

Der Gasser

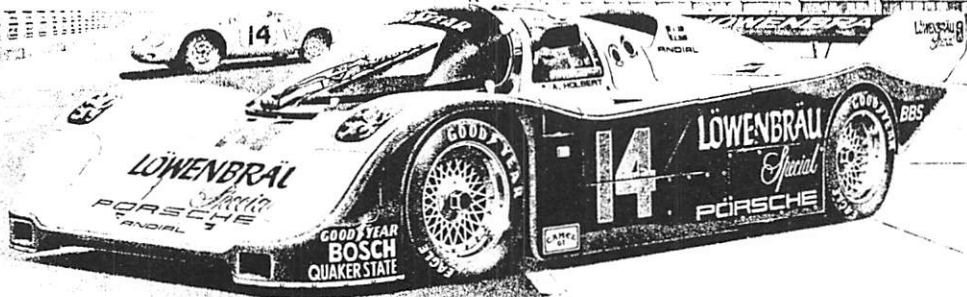
APRIL 1997



Riesentöter 40th Anniversary
1957 - 1997

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HOLBERT'S

1607 Easton Rd.

Warrington, PA 18976

President's Message

Longing for a Little Loud

I can remember growing up in the late '50s through the early '70s, cars had distinctive exhaust sounds. On a spring day, through an open window I might hear the sound of a Corvette with side pipes or a small-block Ford running a set of Smithy's glass packs. I could almost always tell what they were just by the sound. I would run to the window to catch a glimpse of the car as it accelerated out of view and I would receive a momentary jolt of excitement, free of charge.

The sound of those American V-8s was great, but my favorites were always the sports cars. In those pre-EPA days of no catalytic converters, Abarth made exhaust systems for just about any imported car. With their trademark twin, two-and-something inch chrome pipes, an Abarth exhaust was a must-have accessory for the with-it import owner. As a car guy, I can never forget the pleasing tone of an MGB or an Austin-Healey 3000 equipped with an Abarth exhaust.

When I first got it back in 1974, my 356--the one I have now--had an Abarth system on it. But instead of the usual two somewhat large pipes, this unit featured four, one-inch pipes in a row. It made good sound but was old and soon required replacing. I couldn't find another one like it to save my life. By this time, Abarth had been supplanted here in the States by the brand Anza and Anza didn't make this unit with four pipes in a row. I was trying to keep the car as stock as possible then so I went for an original muffler with the tail pipes that dumped out through the bumper over riders. Although original, this was never as much fun as the old Abarth. At the time, my daily driver was a BMW 2002 and I celebrated the day when, from age, the OEM exhaust from that car ended up as a pile of rust on my parents' driveway. Now I could get an Anza for my BMW. Much fun.

Fast forward 20+ years. Not only do just about all cars look the same today, just about all cars sound the same too. Quiet. Myriad advances in technology and design have brought us far better cars. Population density has required all sorts of governmental intervention. Unfortunately, for those of us who look for the romance in automobiles, these advances in technology have produced cars that today sound boring!

These days, it seems like every time I hear a car go by with an exhaust note worthy of me contorting myself to get a look at it, it turns out to be a soul-less Japanese 'super coupe' with some bleached blonde androgyny behind the wheel or one of those hopped-up mini pickup trucks that just happens to possess the sound of a Sprite. All but for one notable exception: an air-cooled Porsche six cylinder. Harley-Davidson motorcycles aside, there is still nothing on the road today with quite as distinctive a sound as a 911 or a 914/6. (It is interesting to note here that the Harley engine was designed by Porsche.)

Now that Spring is here, more of us will be taking our Porsches out for rides. And also now that Spring is here, I've been leaving my windows open more often. Momentary jolts of excitement, free of charge, are romantic. And so is the sound of a Porsche.

In this modern day of legislated motoring, driving (and hearing) a Porsche is a privilege. May we all enjoy both.

Best regards,
John Heckman

1997 Marks the 40th Anniversary of Riesentöter Region, PCA by Tracy Chatley, Editor

Throughout the rest of the year, we will be featuring articles, pictures and anecdotes from these past 40 years. If you have some fun stuff you would like to share (it will be returned unharmed) please forward it to my attention. I'd like to include some old articles from *Der Gasser* too if you have some old issues (we can't find all of ours).

Lifejackets for the Track!

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Down The Pike

APRIL

- 26 Tech Session, Holbert's Porsche, Audi, VW, Warrington, PA, 9:00am - 2:00pm
- 27 Autocross, Camden, Lot K
- 30 Club Meeting, Arnold's Go Kart Karts Center, Oaks, PA 7:30

MAY

- 16-18 Jefferson 500, Summit Point Raceway
- 18 Spring Rally, Begins at Limerick Diner, Limerick, PA
Registration opens at 10:30am
- 18 Spring Social, Chef Tell's Manor House, Upper Black Eddy, PA, 3:00pm - 6:00pm
- 25 Autocross
- 28 Club Meeting, Vision Porsche, Audi, Volkswagen, Reading, PA, 7:30
- 30-6/1 Chesapeake Challenge, Annapolis, MD

JUNE

- 7 Tech Session, Mike Tillson Motor Car Service, Philadelphia, PA, 9:00am - 2:00pm
- 15-21 1997 Porsche Parade, San Antonio, TX
- 15 Autocross
- 26 Club Meeting, 7:30

JULY

- 6 Autocross
- 30 Club Meeting, CJ Tires, 7:30

AUGUST

- 2 Tech Session, Don Rosen Porsche, Conshohocken, PA 9:00am - 2:00pm
- 10 Autocross
- 23 Tech Session, Vision Porsche, Audi, VW, Reading, PA 9:00am - 2:00pm
- 27 Club Meeting, Don Rosen Porsche, Conshohocken, PA 7:30, Topic: Race Cars at Rosen's

SEPTEMBER

- 21 Autocross
- 24 Club Meeting, Speed Zone, Bethlehem, PA 7:30
- 27 Tech Session, Holbert's Porsche, Audi, VW, Warrington, PA, 9:00am - 2:00pm

OCTOBER

- 19 Fall Rally and Social (details forthcoming)
- 29 Club Meeting, Bent Elbow Tavern, Fort Washington, PA 7:30 Topic: Election and Tech Quiz

NOVEMBER

- 9 Porsche, VW, Mercedes Mobilia Swap Meet, Embassy Suites, Philadelphia Int'l Airport

DECEMBER

- 13 Holiday Banquet, Doylestown Country Club

1997 TRACK EVENTS

APRIL

- 25-26 Lime Rock (Club Race, Host - Conn. Valley)

MAY

- 3-4 Pocono (Driver's Ed, Host - RTR)
- 9 - 11 Mid-Ohio (Driver's Ed, Host - Potomac, contact J.D. or Marilyn Hickson (703) 758-6697)
- 17-18 Mid-Ohio (Club Race, Host - Mid-Ohio)
- 26 Summit Point (Driver's Ed, Host - Potomac)

JUNE

- 13-14 Texas World Speedway (Club Race, in conjunction with the Porsche Parade)
- 20-22 Watkins Glen (Driver's Ed - RTR)
- 21-22 Brainerd (Club Race, Host - Nord Stern)
- 27-28 Summit Point (Club Race, Host - Potomac)
- 29 Summit Point (Driver's Ed, Host - Potomac)

JULY

- 5-6 Stapleton (Club Race, Host - Rocky Mountain)
- 12-13 Gingerman (Club Race, in Michigan)
- 19-20 Watkins Glen (Driver's Ed, Host - Potomac)
- 24-25 Watkins Glen (Driver's Ed, Host - Allegheny, contact Claire McConaha (412) 341-7939)

AUGUST

- 2-3 Portland (Club Race, Host - Oregon)
- 2-3 Mosport (Club Race, Host - NNJ/Upper Canada)
- 15 Pocono (Driver's Ed, Host - RTR)
- 16-17 Pocono (Club Race, Host - RTR)
- 23-24 Summit Point (Driver's Ed/OG Racing Time Trials Weekend, Host - Potomac)
- 30-31 Road America (Club Race, Host - Chicago)

SEPTEMBER

- 6-7 Jefferson Circuit (Driver's Ed, Host - RTR)
- 6-7 Las Vegas (Club Race, New 2.5 mile FIA Road Course & Tri-Oval)
- 13-14 Willow Springs (Club Race, Host - Los Angeles)
- 27-28 Indianapolis Raceway Park (Club Race)

OCTOBER

- 4-5 Jefferson Circuit (Driver's Ed, Host - Blue Ridge, contact Don Stefl (540) 774-6644)
- 4-5 Heartland Park (Club Race, Host - Great Plains)
- 10-11 Summit Point (Driver's Ed, Host - RTR)
- 18-19 Mid-Ohio (Driver's Ed, Host - Allegheny)
- TBA Memphis (Club Race)

NOVEMBER

- 15-16 Summit Point (Driver's Ed, Host - Potomac)

DECEMBER

- 6-7 Sear's Point (Club Race, Host - Golden Gate)
- TBA Roebing Road (Club Race)

Club Meeting Info

April

Arnold's Go Kart Karts Center - Let's Have Some Fun On A Track With Arnold's Cars!!!! 422 Business Center, V-2200 Circle Drive, Oaks, PA is the site of our April Happening. This is located just west of King of Prussia at the Oaks exit off 422. Call (610) 666-0600 for directions. (Don't call me - I can barely find Warrington). Special thanks to member Ken Nubile for the suggestion. In addition to clean, electric powered go-carts, you will enjoy the cutting-edge video arcade and great food in the fifties style of a "drive-in" restaurant. Our meeting will start at 7:30 with the first carts out at 8:15. Members and a guest are invited. (Children must be 12 years old and 4 feet 4 inches to drive). If you have not driven there before, you should arrive at least 15 minutes before our meeting in order to see the **mandatory** video.

May

Vision Porsche, Audi, Volkswagen in Reading, PA welcomes us with a wonderful "Welcome to Our World" Meeting. As you may know, Riesentöter member Craig Rosenfeld recently purchased this dealership and has extended a very special invitation to us. More details to follow, including the meeting topic and full address. No excuses from Reading area members not to attend!

**212 of the Faithful Converge on Holbert's
All Previous Meeting Attendance Records Shattered!!
by Melissa Plenzick, VP**

Well, we had an absolute blast at the February meeting at Holbert's. The meeting topic was "Hello Boxster - Hello New Member." As promised the folks at Holbert's rolled out the red carpet with a super car display that included two Boxsters and an RSK race car that was a real beauty. Special thanks to the Tom Biel and the other owners for bringing them out for our meeting!

The new members almost outnumbered the old timers. We are really glad to see so many new members interested in the club and the various activities we provide.

Special thanks to Vince Evans for the orgasmic experience of the Boxster, muchas gracias to Larry Holbert for having us over and my eternal gratitude to Rick Newman for all of his special assistance with the edibles. (Hey RS America owners - ask Rick about his RS America Registry!)

Hope to see you next meeting, April 30 at Arnold's Go Kart Karts Center (see above for details). It should be a real blast! See you at the meeting or see you at the track!

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911 '84-'89.....	\$68.92
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Spring Social

**Sunday, May 18, 1997
3:00pm-6:00pm**

Chef Tell's Manor House
1800 River Road
Upper Black Eddy, PA

1997 is Riesentöter's 40th Anniversary! We hope to see many faces - old ones and new ones - at the Spring Social as we open our social events for this year. The easy way to find the Spring Social is to join the rally at the Limerick Diner. That way you get to enjoy a great ride through the countryside which will end at Chef Tell's Manor House. We will enjoy fabulous food prepared by Chef Tell and share tales of how we got to Upper Black Eddy! If your lawn needs mowing or the word rally gives you hives, follow the directions below and join us at 3:00pm!

Directions

DO NOT go through New Hope, there is construction on Rt. 32 (River Road) between New Hope and Upper Black Eddy (see directions for 95).

From the North via 611 - take 611 South, at Kintnersville watch for the triangular fork in the road and the Great American Grill, at this fork bear left onto Rt. 32, Chef Tell's is 4 miles down Rt. 32 on the right hand side.

From the South via 611 - take 611 North, at Kintnersville watch for the triangular fork in the road and the Great American Grill, at this fork bear right onto Rt. 32, Chef Tell's is 4 miles down Rt. 32 on the right hand side.

From 95 - take 95 across the Delaware River to the 1st exit (Route 29), take 29 North along the New Jersey side of the Delaware to the Frenchtown Bridge, cross the river back into Pennsylvania and take 32 North (River Road) 7 miles to Chef Tell's.

Riesentöter Members and Guest \$10.00 per person
Additional Non-member Guests \$15.00 per person

Name(s) _____

Phone number _____

Please make check payable to RTR/PCA and return to:

Pat Tillson
111 South Chester Road
Swarthmore, PA 19081

Questions call 610-544-4737

Autocross
by Nick Betegh, Autocross Chair

The February club meeting was one of the best since I have been a member. The more I look at the Boxster, the better it looks. I would like to see a Club Sport strip down model without bells and whistles and about 400 pounds lighter. I would be willing to bet that it would be a great AX car. I am sorry that at the meeting I have not explained too much about the basics of autocross. Some new members approached me at the end of the meeting not familiar what this AX actually is. So, here, in this article I will explain how easy, fun educating, SAFE and satisfying it is to drive your car, or someone else's, to the limits of adhesion of your tires at relatively safe speeds.

Here are some definitions:

AUTOCROSS ("AX"): This is as remote as you can possibly get from "motocross." This is a timed competitive event combining a car, a large parking lot or equal paved area (the larger the better), a timing device (anything better than a sun dial) and pylons to designate a course. The objective is to drive your vehicle through the course, preferably without knocking down cones, in as short a time as possible. This can be so competitive that times may be 1/100 of a second apart between cars.

PYLONS: Rubber cones. These are soft but not the Dairy Queen type. About 18" high placed on the parking lot so that when many are laid out, it will form a course or a forest depending how you look at them. This is similar to the gates set up for slalom skiing. If you happen to hit one of these, the most damage that you will encounter is a 2-second penalty added to your time. Your car will just smile and thank you for letting it loose and show you what it can do.

FTD ("Fastest Time of the Day"): This is pretty tough to do. In the many years that I have been doing this, I have yet to accomplish this. There is always someone that will beat me.

DNF: No! it does not say "do not F...", it means "DID NOT FINISH." This is when a driver misses a gate or goes off course or when the person does not cross the finish line. Novices need not worry, depending on the turnout, one may have up to 5 runs. Anyway, I must admit, when I started autocrossing, I had DNF on all my runs. I learned what DNF meant real fast. No problem, after 5 years I have gotten better.

The first thing that one should do to be able to finish the course is to arrive early, help set up the cones, assist in registration, butter up the chairman and ask for advice as to which line to drive and walk the course. Now if you want FTD it will cost a bit more.....pick up cones, load the trailer, assist in scoring and \$\$\$.

Just kidding, we try to make our events fun but also very competitive. You must earn what you get.

Car preparation is minimal, so you do not have to spend too much time getting ready. AX is not a stroll in the park, but since it is competitive, it must have a valid inspection and seat belts. At the event, we will provide inspection of loose items and wheels. Anything not bolted to the car must be removed if you do not want dents from the inside out. We have great loner helmets (donated by John and Tracy Chatley. Thanks very much!) if you do not have one. Soft compound tires are not a must, but it sure helps.

People ask me what can they do to go faster? AX does not require expensive modifications and high horsepower. Often you see 4 cyl. 914s beat most 911s. Right Brad? As one becomes more experienced one should make changes one at a time so that you can notice the difference. Practice and learning how the weight of the car transfers from wheel to wheel will help you become a better driver and you can take this knowledge with you to track events later or to the streets of your neighborhood.

Our next Autocross will be April 27th at the Camden site. Registration starts at 9:00am with the first car off at 10:00. Directions to the site is as follows:

From I-76 go East and follow signs to the Ben Franklin Bridge (676E). Stay on right lane and make first right immediately after the toll gates to Cooper Ave. Right on Cooper to Delaware. Lot "K" is directly in front of you with the Philadelphia skyline in the background. The lot sits almost directly underneath the bridge on the south side. See you there OK? BE THERE OR BE SQUARE!!

* * * * *

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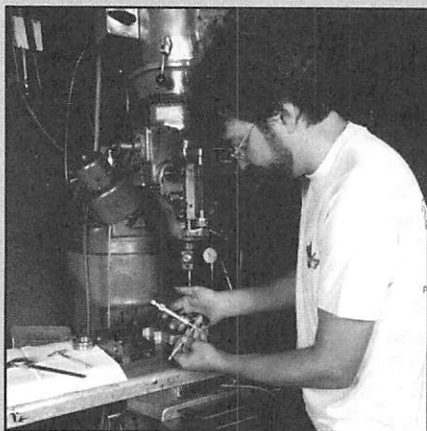
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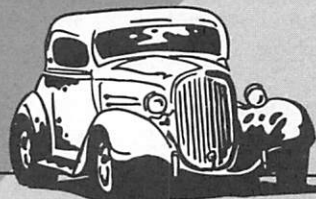
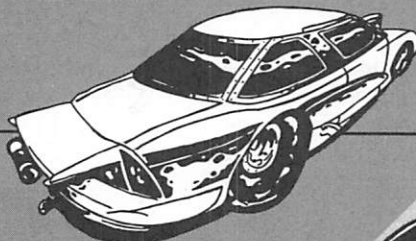
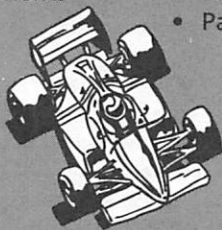
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1997 TECH SESSION SCHEDULE

- April 26 Holbert's Porsche
1607 Easton Rd
Warrington, PA 18976
(215) 343-1600
- June 7 Mike Tillson Motor Car Service
2097 N 63rd St
Philadelphia, PA 19151
(215) 473-6400
- August 2 Don Rosen Porsche
1312 Ridge Pike
Conshohocken, PA 19428
(610) 279-4100
- August 23 Vision Porsche Audi & VW
1211 Lancaster Ave.
PO Box 306
Reading, PA 19607
(610) 777-6501
- Sept 27 Holbert's Porsche
- Time: 9am - 2pm

The SUPERTECH at Dougherty's last month was great success with only a few glitches (I was accused of scrimping on the pizza) and the remaining tech sessions have been scheduled at other local shops. Holbert's, Mike Tillson and Don Rosen have hosted tech sessions for our club in the past. We would also like to welcome a new shop the schedule - Vision Porsche in Reading has offered their shop for the Tech Session in early August. Each Session is a week or two before a track event for those that want to get their car teched. One or two lifts will be reserved for track event tech only - no repairs or maintenance. The remaining lifts will be available on a first come-first served basis for repair and maintenance. A modest fee (\$5) is collected for use of the lift. Coffee and doughnuts will be available in the morning and we will order pizza for lunch. Bring the tools you need for your work and don't use the shop's tools or equipment without talking to the mechanic first. A mechanic will be on hand in case you need some advise. See you there.

Mark Winkle, Tech Chairman

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Help Needed
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NASCAR/Busch Series - May 17 & 18
NASCAR/Supertruck Series - June 28 & 29

All racing enthusiasts are invited to help out at these races at Nazareth Speedway. 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)

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See you at the next meeting!

ANNOUNCING

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Have you thought about the premium savings of insuring your car through one of the collector vehicle, select auto, or specialty car policies on the market today but dislike the restrictions placed on the use of your car? "Whadya mean I can't drive my Porsche to work once in a while?!"

Have you attempted applying for one of those other policies but were turned off by all the paperwork? "What am I, a circus animal jumping through all these hoops?"

We think we may have just what you've been looking for: a limited mileage (2500 or 5000 miles annually), high liability, agreed value, low deductible, full coverage automobile insurance policy whose only use restriction is no *racing*. It's priced like the others, is easy to apply for, AND it provides **O.N T.RACK C.OVERAGE** for Drivers' Education Events! We at **CHASE & HECKMAN, INC.** call it the **O.T.C.** Policy. You'll call it peace of mind. Call us for a quote today. We think you'll be glad you did!

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Spring Rally
by Dennis Angelisanti, Rallymaster

WHEN: Sunday May 18th. Registration opens @ 10:30am and **CLOSES @ 11:20am**, with the commencement of drivers' meeting. First car off @ high noon.

WHERE: Start point is the Limerick Diner in Limerick PA. Take 422 to the Limerick Exit and proceed northbound to Ben Franklin Highway. Turn right, Diner is on your right very shortly after the turn. **PARK TO THE REAR AND EAST SIDE OF LOT, PLEASE !!**

End point is Upper Black Eddy in Bucks County at the sight of the Spring Social (see how this all works). **YOU MUST MAKE RESERVATIONS FOR SOCIAL WITH PAT TILLSON. RALLY REGISTRATION DOES NOT INCLUDE SPRING SOCIAL.**

WHAT TO BRING: Your Porsche, a navigator (someone who is strong willed), a watch that can be hacked (set on the exact time) and a good attitude.

WHY LIMERICK?: Cause it's close to the rallymaster's house, as the start or end-point should be.

TYPE OF RALLY?: Some TSD, mostly observation with Q&As and all FUN.

Track Notes
by Bill O'Connell, Track Chair

Volunteers

And the call went out through the region - Volunteers needed for the track season, both the race and the track events.

We are looking to set up a cadre of core workers to assist throughout the season. The object is to ensure continuity from event to event, PLUS a great chance watch your favorite cars zoom around the track. A wonderful opportunity to enhance your collection of photos of Porsches at speed. A chance to snag t-shirts and hats. If this sounds like an unbelievable deal give John Chatley (610) 696-7125 or Bill O'Connell (610) 640-1675 a call and sign up now.

Boxsters

After lengthy discussion, we (the Exec) reached the decision that, for Boxsters running in our Driver's Ed events, the driver's helmet cannot be higher than a line running from the windscreen to the rollbar, with the top down. This will be confirmed in the tech line with a 2 x 4 or some form of straight object. It should be obvious that this decision was made with the driver's safety in mind. Unless PCA National comes out with a stricter rule on Boxsters, we will steadfastly enforce this rule. Soooo, try your hemlet on first.




MAY 17 & 18, 1997
MID-OHIO SPORTS CAR COURSE

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EVENT	DATE	FEES	Student	Instructor
Watkins Glen	June 20 - 22		\$200	\$140

- REQUIREMENTS:** You must have a valid drivers license,
 be at least 18 years of age,
 have a Snell 90 or Snell 95 rated helmet,
 have a fire extinguisher mounted securely (metal to metal) in your car.
- ENTRY DATE:** Six weeks prior to the event. Non PCA members four weeks prior to the event.
- SEND TO:** Vicki O'Connell, 2801 Stoneham Drive, West Chester, PA 19382
 (610) 640-1675
- REFUNDS:** Refundable if **Written Notification** is received two weeks prior to the event.
- TECH INSPECTION:** Your car must be inspected, no more than two weeks prior to the event, by an approved tech inspection facility. RTR hosts a tech session two weeks prior to each event.

RIESENTÖTER RESERVES THE RIGHT TO REFUSE ANY APPLICATION

I plan to attend on: FIRST DAY : ____ SECOND DAY : ____ THIRD DAY : ____

Name _____			
Street _____			
City _____	State _____	Zip _____	
Home Phone () _____	Work Phone () _____		
PCA Region _____	PCA Member # _____		
Porsche Model and year _____	Color _____		

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

Pocono _____	Watkins Glen _____
Jefferson Circuit _____	Summit Point _____
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.

Signature _____

Your registration will not be processed without payment enclosed.

EMERGENCY CONTACT INFORMATION

Contact _____	Relationship _____
Address _____	
Day Phone # _____ - _____ - _____	Evening Phone # _____ - _____ - _____
Family physician _____	
Day Phone # _____ - _____ - _____	Evening Phone # _____ - _____ - _____

**The 1968 Riesentöter Trip to
Porsche of America Corp.
in Teaneck, New Jersey
by John Chatley**

In early 1968, the Club was invited to the headquarters of Porsche of America Corp. - POAC (what is now known as Porsche Cars North America - PCNA) to tour the facilities, meet and dine with the corporate bigwigs and to generally see what was new with Porsche. We all met that morning in the parking lot of E.J. Korvette's Department Store in King of Prussia (recognize the pictures anyone? - Yep, that's now the location of the parking deck in front of Sears and Nordstrom).

When we got to POAC, we had the opportunity to tour the facilities and test drive the new 911s, including the new 911 Sportomatic (Tiptronic anyone?). We saw all of the latest technological innovations that Porsche had developed at that time. POAC hosted a lunch for us at the Suburban Caterers Cocktail Lounge in Teaneck. Corporate heavies spoke as we all dined. Then came the best part, the giveaways! The obligatory keychains, of course; but also models, racing posters and some headlight assemblies.

All in all, we had a great time (from what I can remember). The scariest part about looking at these photographs is the fact that we all dressed in coat and tie as if this were an executive business meeting. We've all come a long way since then.



About to depart the original King of Prussia Plaza. (Photo courtesy John Chatley)



Road testing new 911s. (Photo courtesy John Chatley)



The lineup at Suburban Caterers. (Photo courtesy John Chatley)



POAC Hosts. (Photo courtesy John Chatley)

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Porsche Records 61st Class Win At Sebring
(From the PCA Newsletter Editors News Service)

SEBRING, FL, MARCH 15 -- Behind a steady performance from veterans Franz Konrad, Bob Wollek and Wido Roessler in a Porsche 911 Turbo, Porsche won the GTS-2 class at the 1997 Superflo 12 Hours of Sebring here Saturday night before a record crowd of 130,000.

The Konrad Motorsport team, which finished eight overall, led a trio of Porsches to the podium in GTS-2 while also enabling Porsche to claim its 61st class win at Sebring. The Rook Racing team of Michel Ligonnet, Zak Brown and Dirk Layer finished second behind the Konrad team, while the Schumacher Racing Team of Larry Schumacher, John O'Steen and Will Pace placed third.

Porsche also had a shot at both the GTS-1 and GTS-3 crowns, but the Rohr Motorsport Team and Team A.R.E. could not quite catch up to an Oldsmobile Aurora and a BMW M3, respectively. The Rohr team, with Andy Pilgrim behind the wheel, actually got on the same lap as the Aurora in GTS-1 with less than an hour to go, but a late pit stop for fuel cost valuable time. Team A.R.E., which included drivers Cort Wagner, Kelly Collins and Gary Blackman, challenged the BMW M3 late in the race as well in GTS-3, but ran out of time. The Porsche 911 of Dennis Aase, Jorge Trejos and Joe Varde was leading GTS-3 when it dropped out within 20 minutes of the finish because of a broken half-shaft.

One of the Porsche teams expected to contend for the GTS-1 title had to bow out of the race prematurely. The Champion team of Hans Stuck and Bill Adam, who were the defending GTS-1 Sebring champs, fought off early problems with a hose and rear axles, before Adam brought an end to the day when he found a tire wall damaging the car beyond repair. The accident was so severe it red flagged the race for more than an hour.

The overall winner was the Team Scandia Ferrari 333SP of Andy Evans, Fermin Velez, Yannick Dalmas and Stefan Johansson. The margin of victory was a scant 47 seconds with an average race speed of 102 MPH. Some 29 Porsches took the green flag for America's oldest sports car endurance race and 9 finished among the top 20 in the 63-car field.

Top Finishers in the 12 Hours of Sebring

- 1) Andy Evans/Fermin Velez/Yannick Dalmas/Stefan Johansson
- Ferrari 333SP, WSC Class -- 281 Laps
- 2) James Weaver/Butch Leitzinger/Andy Wallace/John Paul, Jr.
- Ford R&S Mk III, WSC Class -- 281 Laps
- 3) Eduardo Dibos/Jim Pace/Barry Waddell
-Oldsmobile R&S Mk III, WSC Class-- 268 Laps
- 4) Jim Downing./Tim McAdam/Charlie Nearburg
- Mazda Kudzu, WSC Class --266 Laps
- 5) Rob Dyson/John Schneider/Elliott Forbes-Robinson/John Paul, Jr.
- Ford R&S Mk III, WSC Class -- 263 Laps

- 6) George Robinson/Irv Hoerr/Jack Baldwin
- Oldsmobile Aurora, GTS-1 Class -- 261 Laps
- 7) Jochen Rohr/Andy Pilgrim/Robert Nearn
- Porsche 911 Turbo, GTS-1 Class -- 260 Laps
- 8) Franz Konrad/Bob Wollek/Wido Roessler
- Porsche 911 Turbo, GTS-2 Class -- 259 Laps
- 9) Bill Auberlen/Tom Hessert/Javier Quiros/Boris Said
- BMW M3, GTS-3 Class -- 257 Laps
- 10) Michel Ligonnet/Zak Brown/Dirk Layer
- Porsche 911, GTS-2 Class -- 256 Laps

(Courtesy Porsche Cars North America)

911 TRANSMISSION OIL CHANGES

by Ray Calvo

(From the PCA Newsletter Editors News Service)

A member recently asked me if I had any advice for changing the oil in a 911 transmission. I thought I would pass on my procedure which I have found to work quite well on the model 915 transmissions (on '72-'86 models).

You will need:

- a) approx. 6" of aluminum tubing, 3/4" OD
- b) approx. 3' of garden hose, 3/4" ID
- c) large funnel

Now jam the tubing into one end of the hose, and the funnel into the other end.

Jack up the car, remove the filler plug on the left side of the case, then the drain plug, and drain the transmission oil (note the sequence I described; this way if you find you can't get the filler plug out, no problem; drive the car to a Porsche qualified mechanic & have him change the oil. If you drain the case first then can't remove the filler plug, you're in big trouble!). Feed the end of the hose with the aluminum tubing in through the left wheel well in front of the tire, around/above/below the clutch and throttle cables (higher is better), and feed the end of the tubing into the filler hole. Now slowly lower the car to the ground, being careful to avoid either pinching the hose or pulling it out of the transmission. You can now hold the funnel end up and pour in the transmission oil (make sure you ALWAYS hold the funnel up to avoid a flood). Once you have 3 quarts in, SLOWLY start adding oil until you see it start to overflow out the filler hole. You can now carefully remove the hose, install the filler plug, and tighten it up.

For info, I have been using a synthetic oil made by Red Line for about two years now. It significantly smooths out the gear engagement and I have had no synchro problems; the tranny presently has about 50,000 miles on it with 4-6 race track driver schools per year.

Tire Talk

by David McLean, Northern Ohio Region
(from *Voice From the Trunk*)

Your tires are the most important factor in setting up a winning autocross car. Alignment, shocks, springs and sway-bars serve to enhance the tire's performance by optimizing the contact to the road.

What kind of tire should you buy? Don't ask. Tire manufacturers are constantly improving their products, and for most of us the easiest thing to do is see what the fast cars in your class run. Then shop around. Keep in mind that what works on a highly modified race car may not be the best setup for your car.

No matter what kind of car or tires used, proper inflation is the first consideration for getting the most out of your tires. Tire pressure doesn't affect the grip of the rubber molecules in a tire; it affects how many of these molecules are in contact with the road. You can adjust oversteer and understeer by adjusting air pressures on either end of the car. But ideally you want maximum grip out of all four tires. If possible, it is better to adjust alignment, swaybars or shocks to correct handling, rather than lessen the tires' grip.

Myth: The practice of chalking sidewalls to tune inflation settings is deceptive. The idea is to mark the edge of the tread and shoulders (hmm...sounds like a shampoo) to check tire rollover. While increasing tire pressure will reduce or eliminate tire rollover, it is unlikely that the problem is being solved. The real reasons for sidewall rollover usually do not relate to tire pressure. Wheel width and camber settings are usually the real causes. Many of the new generation competition tires show nearly no rollover down to very low inflation pressures, due to the design of the casing. So sidewall rollover isn't always a gauge of proper inflation. Most tire company competition departments will give you a good starting point for setting inflation for the tires on your car.

Tip: Where are your autocross tires spending the winter? While you may prefer a sunny beach, your competition tires will appreciate a cool dark place to spend the off-season. Black heavy-duty garbage bags will protect your tires from ozone (created from fluorescent lights and electric motors) and damaging ultraviolet rays.

FIA Sets GT Calendar

PCA Editors News Service -- 18 March 1997 -- The World Motor Sport Council of the Federation Internationale de l'Automobile (FIA) met in Paris today and announced a new event calendar for the 1997 FIA GT Championship. Earlier this month, the FIA approved the new Porsche 911 GT1 to compete in the Championship.

The final 1997 calendar deletes provisional dates at Jarama, Spain and at Spa-Francorchamp, Belgium. The final two rounds in the 10-event championship will be held in the U.S., at Sebring on 19 October and at Laguna Seca on 28 October. These last two races will be held in conjunction with events sanctioned by Professional SportsCar Racing, Inc., the new name for the International Motor Sports Association, Inc. (IMSA).

1997 FIA GT Championship Calendar

Date	Country	Venue
13 April	Germany	Hockenheim
11 May	Great Britain	Silverstone
29 June	Finland	Helsinki
20 July	Germany	Nurburgring
3 August	Austria	A1-Ring, Zeltweg
24 August	Japan	Suzuka
14 September	Great Britain	Donington Park
28 September	Italy	Mugello
19 October	USA	Sebring
28 October	USA	Laguna Seca

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67 911S Coupe, Polo Red/Black interior. European car w/ auxiliary gas heater, AM/FM radio, Fuchs wheels. Recent tune-up, valve adjustments, brakes & hoses, CV joints & other service items. This beautiful car is ready for Spring. \$15,000/OBO Bob Brown (610) 258-6111 day, (610) 252-5617 eves. ^{3/97}

68 911 Targa Soft Window, Black/Black interior. Completely orig., all numbers match. 5-spd., interior excellent, strong running. Needs paint & some body work. 68K mi. (3rd owner). **Must Sell!** \$6,250/OBO Ken Pac (610) 469-9322/9005 ^{3/97}

71 914, 1.7 Engine. New clutch, battery box, rear trailing arm. Excellent cond. Owned since '82. Always garaged. No track or autocross. Driven summers only. 65K mi. \$4,500 Ron Kellett (215) 752-1582 ^{2/97}

78 911SC Targa, Coco Brown/Saddle leather interior. 3 Ltr, Blaupunkt AM/FM Cassette, 5-spd., A/C, all elec. New clutch flywheel, brakes, starter, battery, tires. Complete tune-up. Needs only lower head bolt replacement. \$7,500 Michael Haase (215) 547-0746 ^{1/97}

81 911 Targa, Blue/Tan interior. Always garaged and covered. No rain, winters, smoke or track. Excell. cond. inside and out. \$14,500/offer Bob Mazuk (215) 345-4191 ^{1/97}

83 911SC, Red/Black partial leather interior. Sunroof, Alpine stereo w/ CD. Recently undergone extensive restoration inc. new paint, roof liner, refinished 16" Fuchs wheels, new tires, new clutch and new synchros. Car must be seen! \$16,500 firm. Michael Furman (215) 925-4233 ^{2/97}

83 Porsche 944, Blue/black interior. Recently serviced, new parts inc. water pump, timing & balance belt, all timing belt rollers and gears. AM/FM/CD amplified stereo system w/ upgraded speakers. BBS wheels, lowered with Konis. \$6,495 Bill Dougherty (610) 692-6039 ^{3/97}

83 928S, Grand Prix White/Burgundy leather interior. Auto, sunroof, 6-way pwr seat, windows and doors. A/C, Blaupunkt cassette and dual amps. New tires, belts, brakes, battery. Always garaged. All work by Holbert's. Excell. cond. \$10,900 Barry Wills (215) 677-3030 day, (215) 885-1785 eves. & wknds. ^{4/97}

84 944, Guards Red/Brown & Tan interior. Blaupunkt AM/FM cassette, A/C, pwr windows, heated mirrors, sunroof. Outstanding cond. Orig. owner. Full records. Inspected through Jan. 1998. 59K mi. \$7,900 Stan Cohen (215) 567-2010 (o), (215) 646-1966 (h) ^{1/97}

84 930, Black/Black interior. Ruf front spoiler w/ oil cooler, Ruf exhaust, waste gate mod, Recaro leather heated 6-way seats, new Yokohama A008s, new battery. 26K mi. Second owner. \$34,500 Fred Brubaker (610) 434-8778 (w), (610) 797-9298 (h) ^{1/97}

85 RUF 930 Coupe, GT-1s Club Racer. 3.4 liter, twin plug, crankfire, Garretson Intercooler, oversize K-27, B&B Headers w/ 4" twin outlet muffler, RUF 5 speed, Quaiife, S4 brakes, Racetec Cage, more! Call for spec sheet. Asking \$35,000 OBO Marc James, Pataskala, OH (614) 927-3053 or EMail: 72012.123@compuserve.com ^{2/97}

85 1/2 944, Sunroof, A/C, sport seats. 100+ mi. Very clean and drives excellent. Bob Koerbel (610) 789-3157 home, (610) 527-6025 work ^{3/97}

86 944, 2-liter engine, 4-caliper pistons, coil over springs, camber/caster plates, Tilton pump & dual clutch, 22-gallon ATL fuel cell, fiberglass body except roof & qtrs. GT3 Class. SCCA log book. Ready to race. Sal Leone (215) 322-7718 ^{4/97}

87 911 Carrera, Silver/Black interior. Momo wheel, A/C, sunroof, cruise. Second owner. Fresh service. New Dunlops 7x8 by 15. Lowered. 4-way alignment. 88K mi. \$22,000 Fred Brubaker (610) 434-8778 work, (610) 797-9298 home ^{3/97}

87 911 Carrera Coupe, Triple Black with tail. EXCELLENT cond....Always garaged, NO winters, Extremely clean inside and out. New Tires, 60k major service completed, new inspection stickers (thru 9/97) The car is mechanically perfect. Its a must see if you are looking for a Carrera!! 64K mi. / \$25K FIRM Bill Frey (215) 297-9745 ^{1/97}

89 944 Turbo S, Black/light gray leather interior. All standard "S" options, limited slip trans, refinished factory forged 7 & 9 x16" wheels w/ new tires. Other NEW parts: headgasket, front brakes, hydraulic engine mounts & recent service including timing belt, water pump & auxiliary water pump. All service records are inc. Alpine AM/FM/CD w/ MB QUART and subwoofer by Goodman Radio. Second owner, never hit, never smoked, never on the track, very clean. 78K mi. \$15,995 Colin Dougherty (610) 692-6039 ^{3/97}

89 944, Baltic Blue/linen leather. 5 spd manual, all power options, stereo CD, ABS, factory alarm, sunroof. No winters. Beautiful car! Bra and car cover included. 79K mi. \$12,500 Liz or Tom (610) 250-2714 ^{3/97}

89 944 Turbo S Coupe, White/Burgundy leather interior. Power everything. All service records. Great condition in and out. 108K babied highway miles. \$17,500 Must go to a good home! Jeff Sheldon (215) 321-2236 ^{2/97}

89 944, Baltic Blue/Cream leather interior. 5-spd, sunroof, alarm, all options, Kenwood stereo/CD. No winters. Bra and car cover included. Beautiful car! 80K mi. \$12,500 Liz or Tom (610)250-2714 ^{1/97}

91 C4 Cabriolet, Black/Black leather interior. Garaged, no winters. Bumper-to-bumper warranty through 12/97. Flawless. 6,300 mi. (610) 828-6000 day, (610) 293-9234 or (610) 896-9230 eves. ^{4/97}

93 C2 Coupe, Red/Tan leather interior. Sunroof, 5 speed, pwr. seats and windows, AM/FM cassette. One owner, always garaged. Very clean. 34,500 mi. \$39,500 Bob Simons (717) 569-4272 home, (717) 399-1632 work ^{2/97}

93 RS America Cup, Guards Red. A/C, sunroof, Weltmeister chip. Never raced. Excellent cond., meticulous maint. 50K mi. \$42,000 OBO William Grant, Va. Beach, (757) 497-7575 ^{1/97}

NON-PORSCHE CARS/ITEMS

95 Mazda Miata, Black/Tan/Tan. 18K mi. Very Nice! Have a new baby and I need to sell the Miata in order to keep my '91 C4. \$16,000 Tony Scalies (610) 273-3240 (w), (610) 383-6359 (h) or EMail: logger93@chesco.com ^{2/97}

PARTS

928 Wheels, Dress up your 928S4/GT w/ 3 pc. BBS RS gold centers. Two 7J x 16 and two 8J x 16. \$1,200 w/ lugs, centers and wrench. Enjoy now...Already mounted on Dunlop D40-M2s. Fred Bonsall (610) 868-8827 home, (610) 866-0505 work ^{3/97}

Accessories, 911 Floor Mats, linen w/ Porsche Crest embroidered, brand new - \$60; Technalon Evolution 3 Car Cover for 911 - \$50. John Sorge (610) 696-0199 days ^{3/97}

Parts, '53 356 body w/ doors, hood & early dash - \$800; '57 1600 normal engine, complete, disassembled w/ pistons & total seal rings - \$600; 911/915 transmission, needs 3rd gear synchro - \$250; Set of 4 - 14x6 Fuchs alloys - \$200; SPG roller crank for 356, new - \$300. John Patrick (610) 777-8512 ^{3/97}

993 "Cup Style" Wheels, 7"x17" w/ tire - \$400; 9"x17" w/ tire - \$500; 930S steering wheel - \$290; 356C Cabriolet engine lid - \$200. Bill Cooper (610) 793-9345 ^{3/97}

Huge Garage Sale, Used 911 parts, Wheels, Tires. Bob Koerbel (610) 527-6025 ^{3/97}

944 Saratoga top (glass), \$300.00 OBO. Frank (610)383-2397. Leave message. ^{3/97}

911/930/944 Used Parts, Carrera complete exhaust 7K mi. - \$500; factory 930 turbo tail - \$550; Carrera oil cooler w/ fan & shield - \$650; 915 gearbox 22K mi. - \$1500; 901 trans - \$350; 915 short-gear short ring & pinion gearbox - \$1,850; '88 930 front valance w/ rubber lip - \$450; 911 rotary A/C compressor all aluminum brackets - \$375; 930 Euro exhaust complete - \$600; 930 Euro muffler ('86) - \$350; Set of H4s \$200; 3.2i b&b exhaust system complete \$1795; pair of SSI heater boxes for 3.0/3.2 \$700; 1984 930 muffler never used - \$550; C2 front fog

lamps - \$75 each; C2 front turnsignals - \$30 each; '74-'89 911 adjustable spring plate set, with f/r torsion bars \$550 Bill or Colin Dougherty (610) 692-6039 ^{3/97}

Two Red Leather Seats, From '76 911S Coupe. Very good cond. - Need space. \$250 Tim (610) 993-9091 after 7:00pm ^{2/97}

993 Coupe Parts, Front tub (forward of front axle); right front suspension; rear clip inc. suspension & brakes; 6-speed trans.; cashmere supple leather interior (left seat damaged); Hi-Fi sound system; all glass except windshield; most lights. Bill Cooper (610) 793-9345 ^{3/97}

Parts, 915 transmission w/ Quaife - \$2,500; 911 right Bilstein strut - \$200; 930S steering wheel - \$290; 356C Cabrio. engine lid - \$200; 356 "Z" bar w/ hardware - \$200. F.O.B. Bill Cooper (610) 793-9345 ^{2/97}

914 Bumper Guards, Set of 4 (2 front, 2 rear) for '70-'74 914. Perfect cond. \$100 plus shipping. David (610) 964-7996 ^{1/97}

911, 930 Parts, '95 factory OEM 17" 993 Cup wheels w/ Pirelli P0 Asymetricos - \$1,850 OBO. Tech Art 993 wheel spacer kit - \$400 OBO. Matter Boctin factory rollbar for 993 w/ crossbrack, very trick, orig. \$1,100, sacrifice for \$450. Factory RSR 3.8 adjustable fuel regulator, fits all '90-'94 C2/C4, never used. Joe Fabiani (215) 646-4945 ^{1/97}

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Enclosed Car Transport to and from 914 East Coast Convention in Atlanta, July 24 - 27. From Philadelphia area. Will share expenses. David (610) 964-7996 ^{3/97}

Fellow Club Racer to share room for Mid-Ohio Club Race from May 15 to 18. I have reservation at the Ramada LTD (Race headquarter). Kam Ho (home) 610-650-0658 (office) 610-688-5494x250 (email) kamsho@aol.com ^{3/97}

"Cool Brake" system or similar, & Stainless Steel Brake Lines to fit '83 944. Brian (610) 768-5291 or Email at WRT26@Aol.Com ^{3/97}

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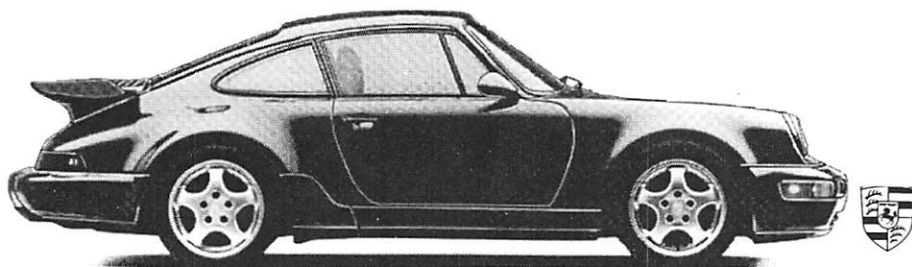
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PKCK915	74-86 911 Clutch Kit	915-116-911-00	695.65	417.	299.95
PKCK911T	78-88 Turbo Clutch	930-116-911-00	1,239.13	875.	599.95
PKCK928	80-86 928 Clutch Kit	928-116-911-00	896.93	583.	409.95
PKCK944	83-89 924S, 944 Clutch	944-116-911-00	1,110.00	542.	379.95
PKCK944T	86-89 944 Turbo Clutch	951-116-911-00	1,100.27	625.	439.85
PKFBP911	84-89 911 Carrera F. Pads	911-351-950-02	44.37	28.	21.95
PKRBP911	84-89 911 Carrera R. Pads	911-352-950-02	40.78	25.	19.95
PKFBP944	944 Front Pads	944-351-951-02	112.39	54.	39.95
PKRBP944	944 Rear Pads	944-352-951-02	91.25	49.	39.95
PKVC911	911 Valve Cover Geskt. Kit	930-105-902-01	30.28	20.	13.95
PKVC964	C2/C4 Valve Cover Geskt. Kit	944-105-902-00	58.38	50.	34.95

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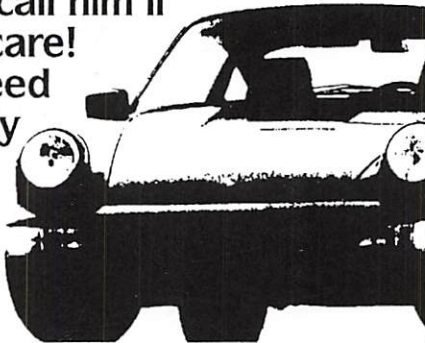
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