

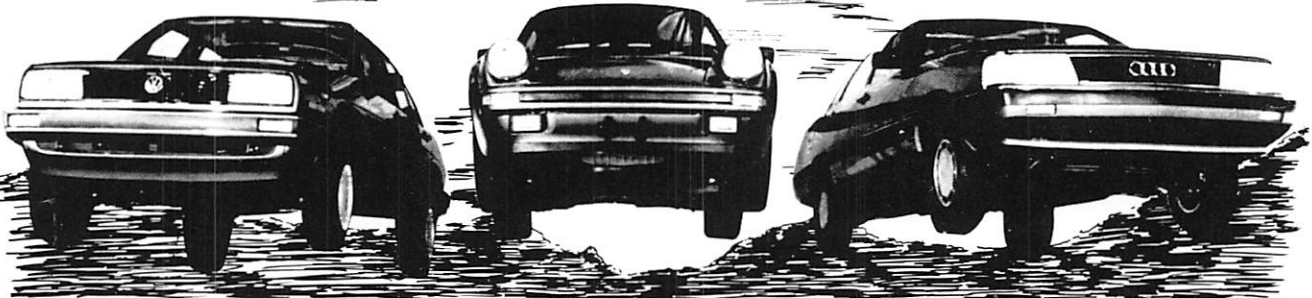
# Der Gasser

MARCH 1995



Riesentöter Region • Porsche Club of America

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## President's Message

Ah, the Rumor Mill. It surely must exist in almost every kind of organization. Allow me to dispell any by-products of the Riesentöter Rumor Mill.

**First:** Riesentöter's very own Dave Donahue, winner of the Bridgestone Supercar Championship for 1994, is looking for an Indy Lights ride.

**Second:** Helen Phillips is *not*.

**Third:** Lisa and Rex Carle's new baby boy will be among those attending Geoff Ehrmann's 1995 Riesentöter Autocross School at the Willow Grove Naval Air Station on Sunday, April 30.

**Forth:** Riesentöter will not oversubscribe the green and blue Track Event run groups, but will limit their numbers in direct proportion to the number of instructors available for that event.

Concerns have been raised by some people relative to "track density," namely the number of cars on the track per given track mile. This has been seen by some to be the cause of the "trains" - long lines of green and/or blue run group cars with no one passing, even in the designated areas. I don't see this as a "density" problem at our events (mainly Pocono's North Course). SCCA uses a formula for track density of 15 cars per mile. Pocono is approximately 1.5 miles. If we adopt the SCCA formula, that puts about 22 ½ cars on the track at the same time. That should be plenty of drivers in each of the blue and green groups. I see the problem of trains as an instructor-to-student communication problem. The instructor is in charge out there. He/she may be riding in the passenger seat, but they are in charge. It is their responsibility to make sure that the student watches their mirrors and properly signals the car behind to pass.

In the past, it has been our practice to accept all entries at a track event. This included sometimes accepting two first-time drivers in the same car. We would simply put one driver in green and bump the other to blue. Not good. There can be a large differential of ability in the blue group, ranging from, in this case, a first timer to one who is signed-off and ready to advance to white. Riesentöter will no longer accept two-driver cars below the white group. What we *will* do is open registration for in-region members prior to accepting applications from others. We will continue to accept non-Porsches, for now.

Our Chief Instructor for 1995 is Kurt Faller, and he has brought some very good ideas to his job. It is the sincere goal of Kurt and all those involved in Driver Education to improve the quality of our program in whatever way possible. This

will require the help of everyone present at a track weekend, especially the instructors. Stay tuned for more info.

**More rumors:** Len Herman did have a heart attack in mid January but it hasn't kept him down for long. I saw he and Pat at the tech session at Dougherty's on February 18 and they both wish to be remembered to all. Although the heart attack was serious, they are continuing with their anticipated move to the Bay Area of Northern California. Members are encouraged to drop them a line at: 2066 Calabazas Blvd., Santa Clara, CA 95051 (408) 985-8035.

Len and Pat go west, Bill and Debbie move east. It's been only a little over a year since the Coopers moved to the Seattle area. As Debbie confided in me at our banquet this year, she hated it. Good to have you back with us Coop and Coopette!

Don't miss our annual Round Table Tech at the Holiday Inn in Ft. Washington on March 29. We have a group of experts lined-up to help answer your tech questions. We will have seven tables consisting of 911, 911 Turbo, Watercooled cars, 914, 356, electronics (alarms, stereos, etc.), and club concerns.

I look forward to seeing everyone soon. In the meantime, let's have some fun!

Some things in life we take  
for granted . . . for us it  
wasn't a paved parking lot.

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# Down The Pike

## MARCH

- 26 Track Clinic at Johnston Motor Sports
- 29 Club Meeting at the Holiday Inn, Fort Washington  
8:00 TOPIC: Round Table Tech

## APRIL

- 8 Track Tech Session for Pocono Driver's Ed Event  
at Don Galbraith Motoring, Devon 9am-3pm
- 26 Club Meeting at Dougherty Automotive Services  
8:00 TOPIC: New Member Night and Business  
Exchange

## MAY

- 19 RTR Med/Monaco GP Trip
- 31 Club Meeting at the Speed Zone in Reading

## OCTOBER

- 6 Phila Vintage Grand Prix

## DECEMBER

- 16 Holiday Banquet, Radnor Hunt

## EXQUISITE HOME FOR SALE

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Vicki O'Connell, CTC General Manager

## DRIVING EVENTS

### APRIL

- 8-9 Road Atlanta (Club Race, Host - Peachstate)
- 8-9 Mid-Ohio (Driver's Ed, Host - Allegheny Region)
- 15-16 Charlotte (Driver's Ed, Host - Blue Ridge)
- 15-16 Las Vegas (Club Race, Host - Las Vegas)
- 22-23 Pocono (Driver's Ed, Host - Riesentöter)
- 29-30 Mosport, Toronto (Driver's Ed, Host - Upper Canada)

### MAY

- 5-6 Lime Rock (Driver's Ed, Host - Conn. Valley)
- 5-6 Mid Ohio (Club Race, Host - Mid Ohio)
- 19-20 Lime Rock (Club Race, Host - Conn. Valley)
- 20-21 Hallett (Club Race, Host - Zone 5)

### JUNE

- 1-3 Bridgehampton (Club Race, Host - NNJR/MNY)
- 2-4 Watkins Glen (Driver's Ed, Host - Riesentöter)
- 10-11 Second Creek (Club Race, Host - Rocky Mnt.)
- 10-11 Mosport, Toronto (Driver's Ed, Host - Upper Canada)
- 23-24 Summit Point (Club Race, Host - Potomac)
- 29-30 Summit Point (Driver's Ed, Host - Riesentöter)

### JULY

- 15-16 Putnam Park (Club Race, Host - Central Indiana)
- 29-30 Brainerd (Club Race, Host - Nord Stern)

### AUGUST

- 5-6 or 12-13 Portland (Club Race, Host - Intermount)
- 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)
- 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)
- TBA Willow Springs (Club Race, Host - LA)
- TBA Sears Point (Club Race, Host - Golden State)

### NOVEMBER

- TBA Phoenix (Club Race, Host - Arizona)

## Club Meeting Info

### MARCH

The March meeting will be back at the Holiday Inn, Fort Washington and will be our annual **Roundtable Tech** session. There will be five tables headed by tech "gurus," each discussing and answering questions about a particular model of Porsche. A sixth table will cover autocrosses and rallies; and, a seventh table will cover Driver's Ed events and Club Racing. A final table will cover electronics, including alarm systems. This is your chance to get that nagging tech question answered or to learn more about club driving events.

### APRIL

April's meeting will be held at Dougherty Automotive Services and will be **New Members' Night and Business Exchange**. We will provide general information specifically targeted at new members. In addition, the advertisers in Der Gasser will have tables set up to "hawk their wares." You've seen their ads, now come meet them in person!

### MAY

May's meeting will be held at the **Speed Zone** in Reading. For once our Reading members won't have to drive halfway around the world to attend a meeting. The Speed Zone is an indoor race facility using purpose-built cars similar to Malibu Grand Prix cars. You run on an epoxy surface covered with talcum powder. Although the exact agenda isn't yet finalized, tentatively we plan to have 45 minutes of heat races, then a short business meeting, concluding with runoffs. This will be a really fun meeting that you won't want to miss.

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Information 215-343-2158



## Help Needed Nazareth CART/Indy Race April 21, 22 and 23

All racing enthusiasts not attending the Driver's Ed event at Pocono are invited to help out at the CART/Indy car race at Nazareth. As anyone who helped out last year can attest, these are the **BEST** "seats" in the house. You won't get any closer to the action without actually getting in the cars.

For info call John Chatley  
(610) 696-7125 (evenings)

**NO EXPERIENCE NECESSARY!!**

## *Riesentöter Run for the Sun Sebring '95*

by Bill O'Connell

While Philadelphia was still buried in the aftermath of our snow storm, a contingent of Riesentöter members made the trek south to enjoy the 2nd annual 48 hours of Sebring. Tom Baldwin, Tony Bonanni, Geoff Ehrmann, Jim Hartman, Larry Herman, Tuck Hunter, Paul Johnston, Gordon Nagle, Axel Sheild, Vince Suddard and Jerry Weger (sorry if I forgot anyone) loaded their cars on various trailers and car carriers and headed south to Sebring for a weekend of fun in the sun.

Among the supporters attending were none less than transplanted Riesentöter members Peter Rosenbloom and Sybil Margaritis (or is it Margariti since her erstwhile spouse, Paul, was busy somewhere the bowels of Russia on business - no doubt enjoying himself in 200 below zero weather while we were getting sunburned). Colin and Bill Dougherty and Don Cox came to provide technical assistance to many of the RTR drivers. Doris Robinson traveled down with the famous 356 racer and honorary RTR member, Bruce Jennings (aka King Carrera), and Donna May Mimms (who raced pink Vets and pink Sprites back in the hey days). Tom Baldwin's wife, son, daughter, son-in-law and a friend came to watch his debut event. Though he didn't succeed in his goal of beating Bonanni he did look very good. Turbo Tony better watch his mirror. Other rooters were Bob Bennett, Rich Ferhing, Tuck Hunter's cousin Ron, and yours truly burning up 20 rolls of film.

The folks down south seem to have hit on a great combination insuring themselves of a successful event. Take the opening event of the season, hold it at a historic track, add in lots of warm weather during the depths of winter, and you get enough snow birds to fill it. Aside from the Northern part of the US, there were also cars from California and Texas adding up to 190 cars entered. The event seemed to

run very smoothly. Having been involved in a few, I'm sure there were glitches but by and large, they were handled well and were not obvious. It was a wonderful assemblage of Porsches gathered to be driven as they were intended. There were no 962's but some very interesting cars did appear.

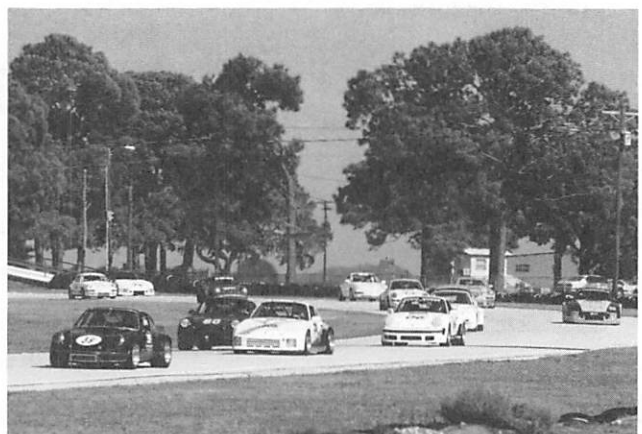
The weather was basically just fine. In fact, it was warm enough Friday night that if someone happened to get to the Inn after it closed, he could actually sleep in a very uncomfortable LeBaron (with the top up of course). No doubt he would not get cold enough to wake up and start the car until about 6 AM - not that I know anything about that mind you, just noting that it could be done. Late Saturday night it rained but by early morning it stopped and it dried quickly. Even though it was somewhat cloudy on Sunday, no more rain fell.

Thanks to Leica Camera, each of the drivers that put Leica and Chester County Camera decals on their car got a chance to win a limited edition Swiss Army Leica watch, a t-shirt designed to celebrate the event by Janet & Jerry Weger and Vicki & I, which of course is now a collector's item. And of course, a ton of pictures I took of their cars.

Although no one won their class, the ever popular Turbo Tony Bonanni placed highest followed closely by Larry Herman. Geoff Erhmann and Gordon Nagle were also were awarded great looking trophies. Another positive, no one managed to do anything that will earn them points for the Tattered Helmet Award this year. It was a good event and we all had a great time.

By the way, if a rental company ever gives you the chance to buy a car that Larry Herman has been riding in, politely but firmly decline.

Smokey burnouts in front of the Police station indeed.





## *PCA Club Spirit*

By  
**Jim Hartman**

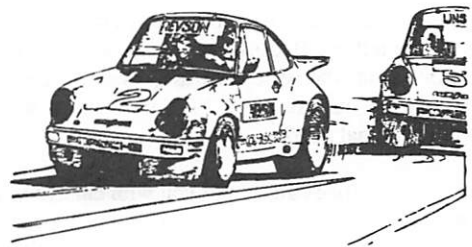
We take for granted benefits we have as members of the club. One benefit that may not be thought about a lot is that of member spirit. In other words, a willingness to help a member keep his Porsche running.

I had such an experience while attending the PCA Club Race at Sebring. After completing the first day's practice sessions, in the paddock I noted a noise coming from the engine area. A visiting PCA'er and mechanic extraordinaire - Dave Coleman - listened to the noise and stated, "Either you have a loose flywheel bolt or a piece of the clutch has broken." Out in the open under the dying sunlight at 5:30, I wondered whether it was worth the collective effort of our Riesentöter group to drop the motor. What if we found a condition that could not be corrected before race time? Optimists such as Geoff Ehrmann, Tony Bonnani, and Jerry Weger urged me to go for it, and a mass effort began.

By 7:00 the motor was out, aided by knowledgeable club member Geoff as lead mechanic and assisted by Paul Johnston. Others, including Larry Herman, helped lower the motor and I ran for tools and needed items. By 8:30, we had taken the transmission off, gone through the clutch and found one flywheel bolt backed out 1/2" and all the others finger loose. Dave Coleman's analysis was "on the button." No damage had yet occurred. In the words of Coleman, "Hartman, you are the luckiest guy ever! Had you driven the car, you would have had a multi-thousand dollar job to correct the damage." By 9:00, the problem was corrected and the transmission reinstalled, ready for a rested crew to hoist the engine and transmission back in the next morning.

As many of the previous night's helpers scurried around practice sessions, another visiting PCA'er from Huntingdon, PA and I readied the motor for reentry. The crew reassembled and heaved it back in place. I went about the final bolting and reattachment, and the car was running just after the lunch break and in time for the practice race. All was well for race day, too.

What a feeling to go from serious car worry, to being back on the track. Luck had a part in the story, but the real measure of success was the willingness of many fellow club members to pitch in, get dirty, and help another club member get his Porsche running. That is a club resource none of us should ever take for granted. Importantly, we all should strive to perpetuate this resource by our own actions.



*I Didn't Get My Der Gasser, Chapter 2*  
*or*  
*Did I Mention That I Moved?*

Direct your gaze to the rear cover of this spectacular publication and you'll notice a block which has red lettering in it. In this block is the postage information (called the INDICIA), a return address (my address) and a line which reads "ADDRESS CORRECTION REQUESTED."

Each month, I get back from the post office between 10 and 20 issues of Der Gasser with address corrections noted on them. The address corrections range from a change in ZIP code and post office to MLNA, Moved Left No Address. If they have been returned for ZIP code, it means that the post office and zip code for that particular address was changed more than 6 months ago and the automatic forwarding has expired. Philadelphia in particular has had several updates during the past year with new codes and offices being added, i.e. Rockledge.

By far the most common reason for return is that you've moved and forgotten to tell us. Because we ask for address correction, the post office sends the issue back to us with the new address shown. WE update our data base. YOU miss the issue. Did you forget to tell National also?

Anyway, the post office can supply you with change of address cards to mail to all publications or in our case, you can call our voice mail at (215) 943-2809 and leave your new address. Good luck in your new home.

John Crowley,  
 Membership Chair

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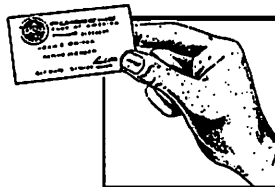
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I N S U R A N C E

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**RTR welcomes the following new members:**

- Thomas Bottomely of Springfield
- Gino Campagnolo of Bethlehem
- Frank Dattilo of Langhorne
- Louis Francesco of Delran, NJ
- Daniel Deysher of Bethlehem
- George Dodd of Warminster
- Antonio Donato of Norristown
- Tony Elchaar of Allentown
- Stephen Freed of Ardmore
- Joseph Fuchs of Warminster
- Jeffery Heinel of Lower Gynedd
- Harvey Hover of Downingtown
- Drew Kenney of Doylestown
- Charles Marple of Macungie
- David Marshall of New Hope
- Peter Morris of West Chester
- Tom Morrissey of Havertown



- William Pfeiffer of Warminster
  - Ivan Pokorny of Gladwyne
  - Lorin Randall of Merion
  - Howard Rosenbloom of Glen Mills
  - Mark Sildve of Lansdale
  - Peter Sleeman of Riegelsville
  - Hartley Smith of Lahaska
  - Peter Stillwell of Philadelphia
  - Francis Volz of Philadelphia
  - Harold Walz of Easton
  - Dudley Wass of Lansdale
  - James Zelinskie of Harleysville
- and transferees:
- Thomas Williams of Lancaster
  - Elrick Williams of Philadelphia

We wish good luck to the following people who have left our region

- Arthur Berry and Joe Shannon



**Riesentöter PCA Driver Education  
POCONO INTERNATIONAL RACEWAY  
April 22-23, 1995 Saturday and Sunday**

- COST:** \$120 for students, \$80 for instructors.
- REQUIREMENTS:** You must have a valid drivers license,  
be at least 18 years of age,  
have only one novice driver per car,  
have a Snell 85 (or better) rated helmet,  
have a fire extinguisher mounted in your car.
- ENTRY DATE:** Applications for PCA members accepted beginning February 15 (by postmark).  
Applications for non-PCA members accepted beginning March 15.
- SEND TO:** Kam Ho, 32 Leatherwood Drive, Collegeville PA. 19426. (610)-650-0658.
- REFUNDS:** Refundable if **Written Notification** is received two weeks prior to the event date.
- TECH INSPECTION:** Your car must be inspected, no more than two weeks prior to the event, by an approved tech inspection facility.

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

I plan to attend on Saturday : \_\_\_\_\_ Sunday : \_\_\_\_\_

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

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

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

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

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

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

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

**IMPORTANT CHANGES IN RIESENTOTER'S TECH PROCEDURES  
PLEASE READ**

From the chairpersons Nick and Melissa Plenzick

Dear Driver Education Entrant,

Please take the enclosed tech form and have it completed by your region's tech chairman or approved tech inspector, Porsche dealer, or independent Porsche repair shop. All other marquees should have their cars inspected by a shop specializing in that marquee. Make sure that the tech form is signed and stamped with the inspecting person's name or facility name and their phone number.

**RIESENTOTER INSTRUCTORS TAKE NOTE:** Instructors may tech their own cars for both pre tech and grid tech. Instructors must fill out the tech form, sign it and turn it in during registration. If you feel you are not capable of teching your own car you must have an approved tech inspector, Porsche dealer or repair shop complete the tech inspection.

**NO CAR WILL BE PERMITTED ON THE TRACK WITHOUT A COMPLETED TECH FORM.**

**ALL DRIVER EDUCATION ENTRANTS PLEASE TAKE NOTE:**

**In order to get the maximum track time for everyone and to run our events in a timely fashion, the following rule will apply. If you are not in the tech line by 7:45 AM each day to have your car grid teched you will miss your first run session of the day. There will be no excuses or exceptions!**

The positive terminal on your battery must be protected from short circuiting. Several layers of electrical tape will work just fine.

Snell 85 and 90 helmets are acceptable, Snell SA 90 helmets are recommended.

Equal restraints are required for both the driver and passenger. If the driver's side has a five or six point harness, the passenger's side should as well. Both the driver and the passenger are required to wear the harnesses, if the car is equipped with them. Five or six point harnesses will be required in 1996 for white run groups and higher.


When reporting to tech please have all loose items removed from your cars interior and trunk. Also, be sure to bring your driver's license along with your completed tech form and helmet. No tech stickers will be issued without all of the necessary paperwork and driver's license.

Safety is everyone's responsibility. As always, if you have any questions or problems please contact either Nick or Melissa @ (215) 343-2158.

Technically yours,

Nick and Melissa Plenzick

for 215-646-1100 your

**FORT**  **BUICK PONTIAC**

"other" Saul Kun car!

115 Bethlehem Pike, FORT WASHINGTON, PA 19034



***Technically Speaking,  
It was a High Octane Kind of Day!***

Ok, where were you on February 18th? Chances are you were one of the more than 100 new and old Riensentötter members who drove their Porsches to the General Tech Session held at Dougherty Automotive Services in West Chester.

Attendees enjoyed the use of Dougherty's lavish new facility along with the TLC of four very capable and patient mechanics.

The parts counter was transformed into a donut/pizza buffet bar and we succeeded in emptying the shop's soda machine before we left for the day. (I didn't know our 944 would make such a great pizza delivery vehicle but it carried all 15 pizzas with room to spare.)

Nick and I want to thank everyone who attended and participated. We also look forward to seeing you on Saturday April 8th (from 9 to 3) at Don Galbraith Motoring in Devon, for the Pocono Driver's Ed Track Tech Session.

If you have any questions or problems, please give us a call.

Technically Yours,

Nick and Melissa Plenzick

***Great Day at  
Dougherty Automotive***

What a way to start off the year! The weather was beautiful and brought out what seemed to be a record crowd for the Winter Tech & Demo Session. The session was held at Dougherty Automotive Services' new and larger location on Nields Street in West Chester. Their new location is just around the corner from where they used to be.

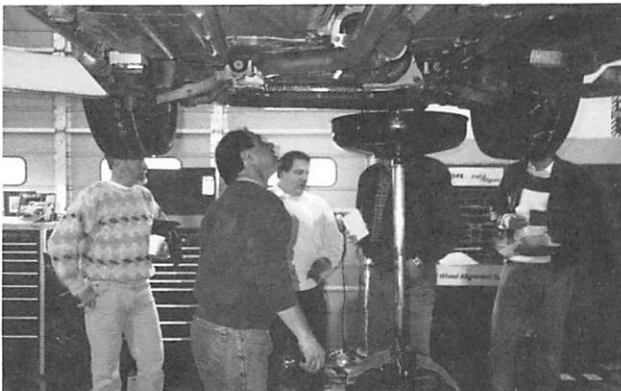
Their beautiful new location offered many more bays for us to service our cars. It was a shame for us to get their newly painted floor dirty. Everything was spotless.

I was able to change the oil and install new brake pads on my 911. While my car was on the lift, Dave from Dougherty Automotive noticed a missing bolt on the rear sway bar bracket. Another good reason for coming to a Tech Session, preventive maintenance and spotting minor problems before they become major ones.

Special thanks to the members of the Porsche Club for their assistance, and to everyone at Dougherty's for their courteous help and for the use of their new facilities.

If you haven't gone to a Tech Session yet, give it a try. Not only will you learn more about your car but, you'll also be surrounded by the greatest cars in the world. Plus, you'll see how much better your Porsche will run after an oil change.

Ferdy Neubauer



## Spring Social - May 7th

The Spring Social will be held on May 7th, after the Rally, at The Yellow House in Douglasville, PA. The Yellow House dates back to 1801 when it was a stagecoach stop on the Boyertown-Reading Line. It is currently a Bed-and-Breakfast with large antique filled rooms upstairs, three dining rooms downstairs and a wonderful funky 1950's bar with a baby grand piano. They make great baby back ribs (ask the Angelisanti's) which are on the menu for the Social! It is a historic landmark with a rich history that includes some forlorn years as roadie bar, until it was found and lovingly restored to its former elegance.

Why not make a day of it? The Rally will take you through some beautiful country and will end on the edge of the Oley Valley at The Yellow House. So, if you have always wanted to rally but were afraid you would starve to death out in the wilds somewhere, this is the day to begin!

### The Details

**Location:** The Yellow House  
Corner Rts. 662 & 562  
Douglasville, PA

**Date:** May 7, 1995  
**Time:** 3:00pm - 7:00pm

**Price:** \$8.00 per person  
Cash Bar

**Directions:** Take 422 West until the limited access ends (just past Pottstown). There will be a Sunoco gas station on your left and Michael's Diner on your right. Turn right onto Route 662 and follow 5 miles to the intersection of 562 and 662. The Yellow House is on your left.

YES, I (we) will attend the Spring Social, May 7th!!!

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

**RSVP:** Pat Tillson 610-544-4737  
111 South Chester Road  
Swarthmore, PA 19081

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## Spring Rally Spring Social Spring Rally Spring Social

By Dennis Angelisanti, Rallymaster

The Spring Rally will be the penultimate event of May 7, 1995. The Spring Social will follow. You will not have to run the rally to attend the social, but what fun would that be? Few excuses will be acceptable, especially for members of the Exec Committee.

The rally is scheduled for May 7, 1995. The starting point for the rally will be the Elverson Deli (rear parking lot) @ Route 23 and 82 in (where else) Elverson PA. The deli does offer breakfast served in an informal atmosphere. Registration opens at 10:00 AM and closes at 10:45 AM with a registration fee of \$5.00 per car. The drivers' meeting will commence promptly at 11:00 AM. First starting time will be 11:30 AM. We're looking at a 3 hour run time including 2 built-in potty stops. Don't forget a hackable (stop) watch. You're going to need it.

The good news is you'll even know the finishing point of the rally before you start. It is the Yellow House Hotel, in (where else?) Yellow House PA @ Route 662 and 562, the sight of the Spring Social.

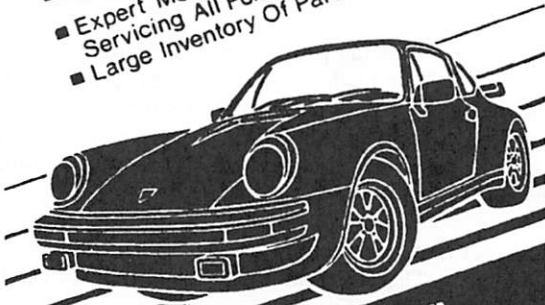
We'll be doing one lap of Berks County while driving our Porsches. Notice I did say driving **PORSCHE**S. You can choose to use another marquee but you could **LOSE** some points. If you bring a 356 you could **GAIN** some points. At the discretion of the Rallymaster, other cars could be awarded points e.g. 916s, 550 spyders (no replicas), 911 Carrera RSs and the like.

By the way, I checked with last year's rallymaster and we **DID** have a real TSD rally in the Fall of 1994. Five people showed up. Porsche club volunteers for check points were, with but one exception, non-existent. I'd like a TSD rally but really don't think it's doable, at least not in the traditional sense. The Spring Rally will be a TSD using some ingenuity (and some honor) to provide check points. More on this when you register.

We will make this rally interesting, fun and maybe even exiting. Besides you'll need something to talk/fight/laugh/whine about at the Spring Social, so come out and run with us.

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# Autocross

By Geoff Ehrmann, Autocross Chairman

As the snow begins to melt, we can all begin actively looking for a viable autocross site(s) in the greater Philadelphia area.

I have just drafted a letter to the commanding officer at the Willow Grove Naval Air Station requesting the use of his base on Sunday April 30, 1995 for our first (and unless a site is secured maybe our last) autocross of the season. The first event will be geared towards educating the novice and first timers.

Access to the Willow Grove NAS is still tentative so I would encourage you to please call me prior to the event if you do not receive your April Der Gasser when I hope to have firmed up the site. In any case mark your Calender for April 30, for our Riesentöter kick-off autocross event.

On another note. WE NEED A SITE. The site should be a minimum of 300' by 500' (125,000-150,000 sq. ft.) relatively free of obstacles. The bigger the better. The surface must be paved, in reasonable condition and free of cars on Sundays. I can be reached at 215-340-0452 (H) after 6:00.

Ask friend, employer, etc. We are willing to have the site professionally swept. The club also carries insurance.

The fate of the 1995 season rests in all of our hands.....

Give me a call!!!!!!



## Attention 914 Owners

This year, the eastcoast reunion of the 914 Owners Association will take place at the **Chesapeake Challenge** in Linthicum, Maryland on May 19, 20 and 21. Last year, in Reading PA, more than 50 owners and their 914's had a great weekend. This year's event has the potential for a more memorable and exiting 3 days.

There will be a welcoming party at the headquarters hotel, the Guest Quarters/BWI in Linthicum, MD on Friday evening. A top side only concours, with a special wash and shine class, will take place on Saturday morning. A rally will follow the concours and in the evening, an awards banquet will be held at the historic Elkridge Furnace Inn.

Sunday's event is an autocross at Camden Yards, with an award brunch following. This is a great way to drive your 914's to the limit and maybe beyond.

Ask any one who attended last year and they'll tell you not to miss this event.

For more info call Dennis Angelisanti @ (610) 385-6602 or Manny Alban of the Chesapeake PCA Region @ (410) 515-4470.

P.S. All Porsches and owners are welcome.





# FOR SALE

**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. \$19,500. Bill Smith (w) 215-953-2410, (h) 215-757-0926 3/95

**66 912 Coupe**, 5-speed, Irish Green/Tan interior. Excellent condition. Engine completely re-worked. Garage kept. Call Don Reid (610) 644-4072 2/95

**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 1.7L**, 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**, White/Black, 150K mi., mech. inj., new clutch, carr. tensioners, new tires, S gauges, new muffler, VGC, \$5,000. Joe Durinzi (610) 356-4219 2/95

**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

**73 914/1.7**, Signal Orange/blk int., 2nd owner (since '75), appearance group, 5 Fuchs & 5 steel wheels, F/R sway bars, AM/FM, Konis, VDO mini-cockpit gages, Bursch & stock exhaust, SS heat exchangers & more, 70k mi., Zone 1 concours car last 16 yrs., \$10,900. Good homes call Les & Jill Lewis, Horseheads, NY, (607) 562-7562 2/95

**73 914-4 2.0L**, Rust repaired professionally, but not restoration quality, by Kentucky Motorsports, Louisville. All the popular options: Fuchs, rear bar, etc. Add a cage, safety equipment, etc. for a great low-cost track ride. Call John eves. (610) 688-7636 3/95

**74 914**, White 2.0 liter. Excellent condition. Runs great! Garaged and covered. \$9,000. Available in April '95. Vincent (215) 699-2473 3/95

**74 914 2.0L**, White, Black interior. Excellent condition. Must See! \$9,500. Call Vince (215) 699-7841 3/95

**76 911S**, White with black interior, 2.6L engine, garaged, excel. condition, 15" cookie cutters, 5-spd., pop-off valve, foglights, upgraded tensioners, 11-blade fan, sunroof, 76,000 mi., potential Club Racing car, \$11,500. Bill (215) 643-7547 2/95

**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, Fuch 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 3/95

**77 911S Coupe**, Track event and Club Racer. '86 3.2L motor, 7/31 ring and pinion, Quaiffe limited slip, PMW and Redtech bars, adjustable sways, adjustable Konis, SC flares, 8" and 9" x 16" Fuchs wheels, Recaro seats, 5-point harness, rollbar and window net. \$25,500. Paul Richardson (215) 985-1053 1/95

**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 Galbraith. No sunroof, no A/C. Call Curt Reber (610) 630-8006 2/95

**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 3/95

**84 911 3.5L**, Twin plug, crank fire ignition, Haltec programmable fuel injection, full roll cage, fire system, fuel cell, BBS 3pc. wheels w/ radial slicks, Quaife, wide body, 3.8 RSR wing, aluminum hood and doors, glass fenders and bumpers, turbo brakes, coilover suspension. Class A2 in PCA race series. Partial trades considered. Paul at (610) 696-2164 (days). 1/95

**84 924 GT3**, Factory Kit Race Car, last built, race ready, fresh engine, national SCCA champ, perfect SCCA or PCA Club Race car. Spare engine, tires, wheels, body work, numerous spare parts. Former Brennan/Cyphert car. Log book. \$18,900. William Braunlich (412) 443-0102 1/95

**84 930**, Chiffon White, New Andial 3.5 twin plug motor with Powerhaus super intercooler, DFI, McNeil headers, Ruf turbo and cams, Andial accessories. Best of Everything! BBS modulars, Weiltmeister sways, Comp torsion bars, upgd A/C, roll bar. \$90,000 invested, Mint cond., Sacrifice \$39,000 obo Tim Holt (610) 993-9091, (610) 695-0626 fax 2/95

**85 (Series II) 944**, Guards Red/black int. Sunroof, A/C, elec. windows, seat. 26,000 orig. owner mi. All accessories from purchase. Coucours cond. Autothority performance chip & throttle cam, factory third brake light, Hella headlights, Repco brake pads, added tail lights. Tan flannel cover. No damage, no rain, no snow, no smoking. Free garage storage until spring. \$11,900 Jim Mehling (H) (215) 794-5850, (W) (609) 951-1951 2/95

**85 928S**, Red/Black leather, orig. owner, 19,000 miles. In virgin condition. Outstanding value at \$18,500. Tom DiMayo (717) 992-6736 3/95

**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 3/95

**86 944 Coupe**, Guards Red, black leather, sport susp., 5 spd., all options. New Comp. T/A's. Replaced water pump, oil cooler seals, clutch, master cyl. Very good condition. Needs nothing. Was daily driver, now sits in heated garage. 79K mi. \$8,500. Nick Plenzick (215) 343-2158 3/95

**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 (412) 238-9520 2/95

**90 911 C2 Coupe**, Triple Black, 1,600 untitled miles. Absolutely immaculate. Finest in country. Covered and stored in heated garage. Non smoker. Dual airbags, pwr windows, L/R pwr sport seats, factory alarm, central locking, by-pass muffler, sport suspension, Koni shocks, limited slip, Eibach springs, ABS, cruise, hood and mirror bra, elec. sunroof and rear wiper. No rain. Mobil 1 Luxo paid. Asking \$42,500. Stephen Syderman (215) 624-1487 2/95

**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 3/95

**93 911 RS America**, White/Black, limited slip, Euro-Cup computer, headers, lowered, suspension work, racing seat belts, Kool brake kit. Fast. Make reasonable offer. Roy (215) 860-1279 2/95

**914 SCCA EP Race Car**, Excellent Nationals Car. Best of everything. Aeroquip, dry sump, fire system, full cage, trick suspension, all fiberglass body, one hour on fresh motor. \$34,000 invested. Ready to race in PCA Club, SCCA or Autocross. \$15,000 with trailer. Will deliver. Joe Shemenski (215) 343-3766 2/95

**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**

**66 912 5-Speed Coupe**, Being disassembled for parts. Call with your needs. Roger Conroy (215) 536-6280. 1/95

**15" Wheels (2)**, Factory stock wheels from '87 944 in very good condition. \$60 each or \$100 takes the set. Denny Waldman 610-394-9994 11/94

### **911/930 Parts:**

930 muffler B&B 3 1/2" dual oval stainless steel

Andial/VDO boost gauge with kit

1 - set of 7 & 9 by 16 Fuchs alloys w/ Pirelli P700z 205 and 245 tires

1 - pair of 7 by 16 AKT replica wheels w/ standard finish (brand new)

1 - pair of 8 by 16 AKT replica wheels with polished lips (brand new)

Sony 10-disc changer

Rockford Fosgate Punch 45 amp

Momo black leather shift knob

Black leather rear shelf from 1984 930

Sheepskin seat covers for 911SC style seats

1 - 245/45 16 Dunlop D40 M2 Tire

Mike Andrews (215) 368-9362 (h) (215) 986-5661 (w) 2/95

### **911, 930 and 993 parts:**

Recaro A8 seats, cost \$1,125 each. \$899 each or swap for '94 speedster leather seat set

Recaro seat tracks - \$130

USA headlights w/ trim rings - \$75

Borla XR1 Raceline ultimate 930 muffler, "0.0 restriction," 3" inlet/outlet, new cost \$375. Asking \$250

Holbert Racing Cabriolet rollbar, bolts in w/ no drilling, cost \$750. Asking \$150 - adaptable to coupes

993 PORSCHE ZENTRUM KOBLENZ lowering springs, 993 aluminum stress bars, 993 300+hp 3.6L engine kits, 993 wide white/amber Euro turn signals (get rid of rubber pucks in your front bumper), anything available from Germany! Buyer pays shipping. Joe Fabiani (610) 658-0894 2/95

*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

## **WANTED**

*69 or newer 911*, entire front suspension. Dick Bogert (610) 395-8657 (evenings) 2/95

*20-24' Enclosed Car Trailer*, Must be in really good shape. May consider open trailer. Tuck Hunter (610) 869-9114 3/95

*Sport Muffler (Borla or similar)*, Preferably twin exhaust for '87 911. Jeff (215) 579-4079 3/95

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See you at the next meeting!

## **Minutes From January Exec Committee Meeting**

**Attending:** J. Heckman, K. Ho, M. Andrews, J&C Crowley, K. Faller, M&N Plenzick, S&J Foster, D. Applestein, D. Sanders, J&H Phillips, B&V Lyle, J&T Chatley, P. Tillson, T. Bonanni.

**Treasurer:** Realized surplus for 1994 - funds to be used for enhanced programs in 1995.

**VP:** Holiday Inn set for meetings. February meeting w/ NTW. Trying to get Mario Andretti, but his speaking fee very high. Exploring "creative" financing options.

**Track:** Dates set for 1995 approved. Present plan for professional flaggers at all events easier on entrants and keeps schedule on time (approved). Provision made for novices to flag as educational experience. RCCA approved to do race flagging. Discussed using alternate courses at Pocono (for 1996) and adding Friday Driver's Ed to Race weekend at Pocono 1995 (under investigation). Help needed for registration for later summer. Chief instructor presented several proposals for improving learning experience, and improve operations. General agreement on benefit of beefing up novice education, addressing congestion at Pocono, and need to keep track events on schedule. Policy on Snell 85 helmets to be determined, will check to be consistent with other regions.

**Tech:** Pre-track tech schedules set (2 weeks prior to events). Alternative sites under investigation. Late tech fee at track of \$25 approved at discretion of Tech Chairman. Proposal for

instructors to sign own tech forms (subject to spot check) and forgo grid tech approved.

**Autocross:** Dates and site still open. Nazareth site may be available if RTR provides workers for Indy and NASCAR races; however, only 1 or at most 2 dates should be expected. Indy date conflicts with April Pocono Driver's Ed.

**Rally:** May 7 date set. Fall rally proposed for October. Possible night rally suggested. To be reviewed by rally chairman.

**Social:** Proposal to move picnic to earlier date to get warmer swimming weather. Lenape not available this early and would require another site. Holiday banquet date 12/9 proposed.

**Der Gasser:** Need articles by 4th day of month. Prefer on disk in Word Perfect or other common program. Suggested that each chairman submit an article for each issue each month.

**New Business:** Support letter from club for Formula Race Center. Proposed race chairman candidate - not closed. Track clinic 3/26 at Johnston's, approved provision of food cost (\$600-700), speakers contacted. Proposal made to base Riesentöter award on point system based on participation in club events, exec will review for approval at later meeting. Proposal to have a picnic at club race will be voted pending detailed budget and plan at later meeting. Goody store proposed budget approved by exec.

# ***THE EXEC***

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(215) 248-4445 (W)

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John Phillips, Asst.  
8113 Ardmore Avenue  
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