson 215-985-1053 ²⁹⁴

78 928, Euro model Sliver w/checkered interior. Runs Great, New clutch & hydraulics, tie rods, ball joints, rear shocks, brakes, battery, rebuilt alternator (90 amp) CD-2 Disc player, all new filters, plugs, and wires. 78-93 workshop manuals, exploded parts microfiche, 4 225-50 ZR Goodyear Eagles with less than 8000 miles. Moving, must sell. \$8,500 OBO Chris Usavage 201-575-2329 (D) 610-691-2397 7-9pm ²⁹⁴

80 911SC Coupe, New calipers, oil coolers, brakes, struts, front tires, rebuilt alternator, low miles on motor recently installed, tuned, valve adjustment etc. by Don Glabraith. No rust, excellent paint, Fuchs 16" alloys. Very solid car, looks excellent, originally Euro car. No sunroof, No air conditioning. Alpine stereo. Super track/Club Racing car. Best offer over \$10,500 Firm. No tire kickers please. Keith Reber, Trooper Pa 610-630-8006 ²⁹⁴

81 911SC Coupe, 72K miles, Euro model = more horsepower, light blue metallic, blue berber cloth, sunroof, cruise, AC, limited slip, H-4s, 16" Fuchs, Comp T/As, new battery and alternator. headlight washers, popoff. \$15,000 - Firm Jim Farris (D) 610-660-1190, (N) 610-667-8968 ²⁹⁴

81 911SC Coupe Black, 65k miles \$16,900 Jeane Kasky 896-7757⁹⁵⁴

82 911SC Coupe, Lt Med Blue, 93k miles, Records since birth, 930 oi.l cooler tensioners, 22mm & 28mm Trosion bars lowered, corner weighted, camber truss, sport seats, \$15,500. Geoff Ehrman (215) 340-0452 ⁹⁵⁴

84 930S Turbo Coupe, Guards Red/Black, steel slant nose, side rocker panels, fender vents, DP tail, 3.5 ltr twin plug, direct fire ign, racing cams, K-27, SS headers, Kremer intercooler and much more. Magnificent & super fast. Asking \$55,000 obo. Neil Fine 215-639-9292 days, 364-8682 after 7pm. ⁵⁹⁴

84 930 Black/Black 23k miles, Ruf exhaust, Ruf front spoiler with oil cooler, Recaro Leather 6 way heated seats, short shifter, H4s, lowered, Fresh major service, new clutch and flywheel assembly, waste gate modification, car cover and bra. \$34,000. Fred Brubaker 610-434-8778 (Day), 610-797-9298 (Night) ²⁹⁴

85 928 S, Red/black leather. Orig. owner, 19k miles, In virgin condition - outstanding value at \$22,500. Tom DiMayo 717-992-6736 ⁹⁵⁴

86 944 turbo I'll wait for your call on this terrific bargain! Facts: Looks great (new paint, red!), runs fast (turbo!! with many new parts) & extremely affordable (let's talk!) This car can be used on the street or the track and is sure to provide fun reliable driving pleasure. So, don't make me sell your car without talking with you first! Call Colin Dougherty during the day 692-6039 or home 429-5968, all offers considered. ⁷⁹⁴

87 911S Carrera Targa, Triple black, 30,000 miles, excellent condition, new tires, 16" alloys, AC, Blaupunkt, garaged. \$27,000. Paul Wenzler, Newtown PA 215-579-4816 ²⁹⁴

1989 944 Turbo S. Glacier Blue with dark blue interior, 43K miles, all service records. Fanatically maintained and in perfect condition. Mobil I since birth. All normal Turbo S options which are too numerous to list. Brains have never been opened. \$24000 or will consider Audi Quattro trade. Probably the nicest specimen around. Jerry Weger 610-649-6618 ⁹⁵⁴

89 944 Turbo, Black/Black leather, 63k miles, immaculate and carefully maintained. \$19,250/obo. Michael Blank 215-947-9200 (D) 610-668-7943 (E) ²⁹⁴

PARTS, ETC

Parts from '87 911 Turbo, Complete engine cover & spoiler, lower front valance modified for oil cooler and custom built SS muffler. Call Turbo Tony for prices at 610-828-9469 or 834-1509. ⁹⁵⁴

WHEELS AND TIRES: Set of 911 Fuchs, 7's and 8's x15, rim of one 7 nicked, asking \$900.00. Two Bridgestone RE71's 205 X 50VR 15, 50% tread left, \$60 each or \$100 for both. Two Bridgestone RE71's 225 X 50ZR 15, almost no tread (great for autocross), \$30 each or \$50 for both. Don Applestein - call 565-5716 evenings, 761-2480 days. ²⁹⁴

BBS 3PC, 2-9x15 2-9.5x15 painted red with red racing fans. asking \$1,400. 3.3 ltr 930 intercooler, asking \$150. Comp T/A R (3 years old) 4-245/50x15 ZR & 2-225/50x15 ZR. No more than 35 miles on them. \$35 each. Turbo bar gauge \$75. Neil Fine 215-639-9292 Days, 364-8682 after 7pm ⁴⁹⁴

Porsche literature collection. Pano complete 65-87; 356 Registry Vol 5 thru 12; R&T 79-90, Autoweek 71-87, Sports Car 71-79; Formula/Race Car 76-80; 15 books and assorted factory posters and calendars. Call for list. Bob Gutjahr 410-799-8023 ⁴⁹⁴

WANTED

Porsches looking for a good garage. Collector has one opening in a heated security equipped garage. Located in Wayne. Month to month. Jim Hartman 610-687-4801 (D) 610-293-1916 (E) ²⁹⁴

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VICE PRESIDENT

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PCARACE

Paul Johnston

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REGISTER

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650-0658

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DER GASSER REPORTING/PHOTOGRAPHY STAFF

AUTOCROSS/SOCIAL/MEETINGS
Brad Carle

TRACK
Bob Lamb

PHOTOGRAPHER
Bill O'Connell

Deadline for submitting articles and photos for publication is the monthly meeting!

Address changes should be sent to both the Membership Chair and National

Classified Ads are free to PCA members and are printed on a space available basis with preference given to RTR members. Non members may place ads for \$10 per month (checks payable to RTR/PCA and submitted with the ad). Ads are limited to Porsche related items and are subject to editing for both space consideration and content. The Editors reserve the right to reject any ad.

COMMERCIAL ADVERTISING RATES and general information is available from the Advertising Manager.

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