

riesentöter region, porsche club of america

DER GASSER

October
1979

Achtung!

- Oct 28 Malibu Optional, Fellowship Rd. (off NJ73 near I295), Mt. Laurel, NJ. 11 a.m.
- Oct 33 MEETING/ELECTION OF OFFICERS (Nov 2) /OKTOBERFEST at Springfield Hotel, Flourtown. 8:00 p.m.
- Nov 9 Der Gasser deadline (traditional observance)
- Dec 1 ANNUAL BANQUET at Wm. Penn Inn, Gwynedd.

Meeting Notice

The October 33 (that is, Friday November 2, 1979) meeting of the Riesentöter Region, PCA will be held at the

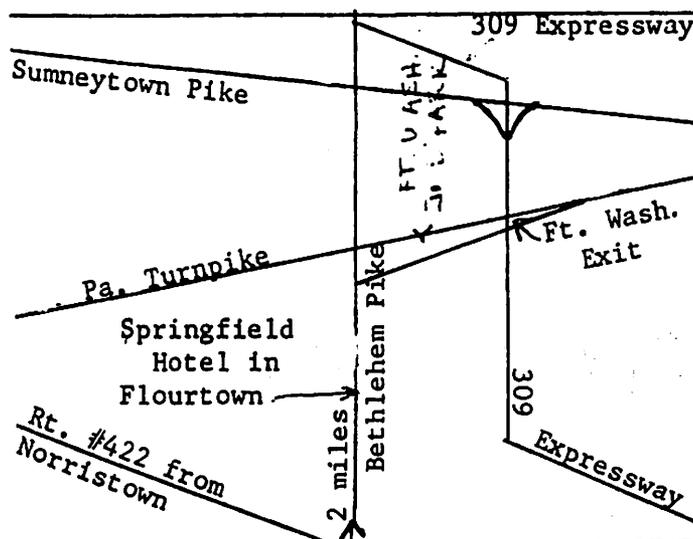
SPRINGFIELD HOTEL
Flourtown, Pa

(see map)

where, at 8:00 p.m. will commence a brief business meeting (starting with ELECTION OF OFFICERS for 1980) followed promptly by an

OKTOBERFEST

(which we have been desperately trying to set up for some time now) wherein members, and their guests, may partake of BEER, KNOCKWURST, & SAUERKRAUT for the modest fee of \$2.00 per person. Gott im Himmel!! — if the Germans can start such festivities before October, we can hardly be blamed for continuing them into November.



President's Message

As I sat down to write this, I looked at my Porsche calendar Oktober photo. It is of a 924, parked on a country road (is there anything else in Southern Germany?). In the foreground are vineyards, with some of the local population carrying on their backs the produce of the vines. The balance of the photo shows fields, with a small town in the background; and judging by the colors it is clearly Fall in Germany. Having been fortunate enough to go on a Treffen, memories come back, of those small towns, of the local wines which were delicious, and undoubtedly grown on vineyards just like this one. Of unlimited speeds on the autobahns (however, by choosing an Opel Kadett one has self-imposed limits). Of castles around every bend in the road which follows the Neckar River, of drives up to those castles, many of which have been refurbished and now host travelers. Of shiny new 911's and 928's being delivered at the Porsche factory in Zuffenhausen...I think when I get home I will get out our slides of the trip and look at them again.

On the home front, this month's meeting will feature, as well as the election of officers for the coming year, an Oktoberfest. Look for the date, time, and location elsewhere in the Der Gasser.

I would like to express the appreciation of the members of Riesentoter Region to the "retiring" Der Gasser Editor, John English, for his efforts over the last several years. The Editor's job is the most important in the Club and John has been faithful to his duties. Thanks, John...now you and Susan will have a lot more free time.



Competition

RIESENTOTER FALL SPRINT
OCTOBER 21, 1979

Class A		
Joe Shelanski	911S	58.49
Bob Ahrens	911E	58.62
Bob Holland	911S	59.29
Skip Chalfont	911T	59.47
Gary Wigglesworth	914-6	59.68
Don Reinhard	914-6	60.22
Al Lori	930	60.62
Rasim Tugberk	911SC	60.76
Mark Sheldon	911SC	61.53

Class B		
Bob Buchler	S-90	58.93
Duane Urban	914-2	60.44
Vern Lyle	912	60.93
Bill Smith	S-90	62.10
Harry Kintzi	924	62.38
John Reker	912	63.00
Tom Beil	SC	63.31
John English	914-2	63.78

Class C		
Rene Fechner	914	62.08
Axel Shield	914	62.38
Keith Waltz	914	64.56

Ladies(indexed)		
Melody McLean	912	1.082
Maria Holland	911S	1.094
Judy Smith	S-90	1.130

Special Notice

NOMINATING COMMITTEE PRESENTS
SLATE FOR RIESENTOTER REGION
CONSIDERATION

As required by the Bylaws, the September meeting of the Membership included presentation of the Nominating Committee's slate of officers for 1980. These nominees, and any others forwarded to the Committee prior to the start of the October meeting, will be subject to official election as the first order of business for that meeting.

The Slate:

President, Bill Smith
Vice President, Joe Shelanski
Secretary/Treasurer,
John Heckman
Competition, Bob Russo/Wayne
Flegler
Social, Don & Linda Applestein
Editors, Bob & Maria Holland

Remember, additional nominees may be offered prior to the start of the October meeting. If you wish to offer a nomination, contact an officer. If you know of someone (such as yourself) who would like to assist in the operation of the Club, don't hesitate to convey this information as well.

BANQUET UPDATE

You will soon receive invitations to the annual banquet. Your prompt (preferably affirmative) response will be appreciated.

This year a buffet is planned so that personal tastes may be accommodated more easily. And so your Editor can avoid portion control. He has promised to apply a reasonable amount of restraint.

Music will also be provided, suitable for conversation, dining and dancing. Other entertainment will be provided, as usual, by everyone attending—not to mention those giving and those receiving various awards.

Yes, there will be door prizes.

Please plan to come: it won't be the same without you.

Class AA	
3rd Gerry Sigal	1:01.097
Class A	
1st Bob Koerbel	58.129
4th Bob Holland	58.534
5th Joe Shelanski	58.708
7th Bob Ahrens	59.109
9th Bob Patton	1:00.656
10th Mark Sheldon	1:00.859
14th Rasim Tugberk	1:01.514
Class B	
3rd Paul Walsack	59.974
Class C	
4th Vern Lyle	59.528
Ladies A	
2nd Maria Holland	1:03.239
Ladies C	
2nd Melody McLean	1:04.755

I have seen (at least in the "Goodie Store" offerings) bumper stickers saying "Our Other Car is a Porsche." After some reflection I recall two kinds of reactions I have had, depending upon my mood at the moment. First, Porsche drivers need a second car so they can pamper the Porsche and/or have a "plan B" during episodes of preventive or curative maintenance; second, disbelief that someone accustomed to Porsche characteristics would condescend to driving anything else.

These feelings are the result of my having used a 914 for seven years and nearly 110,000 miles as the sole utility/pleasure/sport vehicle: as a bachelor, this was reasonably practical. That choice came with a curse: momentary incarcerations behind the wheel of even the smallest readily available rental car or (even worse) a large "parental" car have left me in a cold sweat. I have been spoiled by Porsche, and anything less is just a car.

Confession time. Unable to justify (yet) a second Porsche, I have allowed the Detroit family to roll onto my Porsche's heretofore unsullied turf. Revelation! Now I realize why it is so gratifying to have a Porsche as "the other car."

Indeed the comparison is unfair. Detroit responds to a differing set of consumer values and demands which, while less to my liking in some respects, are as valid to its aggregate consumer as are the values and demands Porsche consumers place upon that manufacturer.

But my appreciation of Alberich (the 914) has been greatly enhanced by rationing of use. What used to be perfectly natural and routine driver actions and car responses have become more like unnatural acts (which in fact they often are in Chloe, the Other Car). There's now a lecherous chuckle of anticipation rather than a nagging doubt about whether the rust spots are really

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2435 Maryland Road	180 Church Road
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INDUSTRIAL PARK
651 Parkway
356-8300

Philadelphia, PA 19118
709 Bethlehem Pike
o/John Heckman

WORLDWIDE
Porsche Club of America

(unfair, cont'd)

just cosmetic or whether today the need for some form of major mechanical work will suddenly become undeniably evident, when I get into the Porsche.

Now really—Chloe deserves some credit given her modest cost. She is watertight, fairly quiet, seats four, has environmental systems that work, can exceed the speed limit given enough time, and can be fixed (well, serviced, anyway) at local garages.

But Alberich doesn't gag or stall when cold. Loves corners. Loves going from 3,000 to 5,000 r.p.m. in any gear (and seldom complains at 2,000 r.p.m.). And has two (count 'em, two) trunks, a 500+ mile driving range in 5th gear, and eats regular gas. Heater, schmeater.

Obviously those of you with "real" Porsches can boast four seats and a heater that works; some of you could or do own more than one Porsche so that standards needn't suffer when undertaking mundane driving chores. But for the rest of us who choose to ration and relish the Porsche, maybe we've found a way to regularly rekindle the high and thereby avoid stagnation of appreciation. The only risks are withdrawal pains and the disappointment of retraining yourself to respond to new standards of performance.

John English

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