

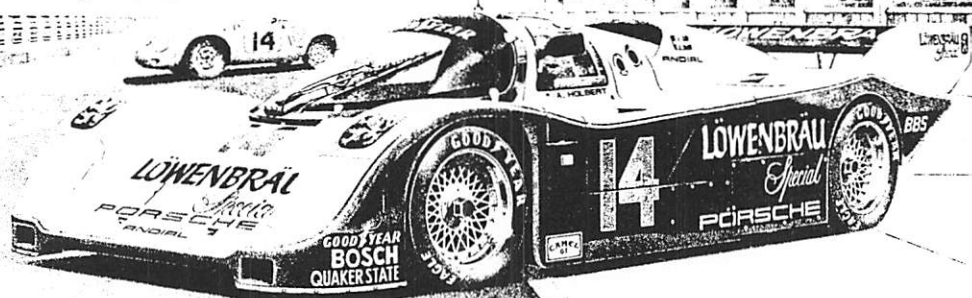
Der Gasser

JUNE 1995



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President's Message

The Riesentöter Roll continues! When I took over this job in December, 1994, I commented on the momentum that our Club was enjoying due largely to the leadership of the Applestein Administration from whom the Heckman Administration took over. That momentum continues to grow. For this I am not only grateful to the members of the Executive Committee, without whose help RTR's events simply would not happen, but also to the members at large for which the same can be said. Participation is what makes us roll. We whose names are listed at the back of this publication pledge ourselves to putting on events in which we hope all members will want to participate. When planning your summer schedule (pronounced shed-jewel), keep RTR in mind. You won't be disappointed.

Things to pencil in on your calendar right away: RTR Autocross III on Father's Day, 06/18; RTR Track Event at Summit Point 06/29-30; RTR Autocross IV 07/23; The Return of King Carrera--Bruce Jennings, the featured speaker at RTR July regular meeting 07/26; RTR Picnic 07/30; RTR Track Event at Pocono 08/18 followed by our Club Race on the 19th and 20th. Get the idea? There's some great stuff in store for us this summer.

Did you watch the Indy 500? How about the Formula One race from Monte Carlo broadcast live earlier that same day? Some of our members watched the Monaco Grand Prix, track-side in Monte Carlo! Wow! Come to our June meeting at the Holiday Inn in Ft. Washington and hear/see a presentation on this fabulous trip. Also appearing this night will be RTR Past President Bob "Keemosawbee" Russo talking about Formula Motorsports Park, the Driver's Country Club being developed in nearby New Morgan, PA. Please note, THE JUNE MEETING WILL NOT BE THE LAST WEDNESDAY OF THE MONTH. RATHER, IT WILL BE JUNE 21. Because of our Drivers' Ed event scheduled at Summit Point on 06/29 and 30, we had to move the meeting date up one week. The time is 7:30 pm for socializing with the speakers taking the floor at 8:00. Don't miss it.

I've got to scoot. I'm on my way out the door to the Speed Zone for our May meeting. It's time to HAVE SOME FUN!

Hey! I'm back. Over 50 of us had a blast at the Speed Zone. RTR rented this indoor facility in a shopping center for two exclusive hours. RTR/IMSA drivers David Donahue and Craig Rosenfeld joined us. Big smiles on lots of faces. If you were there, you've got something to talk about. If you weren't there, we missed you.

Our three-day event at Watkins Glen 06/02-04 was a major success. Approximately 120 cars from as far away as Tennessee and Michigan were in attendance. Sitting at the bar at the Seneca Lodge on Sunday night, I became engaged in a conversation with a fellow from Virginia Beach who had been moved up from the blue run group to white during our weekend. I told him who I was and asked him if he had a good time. His reply: "You guys (Riesentöter) put on a great event. The people involved are friendly, the entrance charge is a good deal, your Chief Instructor is a very reasonable guy, and you run your event on time." Music to my ears, dear reader.

Make it a point real soon to come out and join us at an upcoming event. It doesn't require much other than a willing desire to HAVE SOME FUN!

John

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Down The Pike

JUNE

- 21 Club Meeting at Holiday Inn, Fort Washington, 7:30
Topic: Formula Motorsports Park, Monte Carlo
Highlights

JULY

- 23 Autocross at Old RCA/GE Building, Parking Lot K,
Camden, NJ. Just over Ben Franklin Bridge.
26 Club Meeting at Holiday Inn, Fort Washington, 7:30
Topic: Bruce Jennings to Speak on his Racing Career
30 Summer Picnic at Tim Everett's House

AUGUST

- 27 Autocross at Old RCA/GE Building, Parking Lot K,
Camden, NJ. Just over Ben Franklin Bridge.
30 Club Meeting at Don Rosen Porsche, Rosemont, 7:30
Topic: Race Cars and Their Drivers

SEPTEMBER

- 24 Autocross at Nazareth International Speedway, Nazareth, PA
27 Club Meeting at Holiday Inn, Fort Washington, 7:30
Topic: Winter Storage and Roadside Repair

OCTOBER

- 6 Phila Vintage Grand Prix
15 Fall Rally

DECEMBER

- 16 Holiday Banquet, Radnor Hunt

DRIVING EVENTS

JUNE

- 23-24 Summit Point (Club Race, Host - Potomac)
29-30 Summit Point (Driver's Ed, Host - Riesentöter)

JULY

- 7-9 Mid-Ohio (Driver's Ed, Host - NNJR)
15-16 Putnam Park (Club Race, Host - Central Indiana)
27 Lime Rock (Driver's Ed, Host - NNJR)
29-30 Brainerd (Club Race, Host - Nord Stern)

AUGUST

- 4-6 Watkins Glen (Driver's Ed, Host - NNJR)
18 Pocono (Driver's Ed, Host - Riesentöter)
19-20 Pocono (Club Race, Host - Riesentöter)
29-27 Mosport, Toronto (Driver's Ed, Host - Upper
Canada)

SEPTEMBER

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

OCTOBER

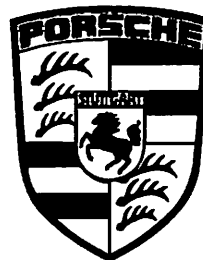
- 7-8 Heartland Park (Club Race, Host - Great Plains)
21-22 Jefferson Circuit (Driver's Ed, Host -
Riesentöter)
27-29 Bridgehampton (Driver's Ed, Host - NNJR)
TBA Willow Springs (Club Race, Host - LA)
TBA Sears Point (Club Race, Host - Golden State)

NOVEMBER

- TBA Phoenix (Club Race, Host - Arizona)

ATTENTION PCA CLUB RACE FANS

Workers are needed for the Club Race at Pocono on August 19 and 20. Openings are available for Pit/Grid, Registration and Tech. Hotel accommodations and COOL t-shirts provided for workers. If you are interested, contact Bob Lamb at (610) 687-4828 or (610) 666-9200.



Club Meeting Info

JUNE

June's meeting will be held at the Holiday Inn, Fort Washington. PLEASE NOTE THAT THIS MEETING WILL BE HELD A WEEK EARLY, ON JUNE 21, DUE TO THE SUMMIT POINT DRIVER'S ED EVENT ON THE 29TH. Bob Russo will speak about the Formula Motorsports Park being developed outside of Morgantown. This will be a great opportunity to hear the details on this exciting motorsports park. We also plan to give some highlights from the Monte Carlo Grand Prix trip.

JULY

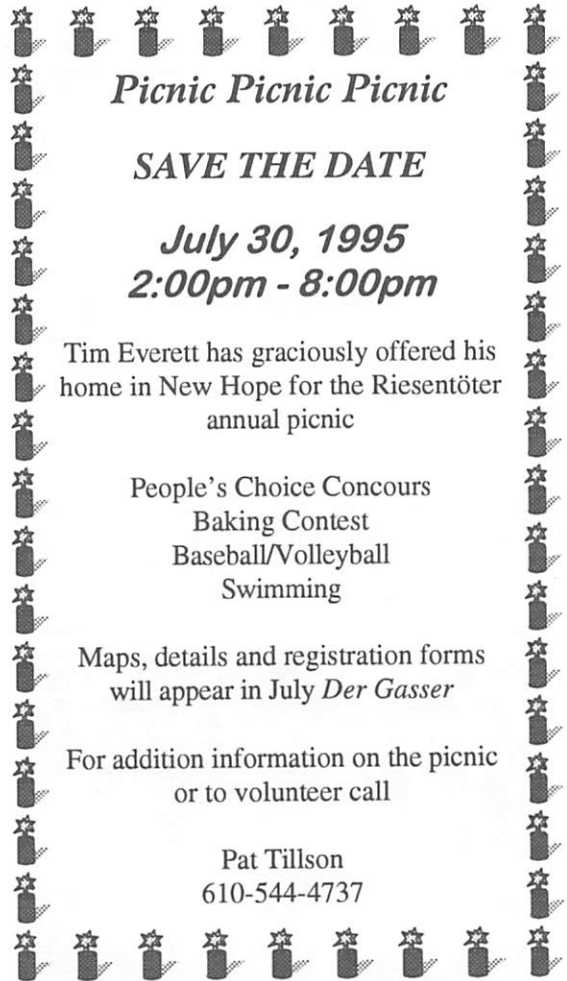
This meeting will also be held at the Holiday Inn. Bruce Jennings is scheduled to speak about his career in auto racing.

AUGUST

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

SEPTEMBER

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



Picnic Picnic Picnic

SAVE THE DATE

July 30, 1995
2:00pm - 8:00pm

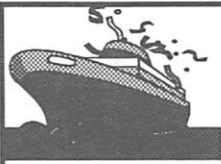
Tim Everett has graciously offered his home in New Hope for the Riesentöter annual picnic

People's Choice Concours
Baking Contest
Baseball/Volleyball
Swimming

Maps, details and registration forms will appear in July *Der Gasser*

For addition information on the picnic or to volunteer call

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A Night at the Races

Dennis Angelisanti

Mix 14 micro-sprint cars, 50 assorted Riesentöter members, track folks, autocrossers and race fans, throw in an epoxy coated floor and some talcum powder and you have a formula for a fun, if not bumpy, night at the races.

The May meeting was held at Speed Zone near Reading Pa. and I'm sure every one in attendance will be there again if this venue is scheduled in the future. The cars were equal, the floor was slick and seven cars on a bull-ring of a track made racing close and at times a bit rock 'em sock 'em.

After 3 minute heats most drivers came out of the cars tired but enthused, ready for the next race. Most members ran 2 heats and many probably got in 3. We had no nominees for the tattered helmet award that I know of and only two black flags were waved; amazing considering this group.



Michele Fitzpatrick waiting for her Heat to begin.



Coming into Turn 4 and the Straight.

Pocono Driver's Ed Event

Mike Andrews, Track Chair

My May Der Gasser arrived today! I now understand that one of the Track Chairman's duties is to report on the events as they occur. Whoops! This was my first time running an event and I would like to take this opportunity to thank Paul Johnston for all his work over the last couple of years.

Mother nature must not have received my request for 70° weather with clear skies. As is usual for Pocono early in the year, the temperature was in the 50's and the wind was wicked, but we did manage to dodge the rain.

The weekend started off with the pre-event grid tech at the Ramada Inn. This was a huge success with about one-quarter of the cars being inspected. After tech we retreated to the lounge to bench race and share stories of previous events.

The next morning everyone headed to the track to register and prep their cars for the event. The participants that did not grid tech their cars Friday night did so Saturday morning. That brings us to the next topic. Grid tech closes at 7:45.

We held our drivers' meeting and, with a minor delay to deliver flaggers to their stations, the cars were on track. As usual we ran five groups of drivers with the White Run Group being the largest group. There were 24 Green Run Ggroup drivers with the majority of them being out for the first time ever. It is very rewarding to see the excitement in their eyes after their first day on the track. The day finished without incident and everyone was off to dinner.

This year we incorporated a social at the Ramada Inn where we gathered after dinner for a wine and cheese party. Again, the topic of conversation quickly migrated to the day's and future events.

Day Two at the track was pretty much the same as the first day except the temperature was a little warmer and the wind a lot calmer. It got off on schedule and a good time was had by all. The event overall was a big success with no incidents. My record stands eight runs (groups), no hits (on cars, etc.) and one error (this missing article).

I would like to take this opportunity to thank (in no particular order) the Techmeisters Nick and Melissa Plenzick, the Registrar Kam Ho, the Voice of Pocono Sherri Turco, our Wine and Cheese Hostess Shannon Foster, our Chief Instructor Kurt Fallar, all of the instructors who sit patiently in our cars trying to help us get that apex just right, and last but not least, all of you who make these events possible.

Till next time.

AUTOCROSS

by Geoff Ehrman (#17)

Hey "coneheads" we did it!! The first official Auto-X of 1995 was a great event with great weather. The timing equipment even worked with the help of Rich Sweigart (Rex or Brad we still need your magic fingers to get two cars to run simultaneously without shutting the one timer down). The site in Camden has proven to be an exciting location. Both Porsche and non-Porsche support groups gave this an A+ day.

We had four runs. Porsche run groups first and then "other." A big thanks to all the volunteers - especially some of the spouses whose only run was in the FTD #17. Awards were given out to the following individuals:

Class	Name	Time	Place
Novice 4	Jeff Sheldon	102.87	1st
Novice 4	Larry Bogkin	104.42	2nd
Novice 6	Michael Heavenor	102.52	1st
Novice 6	Buddy Curren	103.90	2nd
Novice 8	David Schamerhorn	106.87	1st
Intermediate 6	Mimi Ehrman	56.43	1st
Intermediate 6	Nick Betegh	56.83	2nd
Others	George Kummeth	54.57	1st
	Rich Sweigart	55.61	2nd
	Jason Mahoney	56.51	3rd
FTD	Geoff Ehrman	52.91	

All the drivers had fun competing with themselves and others. One BMW participant was heard to say "I love this low-key environment for the less experienced, not overwhelming, very inviting!... a welcome change from SCCA."

All I can say is come on out on Fathers day June 18th and join the fun!!!

Just follow the easy to follow directions below:
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SPRING RALLY 1995 IF YOU PLAN IT, THEY WILL COME

Dennis Angelisanti, Rallymaster

Sunday, May 7, 1995 dawned crystal clear and warm. Thirty four Riesentöter members looked out the window that morning and said, "let's go rally".

Based on the attendance at previous rallies, I thought printing 34 sets of instructions was wildly optimistic. It turned out to be just enough. Thirty-two Porsches, one Acura, a Presidential limousine (Heckman's Buick), their drivers and navigators showed up for the run through Berks County.

Hunsicker's Elverson Deli served a record number of Sunday breakfasts and a minor grid-lock was created in the parking lot. A gaggle of Ferraris on their way to the Reading Country Club for a Concours event passed by the deli adding excitement to a great car day.

An on-time drivers' meeting was attended by all, with some teams still wolfing down breakfast as we gave times hacks. The first car was off on time and the rally was on. NO bail out envelopes were opened and all 34 cars eventually showed up at the Yellow House Hotel, site of the spring social '95.

Brad Carle and I spent about 2 hours scoring the rally with the winners being announced just as the spring social was winding down...did I have a good time ????

And the winners were...**third place**, Carolyn and Buddy Currens in a '79 SC...**second place**, Diane and Larry Brubaker driving their '73 914. This was the Brubaker's first rally and they were surprised at their second place finish. Their comment on the rally says it all "Gee, all we did was follow the route and

try to maintain the speeds in the instructions"....That's all it takes folks.

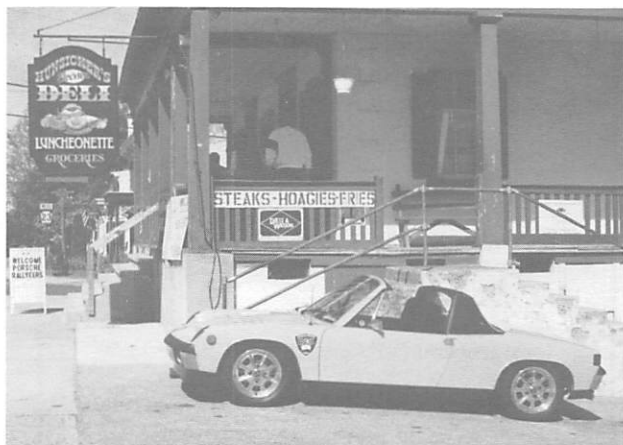
First place was taken by the team of Judy Carle, navigating and Greg Lepore driving. This was accomplished without fanfare nor any emergency assistance, quite a surprise given the driver's history.

Very close but out of trophy range were Guy Roleston and Liz Silverman in a '93 968, Harvey and Dale Hoover in a '73 914 2.0, Larry and Jackie Boykin in a 944 and John and Tracy Chatley in an '87 911 Cabrio.

Dead last but finishing was awarded to Team Furman in a 911 RS. This car was the only one eligible for bonus points, but no amount of bonus points could help.

Congratulations to all the winners and participants. It was a great day... wish I was there! Many thanks to Brad Carle who spent hours and hours driving the route, computing the times and manning a check point. Also thanks to my wife, Mary Alice, who put up with running the route many times and took charge of registration. **ALSO THANK YOU TO ALL PARTICIPANTS, THE LARGE TURNOUT MAKES THE WORK WORTHWHILE !!**

Mark **OCTOBER 15, 1995** on your calendar, as this will be the date of the fall rally. It will be full of surprises and hopefully lessons learned in May will be applied in October. See you then.



RallyMaster's 914 awaits "Porsche Rallyers" at Hinsicker's Deli.



John Heckman & First Family in the Presidential Limo. Only participant assessed penalty points for non-Porsche. (He is NOT running for County Commissioner.)

Watkins Glen Driver's Ed Event

Mike Andrews, Track Chair

Well what else can I say, Round Two generated some work for Paul Johnston's repair facilities. I believe the term Crash Test Dummies was used during our driver's meeting.

We started the weekend with a caravan of Porsches en route to the Glen. We must remember to let Nick wear earplugs on the next trip. We managed to avoid the langoliers and made it safely to Watkins Glen. Thursday night we sat at the ice cream shop watching as the rest of the drivers came into town. The weather forecast was not a good one. The forecast was possible rain on Friday, definite rain on Saturday and clear on Sunday. What do those weather men know anyway? The weather held on Friday until about five minutes after the last car left the track and the bottom fell out of the skies. But hey, what the heck, we were in the garages drinking our favorite beverage, eating one hundred year old pretzels and telling everyone how close we got to the deer in the boot.

But, I am getting ahead of the story. Friday morning went well and cars got on the track on schedule. For those of you who have not been to the Glen, but have heard the stories about the blue bushes (the track has blue Armco around the entire course per NASCAR requirements), you should forget about the bushes. The thing you should be warned about are the environmental rest rooms. The feeling you get when the wind picks up is, well, unnatural. No, that's not it, spooky. No, something that has to be experienced to be understood. After a couple of run groups the bushes become less of a concern and the pace quickens. Everyone is having fun. An on-track incident required the shortening of the White Run Group, more on this later. At the end of the day we broke up into groups and headed out for dinner. Nick went home for a nap. The weather was still yucky so the go-karts got another night's rest.

Saturday morning was overcast but it quickly burned off into an absolutely gorgeous day. The day started fine with many of the drivers showing up for the weekend. Hartley must have brought the langoliers with him as a couple of drivers experienced problems with their cars. We modified our schedule slightly to pick up the missed White Run Group at the end of the day. The skies had started clouding up and as the White group was getting ready to go out on track the lightning started and the event was shut down. Like the day before, it started pouring a couple minutes after we got off the track. So out came the beverages. Same schedule as last night: back to the rooms, Nick took a nap, then out for dinner. The long standing tradition of dinner at the Glen was broken, but should return next year. The weather was better after dinner so off to the go-karts to test another tradition. Who would be the first to be ejected from the go-karts? Well business was slow so

they were a little more lenient than in the past. Not quite as much contact as the Speed Zone allows, but more than in the past. Art was soon escorted out. How we ever got three abreast on the back section is still a mystery to me. And back to the hotel we go.

Sunday was absolutely gorgeous. We welcomed the new drivers from the Niagara region and got on with the day's activities. As usual, people started heading for home shortly after lunch. I spent the afternoon talking with people as they loaded up for the trip. I forgot to mention that we had Susanne Miller with us for the weekend. She is an author who has published a number of books on Porsches. Next time you are at John and Helen Phillip's house, ask to see their new coffee table book. Good job John.

That brings this article to a close. But first I would like to thank (in no particular order) the Techmiesters Nick and Melissa Plenzick (Liz still wants to know where these bruises came from), the Registrar Kam Ho and his assistants Helen Phillips and Jackie Boykin, our Chief Instructor Kurt Faller, the pit bosses Shannon Foster and Sherri Turco, the instructors who sat and watched the blue bushes go past at alarming rates, and again all of you who make these events possible.

Oh, before I forget, don't drive up on the rumble strips.

By the time most of you get the next issue of DER GASSER the Summit Point event will already have taken place. So I'll see you at Pocono in August. The Pocono and Jefferson Circuit events have limits on the number of drivers we can accept, so get your applications in early. Riesenötter members will have preference but, will still be accepted on a first come basis.

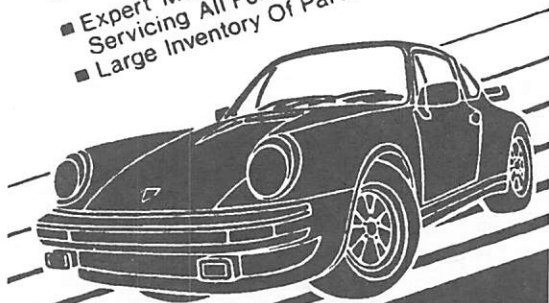
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26th Annual Chesapeake Challenge 1995

by Dennis Angelisanti

This multi-event weekend put on by the Chesapeake Region featured the 914, celebrating it's 25th Anniversary. With that in mind over 22 914's and their owners from the 914 Owners Association were in attendance. A total of 120 folks registered (a record) for some phase of this event and about 60 cars were in attendance for Saturday's Concour held on a beautiful day.

The 914's came from as far north as Lowell, MA, as far south as Athens, GA and as far west as Flint, MI. This was done without trailers and, in fact, one 914 driven from Binghamton, NY won the Concours event, beating out a 914 trailered in all the way from the Chesapeake Region (?).

Riesentöter members in attendance were Betsi and Vern Lyle and their '73 911 S, Joe and Pat Shemenski with their '70 914-6 and '75 914-4, Dave and Virginia Redmond in their '70 914-6, Lisa and Rex Carle with the Red '69 911 autocross car and Mary Alice and I were driving our '73 914 2.0.

The concour was held at the Guest Quarters hotel in Linthicum MD. Our 914 got a second in Wash and Shine and the Redmond's took a first with their 914-6.

A rally followed the show and Betsi and Vern Lyle trophied with either a 4th or 5th place finish. Mary Alice and I opted for a run to Annapolis to look at boats.

A banquet was held at the Elkridge Furnace Inn, a very quaint old country inn, which the Chesapeake Region rented totally so we could roam all the rooms and gardens. Drinks were underwritten by the club and sold for a buck a piece, good deal. It was a great dinner with a German flavor and although the door prizes went on and on and on (ZZZZZZZZZZ) we enjoyed the night.

Sunday was another glorious day and by 7:00 am competitors were arriving at Camden Yards for a super fast (third gear...long time, 2nd gear rev-limiter often) autocross. After the smoke cleared two Riesentöter Region members finished 1st and 2nd for FTD. Do the names Rex and Vern ring a bell? Other trophy winners were Lisa Carle, Betsi Lyle and me. A nice awards brunch held at the scheduled time was enjoyed by all before the trek home.

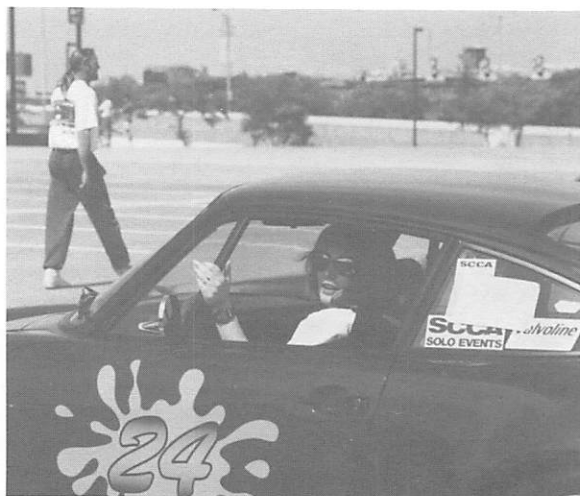
All in all, our region members collected 8 trophies and had a good time. I'd certainly recommend this event to all Porsche people. Events were held on time and went off without any glitches. If there were any, they were not big ones and went un-noticed. **GO NEXT YEAR.**

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Lisa Carle taking a breather at the Challenge at Camden Yards. She trophied in "Mod" Class.



Wish You Were Here... At Watkins Glen

by Shannon Foster

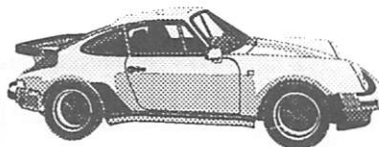
Looking out of the window at the rain clouds and gloom, I reminisce about the weekend at "The Glen." Those of you that have made the 4-hour trek to the big track on the fingerlakes know the feeling. If you haven't, boy are you missing some of the most fun you can have with your baby (Porsche that is!) Jim (my husband who is sometimes allowed to drive my car) and I attended the RTR event June 2, 3 and 4. If you didn't...well, I'm sure you'll hear the stories.

Since I was, and still am, temporarily unable to drive, I really didn't want to go. You see, Watkins Glen is my favorite tack (so far) and it was really tough to go there knowing I wouldn't be trying to keep my foot to the floor going up the esses, or riding over the rumble strips through the chicane (see Melissa, it really is fun!), or laughing maniacally when I saw the checkered flag knowing I cheated the blue bushes out of a lunch of purple paint. I really didn't want to go!

Jim talked me into going with the promise I could "get a ride" with someone as we did at Pocono. Appeased, we loaded up the car (it's amazing how much stuff you can jam into a 944!), and were on our way to meet the rest of the caravan. We drove up with the Plenzicks, the Turcos and Mike ("I wish I still had Crispy!") Andrews. It was a fun time chit-chatting on the walkie-talkies!

The weather report looked ominous...rain and thunderstorms all weekend! Blah...I was glad Nick had trailered up our street tires! As it turned out, we didn't need them. The sun shone down all three days leading to some interesting sunburns! The track had been repaved in many places (so I was told) and was in prime shape. Some really interesting cars were there, most notably a white 911 Cup car. Unfortunately the Cup car guys (an IMSA team practicing for an upcoming race) played pinball with the armco and have a BIG ouchie! They get the award for determination though. They worked for almost 36 hours straight to put the car back together and were back on the track Sunday afternoon!

If you stayed home...you missed a lot of fun and camaraderie. Thanks to everyone who helped us when the gremlins visited our car. (We think it will be better at Summit Point). I never did get that ride, but...to everyone who waved to me while I was working "pit-out," thanks for helping to make it a great weekend! See you at Summit!



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53 Pre-A Coupe, Partially disassembled. Needs to be restored. Has gauges, bumpers & banjo steering wheel. Missing trim. Has 15" wheels. Inexpensive vintage racing candidate. \$4,800 OBO. Delivery for expenses. Dennis Frick, New Cumberland, PA (717) 774-6302, 8am-9pm ^{5/95}

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

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

62 356B S90 Coupe, Good unrestored condition w/ one (1970) respray of original red color. Basically stored the last 10 yrs., although lots of "thumbs-up" when driven. Very low mileage on Bob Russo rebuild w/ original equipment S-90 pistons & cylinders. \$17,500. Bill Smith (w) 215-953-2410, (h) 215-757-0926 ^{3/95}

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

64 356SC Coupe, Red/Faun leather. Elec. sunroof. 4,500 mi. engine rebuild (w/ all OEM parts). Extensive porting polishing, and balance work, Dyno tested. Chrome wheels, factory radio. Very clean and orig., VIN in doors and hoods (no rust). Orig. Arizona car. Mark Burkit, Allentown (610) 437-9333 ^{4/95}

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

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

71 911T Targa, Irish Green. Worn out and rusty, but COMPLETE including original window sticker from Holberts Porsche. Original with no updates except Weber carbs. In same family since new. Not registered since 1983. Not driven since 1987. For sale whole for restoration or parts. \$2,900. Berwyn (610) 695-8069 ^{4/95}

72 911E Targa, Gemini Blue Metallic, perfect cosmetically and mechanically. Ready for the 1995 car show season or Sunday cruiser. Call for details. \$15,000. Nick Plenzick (215) 343-0263 ^{3/95}

72 911S, With the driving season upon us, make me an offer on this good looking (white), light weight car. This car is ready to race (PCA stock class) or to autocross. Car is street legal and drives just fine on regular gas. Jim Hartman (610) 687-4801 (day), (610) 293-1916 (eve.) ^{3/95}

72 914 1.7i, 1973 shifting, targa roof, mid engine 4 cyl. Interior is in great shape. Very fast. Orig. half moon steel wheels. Orig. paint. Extra parts. \$2,500 OBO. Must sell. (215) 997-1916 If no answer, leave message ^{3/95}

73 911S Coupe, Blue/Black, sunroof, air, mech. fuel injection, elec. windows, factory leather sport seats, Calif. & Tex. only, no rust but needs paint. All number match. \$15,000. Bill Carder, San Antonio, TX (210) 698-3686 after 6pm & wknds ^{3/95}

73 911T Coupe, Gemini blue/Black, 5 spd, Fuchs 6"x7" (rare) 215/60 Pirelli's, Carrera chain tensioners, H'4's, new struts and shocks, recent paint, fresh service, AM-FM. Very clean, 86K miles. \$9,500 o/b/o. Fred Brubaker (w) 610-434-8778, (h) 610-797-9298 ^{3/95}

76 Carrera 3, track car, Orange w/ gray painted interior. IROC front and rear bumpers, duck tail, full cage w/ removable door bars, 3-nozzle Halon fire system, Bremteks, cool brakes, torsion bars, f/r sways, camber truss. 3.0 Euro piston SC w/ 46IDA Webbers, re-curved distributor. High flow-low pressure fuel pump w/ gauge and adjustment. MOCAL front-mounted oil cooler. Copper puck clutch, early 915 trans. 15" 7&8 rain tires, 15x7 slicks. More. PCA Club Racer "B," SCCA GT2/3. \$16,000 will consider SC in trade. John Crowley (215) 785-6110 days, (215) 943-9520 eves. before 10:00 pm 695

76 914-6 conversion, Black/tan Calif. car NO RUST. 2.4S engine w/ mechanical injection, 911S suspension, brakes 911S front, 914-6 rear, 914-6 heater boxes, Fuchs polished rims 7" & 8" x 16 205's & 225's. Koni shocks, front oil cooler, much more. 86K miles. Garage kept & exceptionally clean. Asking \$13,950. John (610) 777-9399 395

77 930, Silver/black leather, sports seats, p/w, a/c, sunroof, new headliner/front carpets, remote radar, ss brake lines, rebuilt motor: SC cams, Carrera tensioners, K27, McNeil headers/muffler, 1 bar wastegate and fuel enrichment, lowered/aligned. \$19,000. John Dluzak (215) 569-3576 495

78 911SC Targa, Black w/ tan. 91K orig. mi. 2,000 mi. on engine rebuild inc. new head studs, 10% duration cams, new valves, the works by Auto Research. 3,000 mi. on trans rebuild. Recaro seats, Euro clutch and injectors, new fuel pump, Carrera tensioners. Car is lowered w/ short shifter, front spoiler and new MOMO wheel. New Colgen high speed bra, Hella fogs & brakes all around. All records avail. \$25K in car - asking \$16,900. Ray Giambuzzi 610-446-8212 (h), 610-687-8600 (w) 495

79 911SC Targa, Light Blue Metallic, Royal Blue leather interior. P/W, A/C, Blaupunkt AM/FM tape, alarm, fogs, Pirelli P-7's, Carrera tensioners, pop-off valve, bump steer, short shifter, cover, bra, service cover, records, 58,000 original miles, mint condition. \$17,500. Tim Hinkle 215-761-5249 (w), 610-983-3650 (h) 595

79 928, Silver/Black interior. Auto, A/C, power options. 42K mi. Garaged, no winters, no rust. Excellent condition. Clean lines - no tail, no side strips. \$10,500 John (610) 584-6252 695

80 911SC Targa, White/tan leather interior. 49,500 mi. Never driven in winter. Very good condition. \$18,500. Bruce McKissock 215-246-2100 (w), 215-297-8058 (h) 595

81 911 Coupe, Light Blue Metallic/Blue Berber Cloth. 75,500 miles. Owner purchased and imported in 1985. Sunroof, limited slip, factory A/C, cruise, pwr windows, auto heat, new Dunlop D40's, 16" Fuchs, fresh tune. \$14,000 Jim Farris (610) 667-8968 695

83 911SC, Chiffon White/brown leather. Air, sunroof, '74 Carrera body works, Poppy graphics, custom poppy and brown Konig seats, Poppy 7 & 8 x 15 Fuchs Alloys; new VR4 Comp TA's; fresh motor, trans, clutch, aluminum fly-wheel combo; Sport-exhaust; lowered; complete Weltmeister suspension; Bump-steer; tower brace; roll bar; harness; new dash, windshield and gasket. Never hit. All documents, inc. orig. window sticker. Street or Club racer. \$20,000 OBO. Al Anderson (610) 793-0390 - eves. or (215) 931-7670 pager 495

83 911 SC, Platinum Metallic/Burgundy Leather. Air, sunroof, A/C, cruise. Original paint, excellent condition. 16" Fuchs, Comp T/A's. Completely stock, no track or autocross. 79,000 miles. Needs nothing - but a new home. \$15,900 Pete Fitzpatrick (215) 741-4228 days (215) 493-7773 eves. 695

83 944, Red/Black. Excellent Class I PCA Club Racer or track event car. Many small modifications, roll bar and new tires. The best car for weekend racing! Asking \$5,900. Call for details. Jim Reading (610) 933-8769 395

85 928S, Garnet red/burgundy. Orig. owner, 31,000 mi. In virgin condition. Outstanding buy \$21,500 609-767-3555 595

85/2 944, Black/Black Leather. Elec. driver's seat, air, sunroof, adj. Koni's, sport suspension, 15" Fuchs w/ street tires, 15" phone dials w/ RE71-R1's. Well maint., lots of extras, 69K mi. \$6,900 Pete Fitzpatrick (215) 741-4228 days (215) 493-7773 eves. 695

86 911 Turbo, Grand Prix White/Can-can Red leather, matching factory white 16" Fuchs wheels. Sunroof. Completely stock. Dual power heated seats. 15,000 miles. Stunning color combination. \$38,900. Don Meluzio, York, PA (717) 846-2222 (days) 495

86 928S, Black/Black Leather. Sport seats, 5-spd., 310 hp, factory alloys, sunroof, A/C, driving & fog lights. Pristine exterior, interior & mechanically (non-smoker). 50,500 mi. Properly maint., new timing belt, water pump, A/C & coolant hoses, all belts. Exceptional original car. \$16,000 OBO Roger Johnston, Allentown (610) 439-8747 695

86 930, White w/ newly covered blue leather electric sport seats. P/W, D/L, A/C, sunroof, steel brake vents and boxed rockers, H4, 17" wheels w/ 235/275 RE71s, B&B 4" dual outlet muffler. Asking \$33,500. John Dluzak (215) 569-3576 495

86 930, RUF-mod., virtually NO LAG, all black, 18K+ miles, street-approved & track driven, reconstr'd. suspension, lots of extras. \$55,000 OBO. (610) 527-3890 395

86 944 Turbo, 110K miles. Excellent mechanical condition. A/C, sunroof, AM/FM/CD. Perfect daily driver or potential track car. Car seat won't fit! Rex Carle (610) 363-7044 (days) 4/95

87 911 Carrera Targa, Triple black. 30,000 mi., excell. cond., new tires, 16" alloys, A/C, Blaupunkt, garaged. \$25,500. Paul Wenzler (215) 340-9174 - days, (215) 579-4816 - nights 4/95

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

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

89 911 Speedster, Linen Metallic/Black Leather (same color scheme as on the original factory brochure). A/C, Reno AM/FM stereo cassette, raised wheel hub, lowered shifter, speed control, security alarm. Car delivered in Stuttgart, driven approx. 1,400 mi., re-delivered in Charleston, SC and driven approx. 2,500 mi. since 10/89. Kept in temperature/humidity controlled garage all its life. Serious buyers call Norm Robinson (610) 649-6820 or 525-7185 6/95

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

91 C2 Coupe, Tiptronic, Cobalt blue, silver/grey, full leather, new tires, phone, cruise, auto air. 47,000 miles. Full service records. One owner. \$39,500. Fred Brubaker (w) 610-434-8778, (h) 610-797-9298 5/95

NON-PORSCHE CARS / ITEMS

88 BMW M3, Rare Henna Red w/ natural tan leather sport interior. 215HP 2.3L Motorsport eng., 5-spd, Bilstein/Eibach/Dinan suspension, 3-piece "BBS Style" 16x8 Alum. Alloy wheels w/ new Dunlops, moonroof, driving lights, trip computer, A/C, P/W & P/L. Alpine CD, ADS 320 watt amp, 10 Quart speakers. 84K mi. Garaged, mint cond. \$16,900. Peter (201) 397-4017 - days, (908) 813-9578 - eves 4/95

Thule Ski Box & Rack System w/ Bike Holders, Will fit any gutter-mount roof (was used on a Jeep Cherokee). All pieces inc. Will sell everything or parts. Best offers. Ron (215) 736-0446 6/95

BOOK: Porsche: Portrait of a Legend, by Ingo Sheiff. Massive Porsche book. Still in shrink wrap. \$35. Mark Terlecky (610) 975-0876 (days), (610) 296-5641 (eves) 3/95

PARTS, ETC.

55 Porsche Engine, 1500 Normal #P34415. Barry LeVan (610) 775-5647 - days 4/95

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

Firebraid Sparkplug Wires, Fit 83-89 944. Race proven, red shielding resists heat up to 1,400°F. These are the best ignition wires avail. New, in orig. sealed bag from Performance Products. Paid over \$200 but no longer need them. \$150 takes the set. Denny Waldman (610) 394-9994 4/95

356B Unused Parts:

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

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

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

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

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

Milton Michaylytza (610) 494-0901 5/95

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

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

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

Miscellaneous Engine Parts, Rare 1970 2.2S crank and rod set. 1 main bearing and crank journal very worn (spun bearing) but repairable; rest in good condition: Best Offer. Also (1) "S" cam, worn lobe. Repairable (?) or great paperweight. Free to good home. Finally, "period" 175/70/15 Continental tire: brand new (for you concours nuts) claim it before I toss it. John Phillips (215) 233-3277 (h), (215) 466-2629 (w) 3/95

Miscellaneous Parts, 914-6 oil tank - \$195. 930 (Turbo) muffler, 903-111-038-04 ('88), only 1,300 mi., approx. \$1,200 new, \$500 OBO. '76 911 2.7 OEM muffler, approx. 35K mi., very good cond., \$125 OBO. Lorna Frick, New Cumberland, PA (717) 774-6302 - 8am-9pm 4/95

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

993 SUPERCUP Sport Exhaust, Extremely lightweight (saves 28lb over stock mufflers), improved throttle response, more power: 15+, lower engine temps, better handling, Jet Hot ceramic coated inside and out (looks like polished stainless or chrome), 3-4" outlets, 35 min. on or off car. Aggressive sound like the 993 should have! Introductory Price \$469 a set. Used in PCA and club events, autocrosses and in Germany! Also C2 & 928 cost effective systems! Joe Fabiani, Princeton, NJ (609) 520-1998 4/95

Four (4) BBS Wheels, 1-piece, gold center. 7&8x15, w/ 225/50x15 Yokohama 008RSII. Used very little. \$500 Call Tom (215) 884-3040 6/95

WANTED

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

87-89 911 Carrera Coupe, Must be original with low miles. Steven Midgett (215) 241-8414 - days, (610) 296-7479 - eves or weekends 4/95

20-24' Enclosed Car Trailer, Must be in really good shape.



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 Riesentöter decals, 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.

See you at the next meeting!

FYI

I don't know if we have a section for FYI articles, but maybe we can start one. As most of you probably do, I read everything I can get my hands on that has to do with maintaining our Porsches. There seems to be a rather varied opinion as to which oil is the best for our Porsches. I won't try to persuade you as to which oil is better, but I will give you some insight on some of my findings.

A couple of years ago I started using Mobil 1 in my cars and have been concerned about the oil consumption and smoking at startup. A couple of months ago I read an article by Bruce Anderson in which he suggested that a reader try a different brand of oil to see if it would cure his smoking (at startup) problem. I tried using Valvoline and now my 911 seldom smokes on startup (the BMW never had a problem). The oil consumption has also reduced dramatically. I no longer have to add oil between oil changes.

There you go. If you are having a similar problem you may want to try switching brands of oil to see if it helps.

Good Luck.

Mike Andrews

**PORSCHE CLUB OF AMERICA
ALEXANDRIA, VIRGINIA**

JUNE 1, 1995

NEWS BULLETIN

**PCA TREFFEN - THE ULTIMATE
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EXPERIENCE**

OCTOBER 21 TO 29, 1995

Porsche Club of America President, Judy Boles, today announced the reactivation of TREFFEN. TREFFEN is the PCA trip to Europe, the Porsche Factory, the Porsche Museum, historical sites, first class hotels and wonderful banquets. TREFFEN is the week-long PCA celebration of **THE CAR** by Porschephiles. This year's tour will include Munich, historic Rothenburg, Stuttgart, the Rosso Bianco Sports Car Museum, optional excursions and many other exciting features. For complete details of this unique travel experience contact European travel expert Knettie Archard, GT&I Travel Planners at (203) 426-7833 or Bob Miller PCA National Secretary at (918) 369-0453.





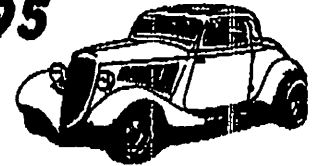
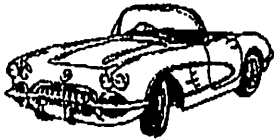
Greater Glenside Chamber of Commerce



PRESENTS



SUNDAY SEPTEMBER 17, 1995



REGISTRATION IS LIMITED

PRE-REGISTRATION - \$10.00 PER CAR

CUT OFF FOR PRE-REGISTRATION IS SEPT. 9, 1995

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RAIN DATE SUNDAY OCTOBER 24, 1995

CHECK-IN NORTH ON EASTON RD. TO SPRINGHOUSE LANE (2 BLOCKS NORTH OF BEAVER COLLEGE)

CARS MUST BE IN POSITION BY 1:00PM TO BE JUDGED. CHECK- IN OPENS AT 11:00 AM SHOW IS 1:00 PM TIL 5:00 PM

SHOW TO BE HELD ON EASTON ROAD BETWEEN GLENSIDE AVENUE & SPRINGHOUSE LANE

Checks Payable To: GREATER GLENSIDE CHAMBER OF COMMERCE

MAIL TO: Jack Ripley, Registration Co-ordinator, 346 Monroe Ave. Glenside, PA 19038

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Make of Car: _____ Year: _____

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The Greater Glenside Chamber of Commerce will not be responsible for loss, damage or injury to participants or cars on the day of the show.

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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 Editor reserves the right to reject any ad.

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

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Changing!*



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