

# DER GASSER

AUGUST 1984

## PRESIDENT'S MESSAGE

This year's Parade in Appleton, Wisconsin was one of the most enjoyable I have attended. Our region was well represented as the Kellers, Russos, Lyles, Hollands, Heckmans, Michels (new transfer from Delaware) Wittmers and Debbie and I made the 1050 mile trek to Bovine country.

The Concours was held in a lovely town park in Appleton with only a few rain sprinkles spoiling the fun. After two previous attempts at 'quick and dirty' concours prep without reward, we finally took a 3rd place in class with our blue 911. The only other region entry was the Holland's green 930 which also took third and deserved more. Although not his car, Ted Wittmer spent many volunteer hours around and under a beautiful Aetna blue Speedster helping its owners achieve first in class.

Rallying at Parades has not been a strong point for our region, and in general this tradition was upheld in Wisconsin. The one exception was Judy and Charlie Keller who precisely guided their green 924 to a very respectable 12th place in the unequipped class, out of well over 300 entries. Congratulations!

The driving event was held at the beautiful Road America course at Elkhart Lake, about 60 miles from Appleton. Road America is four miles long with 14 turns and many elevation changes. The 5 chicanes, which were added for 'safety' took an unbelievable toll on brakes, making the event, in my opinion, more dangerous. Riesentoter hot shoes as usual turned in commendable performances with the ladies fairing exceptionally well. Melody Lyle had a 1st place while Vern managed a 3rd in 'T for 2'. Bob Russo managed a well deserved 4th against some full race machinery while Dodie took second in 'Fraud'. John Heckman took 4th in Jill's 912E as did Debbie in our 911, just missing trophies.

The last competitive (of a sort)

event was the Technical Quiz held on Saturday morning with your President getting a 5th place trophy.

The 1985 Parade is in Costa Mesa, California with the driving event to be held at Riverside Raceway. You will be receiving more details and an entry form in the January issue of Panorama. The dates are June 30 through July 6, 1985.

PCA National received bids from Swampland region (Louisiana), a combined bid from central Texas (Dallas/Fort Worth) regions and the Down East region (Maine) to host the 1986 Parade. After a difficult deliberation, the '86 Parade was awarded to the Down East region to be headquartered in Portland, Maine. Quite naturally Debbie is overjoyed at the prospect of having the Parade 10 miles from her home town. We have met many of the members of the Down East region in Wisconsin and can assure you that they have a really super Parade already well planned. It is only a 7-8 hour drive to Portland, so hopefully many Riesentoter members will be able to attend and enjoy the Maine countryside and its wonderful crustacean cuisine.

By the way, my brother Harry's green 356 coupe took a 2nd in class against some real tough competition. Congratulations! Bill

## MONTHLY MEETING WEDNESDAY AUGUST 29TH

The August meeting of the Riesentoter Region will feature Paul Johnston, owner of Johnston Enterprises in West Chester, Pa.

Paul has over 15 years experience in the auto body repair and restoration field, having served as manager for some of the finest shops in the Philadelphia area. Now, as proprietor of his own shop, he is specializing in quality work on German automobiles.

All of us have enjoyed Paul's articles in Der Gasser this year, updating us on the latest paint and

repair technology. Now he will be there in person to explain more in detail about the newest procedures, as well as answer any questions about our individual problems.

Join Paul and me for dinner at the George Washington Motor Lodge off exit 25 of the Pennsylvania Turnpike, at 6:30 on Wednesday, August 29th.

The September meeting will highlight Susann Miller, famous publisher, author, illustrator, photographer, and editor and definitely a serious porsche pusher. Set aside September 26th now for a memorable Riesentoter meeting.

October will be the one and only Oktoberfest. Don't miss that one!

## SOCIAL: PICNIC

By Skip Corey

Circle Sunday, September 9th on your calendar for our annual Riesentoter Picnic at Camp Hideaway in Audubon, Pa.

The camp opens up at 1:00pm. We start with a top only concours and prizes for each classification. (You might as well show off some of these Sunday only cars). The judging ends right before our traditional 4 cyl. vs. 6 cyl. softball game begins. (Don Galbraith would run over a six year old to steal a base). Don't let that scare your kids, just remember to bring gloves for everyone.

Aside from these events, there is swimming and a volleyball court. The club will provide soda, beer, munchies, charcoal and grills. Please bring your own food and a dessert to be entered in our famous "Riesentoter Baking Contest." Entries will not be penalized for too many calories!

The cost for this outing is \$3 per person or \$5 per family and any extra proceeds will go towards the banquet. There is a map below for anyone who has not already been to the camp.

Cont on pg 5

RIESENTOTER REGION

PORSCHE CLUB OF AMERICA

## THE FIRST TRACK EVENT

By Gloria Auer

What's it like for a novice? a little overwhelming if you've never done anything like it before. The anticipation before the first event is almost as exhilarating as the driving. Free advice abounds in the weeks and days before as friends and acquaintances give their opinions of your doing 'such a thing' with such a beautiful car. Response varies from skepticism to envy. Riesenoter members were energetic and convincing when they invited me to join them. My female friends were particularly enthusiastic about it, offering everything from helmets to babysitting for my son. My parents took it well (I told them after the event), my ex-husband would never have understood, and my shrink would have probably enjoyed extolling the Freudian virtues of such an undertaking.

I arrived at Summit Point the night before, didn't sleep well, and dreamt that I overslept and missed the entire first day. But it was only a dream. I was up at 5:30 am, at the track at 7:15 am and busily observing and copying what others were doing. Here's where being female is helpful; it's still much more acceptable for a woman 'not to know' much about the mechanics of a car. I found everyone helpful when I needed to ask a question or borrow a tool and felt very good when a man asked me what the shoe polish marks were on my tires. (Ed. note: marks are used to test tire pressures.)

The ride to the track the first morning was particularly memorable to me. It was a beautiful, quiet morning along rural, winding roads, that allowed me the time and the stillness to listen to the sounds of my car, to wallow a little in my anxiety, thinking "this is it, you're on your own, Gloria, there's no backing out now". The trip back to the hotel on those roads was also very important; a few peaceful moments that allowed me time to integrate what had happened during the day, to feel good that I had actually 'done it' and to get used to traffic coming at me on the other side of the road.

Back to the track. Observing the first run groups coming out of the pits, a few of us novices were wondering if there was any significance to the name of our run group, 'green'. Before long, it was

our turn and I chose a female instructor (is there some security in that camaraderie?) Around the first few corners I remember thinking, "who let this maniac become an instructor?" only to discover very shortly that Tina Tuccillo is an excellent teacher. I hadn't expected the driving to be as aggressive as it was and I had never been a passenger with someone else driving that fast. The thoughts of "I'm not sure I can do this" were only fleeting as I was soon driving myself and there was no time to think about being anxious. Although I was determined to follow Axel and Tina's advice about driving smoothly before driving fast, I did hear a lot of talk about who was driving how fast and about a couple of new (but already expert, of course) drivers who couldn't go fast enough because of the slower cars in front of them.

I began the 2nd day on the track with much more confidence and by the end of 4 more runs, I was 'hooked' and making plans to attend Potomac Region's event in late August. By Sunday afternoon, I was already talking about Lime Rock and Pocono. Although I kept explaining that I only had one other woman competitor in my class, I still felt proud of having a trophy from my first event. Somehow, it didn't quite seem right that I had the same trophy as Axel, Steve, Mike, Dodie..., but I wasn't about to give it back.

Although some people didn't drive in the rain, and some went home before the time trials, I decided that I was there to experience it all and I did. I had the feeling that I was just beginning to get the hang of it and I didn't really want to leave. (At this point you're all saying, "Oh, she's got it bad," right?)

I learned a lot about the car, about myself, about men and women. I learned that my car responds well to harder driving, that my brakes will stop me at 100 mph (I'm not sure about 120 mph), and just how dusty one person, and a black car can get. I re-learned that I have to do what's right for me regardless of what everyone else thinks about it and I found that some of the nicest people own Porsches. I hope that more women (wives and otherwise) will get into driving on the track. It's exciting, exhilarating, and does wonders for female self-esteem. My son even accused me of being 'hyper' when I came home. A week has passed now, I have stopped dreaming about how to do the corners better and am looking forward to the next time.

## THE HISTORY OF PORSCHE: PART 1

By Larry Herman

I have long been bothered by Porsche's apparent reversal of engineering philosophies and its subsequent reversal of engine locations. Their argument that the new front engine cars handle better does not wash with me. I don't care what the facts are. And so I, like my hero, Don Quixote, set out on my quest to learn the truth of the history of Porsche development.

After many months of travelling, long hours of research, hundreds of bars, thousands of stories, millions of beers and one humongous hangover, I have unearthed the true story of Porsche and I have found the answers to my questions. Let me begin at the beginning...

When Ferdinand Porsche was a youth, he was very much influenced by the philosophies and automobiles of Herr Audi. In fact Ferdinand worked for Audi under the table (to avoid paying taxes). As he grew older, Ferdinand dreamed of building his own car and selling it under his own name, the Ferdinand. He was later convinced under much pressure to change it to the Porsche. His dream was that of a small, very fast, front wheel drive car. That's right, front wheel drive! As luck would have it, disaster and inspiration struck at the same time. One day as his Audi was parked in front of an apartment building that was being renovated, workers on the tenth floor lost control and dropped a rather large bathtub upside down on top of Ferdinand's car. All at once Ferdinand realized his dream. This was the ultimate design, his sports car. Immediately Ferdinand started to work night and day to design his car. After a few weeks, armed with his blueprints and dogged determination, Ferdinand set out to have his car built. He contracted with a German firm to build the engine and transmission, and after they were completed, they were sent to a chassis builder to construct the rest of the car. But the plans went awry, and the builders put the body on backwards, resulting in a rear engined, rear wheel drive car. The news media saw the car and proclaimed it a masterpiece of automotive engineering. It was an instant success.

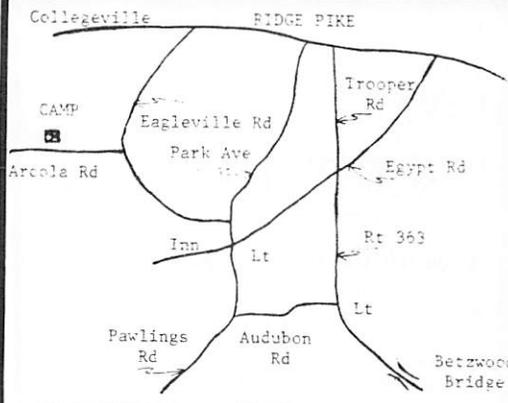
Ferdinand went on to fame, fortune and family. After much success with the 356 series, it was time for Ferdinand to come up with another

car. Once again, disaster and inspiration struck at the same time. One day while Ferdinand was speeding through the Black Forest he lost control and left the road (tail first, of course). His little coupe wedged itself between a stone wall and a parked tractor-trailer. This rendered the car several inches narrower, and flattened out the sides considerably. As Ferdinand stared at it in the waning sunlight, it appeared to him as a divine vision...the silhouette of his new car, the 911.

At this point the story becomes a little cloudy, but we pick it back up in the late 1960's with Ferdinand's son Ferry carrying on in his father's footsteps. He too saw his father's dream, and swore to his father's memory that he too would correct the wrong that had been committed so many years ago. Unlike his father, Ferry was gifted with a talent for design, and he used it to start the slow but sure change to a front engine car. It began with the 914. It was the first step in the plan. The engine was moved to the middle of the car. In an effort to save design costs, Ferry used a design that he drew when he was 4 years old. The car was a moderate success, but it paved the way for step two.

Step two was an insidious plan, sheer genius. In one bold step, Ferry moved the engine to the front of the car, and used an engine built by the company founded by the man who was his father's mentor, Herr Audi. This car, the 924, was only reluctantly accepted by the true Porsche owners, but quickly gained the respect of the rest of the world as the new type of Porsche. With the addition of the 928 (fostered by Ferry's secret love affair with the Pontiac Trans Am) and the 944 (half of a good engine is better than none at all) Ferry has just one more step to carry out in his father's master plan, the front wheel drive Porsche.

Don't laugh, it is coming. I know you may be skeptical, but look at the evidence. Audi has a great four wheel drive car, the Quattro. And what was just unveiled at the Frankfurt Auto Show? A four wheel drive Group B 911, that's what. The four wheel drive 911 will be hailed as a great improvement, an engineering masterpiece. And then inevitably will come the first front wheel drive Porsche. They are going to tell us about the remarkable handling and stability of the new car. But we all know the truth of the matter now. It is out in the open, Ferry. We know what you are up to, and more importantly, we know why!



picnic cont from pg 1

So don't forget to join us on September 9th at 1:00pm. Bring baseball gloves, swimsuits, food, and a clean car.

**DEADLINE FOR THE SEPT. ISSUE OF DER GASSER IS THE LAST DAY OF AUGUST. NO EXCEPTIONS.**

# Al Anderson

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# LATE BRAKING NEWS

By Bob Russo

I'm sure you've all said it or heard it... "Where did the summer go?" By the time you read this, 4 out of the 5 PATTS (Porsche Atlantic Time Trial Series) events will have been run, as will our last DVSA Autocross! That leaves our region with only one competitive event before year's end, the Porsche-Corvette Challenge on October 13th. This is always a good event since it gives us a chance to show Corvettes the way home!

For those who did not attend our Drivers' School at Summit Point on July 20, 21 and 22, you certainly missed a good time. Everyone had plenty of track time, the weather cooperated for the most part and we had no major incidents. To those who helped (and there were quite a few) a well deserved and much appreciated thanks. I hesitate to name specific people for fear of leaving a person out, so to all of the workers, thanks. Results from our event will appear elsewhere in this issue.

There is one very important safety item that I feel needs mention. There are many people who are trying to make their cars more safe by adding a shoulder harness to their lap belts. This is a potential safety hazard! You should not install a shoulder harness without installing an anti-submarine belt. The reason you must have the sub belt is not to prevent the driver from sliding under the lap belt, but rather to hold the lap belt down on the pelvis. Without the sub belt, if you should have an accident, your body moves forward causing the shoulder belts to pull the lap belt above the pelvis and against the soft internal organs. This can really do some damage. So, remember, if you do not install the anti sub belt, you're better off with only the lap belts.

Next month the glossary I said would be here last month. See you at the track.

CLASS/ENTRY	lap 1	lap 2
<u>B Stock Ladies</u>		
R. Paccilo	1:39.756	1:38.225
<u>C Stock</u>		
P. O'Malley	1:40.691	1:41.171
R. Van Zijl	1:43.446	1:41.572
P. Richardsen	1:44.430	1:42.592
<u>C Stock Ladies</u>		
S. Langius	1:43.712	1:42.368

<u>D Stock</u>		
S. Jesse	1:38.206	1:37.058
J. Picco	1:43.545	1:42.966
P. Arnold	1:48.914	1:47.599

<u>D Stock Ladies</u>		
R. Mitchell	1:47.705	1:45.417

<u>E-Stock</u>		
A. Shield	1:39.877	1:42.246
T. Tauscher	1:47.580	1:46.971
W. Keeney	2:03.361	1:59.464

<u>F-Stock</u>		
S. Schiff	1:41.010	1:40.024
H. Kintzi	1:41.972	1:42.264
E. Blassic	1:43.377	1:43.747
D. Pedersen	1:43.571	1:44.428
T. Hamill	1:44.450	1:43.938
H. Bell	1:46.355	1:46.098
M. Broennle	1:52.197	1:47.391
B. Smith	1:51.358	1:48.972
J. Loftis	1:55.669	1:55.771
H. Jones	2:00.069	1:58.888

<u>G-Stock</u>		
C. Simmons	1:44.433	1:43.893
R. Hunsberger	1:48.450	1:48.674
G. Shirinian	1:51.346	1:50.449
J. Griesenbeck	1:51.777	1:50.725
B. McCullen	2:00.909	1:58.888

<u>H Stock</u>		
B. Keller	1:50.270	1:45.899
F. Keerfoot	1:49.333	1:46.973
M. Hamill	1:51.805	1:52.305
W. Herren	1:54.124	dnf

<u>H Stock Ladies</u>		
T. Tuccillo	1:53.888	1:52.071

<u>I Stock Ladies</u>		
K. Keller	2:04.904	2:04.937

<u>J Stock</u>		
B. Buchler	1:54.356	1:51.523
F. Sims	1:56.902	1:55.211

Mod-IV

<u>K Stock</u>		
P. Lakin	1:47.943	1:48.510
M. Roseborough	1:55.214	1:54.673

<u>B Improved</u>		
M. Stolper	1:34.988	1:34.901
R. Tugberk	1:37.558	1:35.863
B. McQuiston	1:37.265	1:36.933
J. Birk	1:42.604	1:48.586
D. Meluzio	1:46.770	1:46.217

<u>C Improved</u>		
F. Perry	1:37.448	1:49.502
P. Tremper	1:39.388	1:40.019
A. Anderson	1:42.641	1:39.756
M. Keller	1:41.706	1:41.104
D. Snow	1:43.588	1:43.515
D. Salz	1:48.413	1:46.427

<u>C Imp. Ladies</u>		
B. Keller	1:58.756	1:55.576

<u>D Improved</u>		
R. Rookey	1:40.491	1:41.431
C. Schlepner	1:45.713	1:43.860
T. Sechowicz	1:45.794	1:44.217
J. Carlock	1:45.595	1:44.561
D. Carlock	1:49.685	1:47.988
D. Frye	1:48.588	1:48.387

<u>D Imp. Ladies</u>		
P. Frye	1:58.685	1:57.624

<u>Mod I</u>		
B. Kirk	1:27.849	

<u>Mod II</u>		
G. Sharp	1:30.441	1:28.929
R. Russo	1:29.554	1:29.463
S. Hynes	1:36.658	1:39.392

<u>Mod II Ladies</u>		
D. Russo	1:39.261	1:36.137
C. Galbraith	1:49.705	1:46.964

<u>Mod III</u>		
A. Friedman	1:33.012	1:32.273

<u>T. Baird</u>	1:36.115	1:35.862
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Under the by laws an audit of the accounting records of the previous year is required. Shown below is a summary of the Riesentoter Region's financial activity for the year 1983.

	DEBIT	CREDIT
Beginning Balance January 1, 1983		\$1079.76
Income:		
Membership rebates from PCA Natl.		2916.00
Specific events: Banquet 1982 (Jan '83)		1080.00
Wine Tasting		1134.00
Banquet 1983		1296.00
Riesentoter Track Event		1740.00
All other sources		1939.65
Expenses:		
Der Gasser: printing, mailing & misc.	\$3199.87	
Bank charges	27.46	
Banquet 1982 (held Jan. 1983)	1396.18	
Wine Tasting Dinner	1140.50	
Picnic	422.10	
Meetings	233.25	
Membership	134.48	
Events	399.22	
Banquet 1983	1690.00	
Deposit: Woodbine NJ Track Event	269.35	
Misc.	158.60	
Totals	9071.01	11185.41
Ending Balance December 31, 1983		\$2114.40

## CLASSIFIED ADS

**WANTED:** For a 1973 911 Targa, front & rear fenders, dashboard, door pockets, highback seats (tan), call Art Rothe evenings at 363 0775.

**FOR SALE:** 1973 914 2.0, original owner, full documentation, excellent paint, no dents; extras: chromed bumpers, Konis, H D springs, ss heat exchangers & aluminum 6" 'cyclone' wheels; needs sills, sail panel, clutch & battery; engine 100k, still strong, \$2500, call skip at 679-6658.

**FOR SALE:** Comp T/A's: 2 205x60 vr 15s & 2 215x60 vr 15s, approximately 2000 miles on tires, \$425/set, call Tuck Hunter at 584-9666.

**FOR SALE:** 2 7 $\frac{1}{4}$ ", 2 8 $\frac{1}{2}$ ", 2 10 $\frac{1}{2}$ " by 15" American Vector mag wheels, used only in the shop, like new, with 4 racing rains and lug nuts, great for an extra set of autocross or street wheels, all 6 for \$3500, negotiable, call Tom Puschak at 434-9948.

**FOR SALE:** 1976 911S Targa, 39,000 cert. miles, all original, cont. orange black, navy int., 930 turbo tail, 100w Blaupunkt, \$16,000, call Jack Walsh at 675-9484.

**FOR SALE:** 1983 944, gemini grey, 10,000 miles, forged alloys, P6s, sport suspension, leather seats, alarm, Blaupunkt, \$21,000, call Steve Chamberlain days at 647-7995.

**FOR SALE:** 1977 911S cpe, black/black leather, air, sunroof, Blaupunkt AM/FM cassette, cruise control, 46,000 miles, absolutely pristine, \$17,900, call Jay Disorbo at 628-9297.

**FOR SALE:** 911 sunroof, hood, engine lid, muffler, passenger side door complete, front/rear glass plus other parts all from early 911, but will fit others, heat exchangers from 1975 911, all in good condition, call Tony Checkowski at 584-0776.

**FOR SALE:** Parts from 1972 914 4, 1.7 engine, Weber carbs, 5 spd trans, int parts, transaxles, torsion bars, headlamp motors, brake systems, body parts & more, call William Keller after 5pm at 364-1798.

**FOR SALE:** 1971 914-4, all original, very clean, garaged, fuel inj., 5 spd, blue, 83,000 miles, \$3,200, call William Keller after 5pm at 364-1798.

**FOR SALE:** 1975 914 1.8L, 77,000 miles, original owner, green, good shape, runs well, all service records, \$5,500, call Pat Phelan at 794-5295.

James & Barbara Royer  
Bethlehem, Pa.  
1976 914

Scott Howell  
Willow Grove, Pa.  
1974 911S Targa

Irvin Schorsch III  
Wayne, Pa.  
1983 944

Gary Diamond & Sherry  
Bryn Mawr, Pa.  
1984 944

E. Joseph Henwood III & Penny  
Media, Pa.  
1966 911 Cpe

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Roger & Patricia Daniels  
Wayne, Pa.  
1982 928

Stacey Schwartz  
Whitemarsh, Pa.  
1982 928

Walter & Helen Margie  
Bethlehem, Pa.  
1984 944

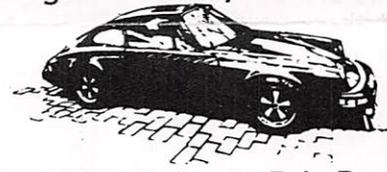
Herbert & Marion McDonald  
Gladwyne, Pa.  
1984 928S

Richard & Patricia Senker  
Devon, Pa.  
1984 944



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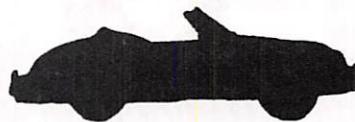
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Broomall, PA  
**(215) 328-3100**  
5508 Concord Pike  
Wilmington, DE  
**(302) 478-8013**

**BF Goodrich**

Comp. TA

185/70VR13	90.63	235/60VR15	147.26
195/70VR14	100.84	255/60VR15	156.32
205/70VR14	108.74	195/50VR15	140.42
185/70VR15	106.42	205/50VR15	121.05
205/60VR13	106.42	225/50VR15	192.53
195/60VR14	116.63	P245/50VR15	208.42
215/60VR14	123.47	P265/50VR15	224.32
205/60VR15	130.21	205/55VR16	200.59
215/60VR15	138.21	225/50VR16	212.95
<b>RADIAL 60</b>			
<b>RADIAL 70</b>			
205/60HR13	83.16	175/70HR13	74.53
195/60HR14	89.68	185/70HR13	77.05
215/60HR14	92.53	185/70HR14	80.74
235/60HR14	100.32	195/70HR14	83.16
205/60HR15	91.47	205/70HR14	89.05
235/60HR15	103.58	225/70HR15	104.21

**PIRELLI**

P-6

P-7

185/60HR13	75.72	195/50VR15	153.50
205/60HR13	95.05	205/50VR15	171.78
185/55HR14	79.80	225/50VR15	194.65
185/60HR14	86.91	285/50VR15	248.54
195/60HR14	97.07	285/40VR15	239.90
205/60HR14	101.20	345/35VR15	274.45
225/60HR14	114.36	205/55VR16	198.72
225/60VR14	130.63	225/50VR16	210.41
195/60HR15	101.65	205/50VR16	239.90
205/60HR15	108.25		
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**THE HERMAN FAMILY  
ANNOUNCES...**

the second shot heard round the world. Michael Saul Herman was born 10lbs 5oz on August 3rd, 1984. Mom was apparently blown from the delivery room upon Michael's arrival. Mother, father and son are all doing well. Michael has been signed to a three year contract with the Philadelphia Eagles commencing in the fall of 2004. Congratulations to all.

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## COMING ATTRACTIONS

- Sept. 14-16: Chesapeake Challenge 17. Contact Joanne Shap at (301) 442-2725.
- Sept. 16: SCCA Autocross at Northampton Cnty. Comm. Coll. Call Ellen Fogg at 867-0399.
- Sept. 23: BMC DVSA Autocross at Gloucester Cnty. Coll Call Jerry Fink at 566-3891.
- Sept. 26: Regular meeting. See next issue for details.
- Late Sept/  
Early Oct. Tech. Session. See next issue for details.
- Oct. 13: RTR Porsche-Corvette Challenge and Zone 2 Autocross. See ad inside.

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