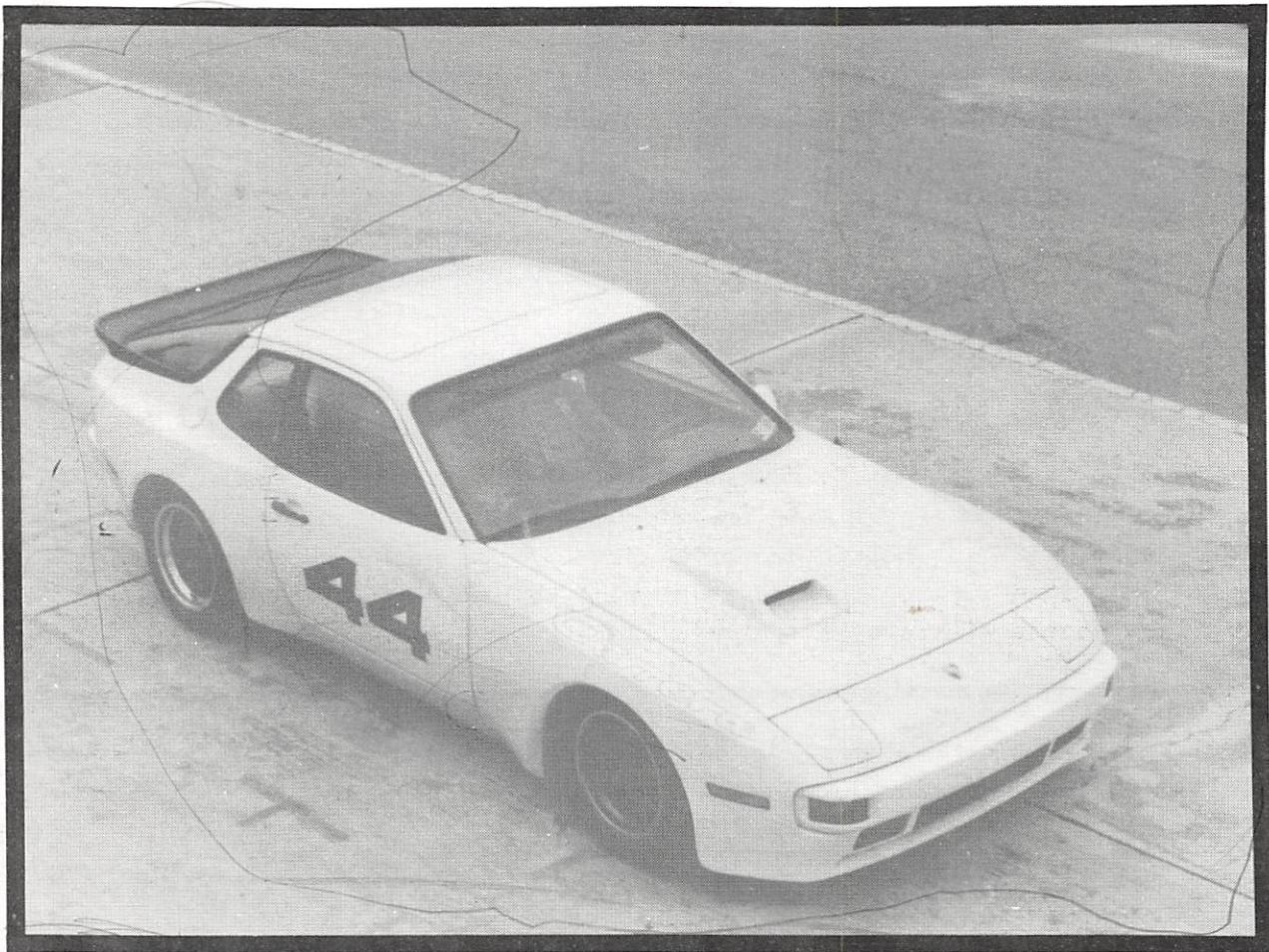


DER GASSER



January 1987



RIESENTÖTER REGION

PORSCHE CLUB OF AMERICA

PRESIDENT'S MESSAGE

by AL ANDERSON

My goal as president for 1987 is to stimulate interest in all areas of our club . I will also expect feedback from you, the members, regarding your interests.

We may do things differently this year and will try to streamline certain areas to make life a little easier. One of the areas of concern is our autocross program. Except for the pre-season school and the Corvette Challenge, we just do not have a sufficient show in numbers to warrant a full schedule of events. SCCA has a strong program with events almost every weekend at various locations that you can run with 90-100 other cars. Does our club really need an autocross program? We need to either give our autocross a shot-in-the-arm or drop it completely.

Another area of concern is the club van. It is getting expensive to maintain and the insurance costs more than the van is worth. The only reason for keeping the van is to store and haul autocross paraphanalia. The sale of the van and eliminating our autocross program go hand-in-hand. Any suggestions?

Areas of development include high-speed track events and social functions. Bob Lamb has already managed to secure three track dates for 1987.

Larry and Cheryl Herman are working on a schedule of events that include a fund raising car wash for Children's Hospital.

The highlight of the year will be the 30th Anniversary. Rumor has it that the committee is working on a mini parade. If interested in helping in this area contact Bill O'Connell at 640-1675 or Debbie Cooper at 362-2770.

I am looking forward to a great year. Fresh ideas are always welcome so let's hear from new and old members alike.

JANUARY MEETING

Boston Sea Party - Wednesday January 28th
by Bill O'Connell

The January meeting will be held at the Boston Sea Party as mentioned last month. This is to be "advertiser night" whereby those that advertise in DER GASSER will have the opportunity to set up a table and display some of their products or discuss their services. The purpose of this is simple. Many members are not familiar with what our advertisers have to offer so...

The meeting will start at 8:00 PM and following the business segment we will

introduce the participants and then you will be free to roam and browse. Now is the chance to get all those goodies you can't live without and didn't get for Christmas.

Directions. The Boston Sea Party is located on 611 at the Willow Grove exit of the PA Turnpike. From the turnpike, take 611 North. As you get on 611, you will see the restaurant across the divided road. Take 611 North to the first 'U' turn and come back on 611 South to the entrance.

DER GASSE

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PAST PRESIDENT

Richard van Zijl
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296-8862 (H)
854-6483 (W)

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On The Cover - Al Andersons 944

Photo by the O'Connell's

ADDRESS CHANGES Should be sent to the MEMBERSHIP Chairman at least one month prior to your move.

MEETINGS are normally the last Wed of every month. The time, place, and topic is printed in DER GASSE.

CLASSIFIED and ARTICLES. Ads are FREE to members, \$10 per issue to others. They are NOT automatically reprinted. Articles and/or pictures dealing with RTR events, Porsches, or topics of general club interest are welcome. Those with letter quality (not dot matrix) printers or typewriters can submit them in columns of 3 1/4 x 10 otherwise, they should be type written, between 200 and 800 words in length. Pictures should have good contrast and be 3-1/2 x 5, color or black and white. The deadline is the 1st of each month and can be given to the editors at the meeting or mailed to the address listed in the EXEC committee.

DER GASSE is the official publication of the RIESENTOTER Region of the Porsche Club of America. Unless otherwise stated, comments and/or articles are those of the author and not necessarily those of PCA or Riesentoter.

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TENTATIVE MEETINGS

by Bill O'Connell

The 1987 tentative meeting schedule is listed below. Meetings are normally held on the LAST Wednesday of each month, the exception being special events. They start at 8:00 with the business meeting followed by the guest or event.

DATE	LOCATION	SUBJECT
01/28	BOS SEA PARTY	Advertisers
02/25	BOS SEA PARTY	Jerry Nelson
03/25	Penske's	Tour of the Reading shop
04/?? ??		Spring Social Event
05/27	Holbert's	Talk by Al and tour both race shops
06/24	NTW	Tire Talk by major tire reps
07/29	BOS SEA PARTY	Round Table
08/28	Betsi Marsh's	Cocktail Party
29	Radnor Hunt	Dinner
30	Hide-a-way	Picnic
09/30	BOS SEA PARTY	Bob Akin
10/?? ??		Octoberfest
12/?? ??		Christmas Dinner

Congratulations To Jane and Michael Stolper on the Birth of a Baby Girl, Rebecca Sarah Dec. 31, 1986.



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From the Editor

Welcome to 1987. As Der Gassers newest editor-in-chief I hope to be able to contribute to the tradition of growth and improvement that the club, as well as the newsletter, have seen in years past.

I was a little skeptical at first when Richard van Zijl (you remember him) asked if I wanted to be the new editor. It was hardley any trouble and alot of fun besides, he said. That sounded pretty good to me.

Delusions of grandeur. The first thing to do is go to full color, maybe even do a monthly center fold (of cars). Then some interviews of prominent Porsche people-guys like Peter Schutz for instance. Of course, that may necessitate flying to Germany but what the heck put it on the old expense account right?

Back to reality. Then I talked to Bill O'Connell. He informed me that there was something called a "budget". Seeing an opportunity for higher education I dusted off the old Websters unabridged and quickly realized that there were two things I needed to do. First, cancel the airline reservation to Germany and second crank up the old mimeograph machine.

So anyway, here it is, the first issue. I would greatly appreciate any pictures, articles, comments, ads, bits of news or whatever you would care to submit.

Thanks,
Paul Johnston Editor

Frank and Ernest



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OVER TO THE PORSCHE
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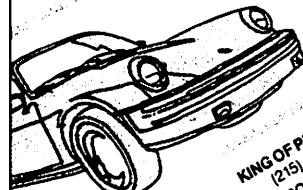
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Reisentöters 30th Anniversary

Debbie R. Cooper

During a discussion of the executive committee to plan our 30th anniversary celebration, it was determined that we should have a Club Historian. I volunteered my services to gather together the pieces of our past. Since my involvement in the club began in 1981, I am not familiar with the earlier important names and events that have made RTR the dynamic club that it is today. I would like to put together chronology from the founding members and activities to the present. In order to do this, I need the help of many of you to fill me in on the years from 1957 to the present. I'd like to document all of the founding club members and a little history about them, the past presidents and their contributions and a history of the awards and the past recipients. Also, the anniversary committee needs to begin collecting slides and pictures and memorabilia from all facets of the club's activities. A display of old hats, T-shirts, car badges, pins, newspaper clippings and articles, car parts or anything else you think would be of interest to the membership would be terrific. Although the celebration won't be until August, we need to start planning now. I would appreciate hearing from all of you, since we want this to be the best anniversary celebration that PCA has ever seen. My address is: 659 Brighton Drive, Hatfield, PA 19440 and my home number is 215-362-2770. This is our event, so let's all participate and have a great time!!!

30th ANNIVERSARY
FRIDAY, SATURDAY, SUNDAY
AUGUST 28, 29, 30
by Bill O'Connell

That's right, a mere 212 days from the January meeting, we will celebrate our 30th anniversary. I know that many of you think that is a long time away but I want to make sure that all of you mark it on your calendar now!!! No vacations, no prior commitments, no nothing. The plans are shaping up for a cocktail party Friday night, a Gimmick Rally Saturday morning, a

Porsche car show in the afternoon followed by dinner at Radnor Hunt, then the annual picnic on Sunday. Those of you with historical items, tidbits, etc, please contact Debby Cooper - the club Historian and official 30th anniversary relic gatherer. We would like things like early pictures, patches, decals, Der Gassers, as well as a list of all officers since '57. Those of you with interesting/seldom seen Porsches, please contact me. The car show will consist of the cars we never see. More news will follow as the plans are made. MARK YOUR CALENDARS NOW!!!

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Photo Credits and thanks

by Bill O'Connell

Due to the holiday spirit (or too much of the spirit?) I didn't print the photo credits last month. Sorry, I'll never do it again. Paul might, but I won't. Thanks to those who sent pictures and to everyone that sent articles last year. It made my job much easier and it was fun. Please keep them coming for Paul this year. He has great plans to print lots of pictures and would like to expand the paper, but without your support it is hard. Believe me, I know. Thanks again and I hope you enjoy the upcoming year.

Page 1: The old and the new. Larry Holbert's 1959 AACA Grand National winner next to the only 961 in the world. Photos taken at Holbert's showroom by Vince Evans.

Page 2: Jim Confer playing at Hershey. Al Anderson sailing Sonny's 911. Photos by Bill O'Connell

Page 3: Top to bottom, left to right. Vern & Melody's new car attracts a crowd even in the rain. Al brought Sonny's car since he didn't want to get his wet. Someone sneaking in to get dry and munch on a Hershey bar? #44, a red 944 in heavy disguise, posing as a tire support truck. Now we are having fun! Vern and Melody's from the other side, and, yes, you could eat off the engine! Photos by Bill O'Connell

Page 7: John and Kathy Williamson's 930 at the picnic. Photo by Bill O'Connell

Page 8: Bill Cooper heating up breakfast for Rich Benn at the November Summit Point Snow Ball. Photo by Bill O'Connell. Lime Rock this summer. Photo by Pete Adams.

Page 10: An honest owner. Photo by Rene Guerster. More from the Snow Ball. Photo by Pete Adams.

Page 11: #44 no longer posing as a Mazda pickup. Photo by Bill O'Connell. Axel Shield saying it all at the Glen. Photo by Axee Shield. Al Anderson explaining the snow line at Summit. Photo by Pete Adams.

Page 12: Clockwise: Bill O'Connell on his way to 2nd place at the SCCA Duryea Hillclimb in Reading. Photo by Jerry Ludwig. The starting line at Lime Rock. Photo by Pete Adams. Stu Boreen's 911 and a new found friend from Alaska with the



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same license plate at the '81 Asheville Parade. Photo by ? Melody Lyle and Wayne Flegler at the Oktoberfest. Photo by Bill O'Connell. Al (Wyeth) Anderson painting the Riesentoter van. Photo by ?

Page 13: Pictures from the parade this year by Pete Adams.

Page 15: Neil Fine's 930 fresh from Paul Johnston's just in time for the picnic. Photo by Bill O'Connell.

Page 16: Gloria Auer's 944 and Pete Adams' 924 at Summit. Photos by Pete Adams.

Autocross Wrap-up

by Vern Lyle

In the local SCCA season just ended, in A Stock, a Honda CRX won the class! Our own Don Reinhard was second in his beautiful 914-6, after trading in his original 16-year old tires for some gummy Yokohamas. The 911 drivers in the class, Lou Hankin, Jim Confer, Mike Weaver, Jim Royer and Ron Lego, have a little way to go to catch up with "old age and treachery". By the way, the 914 2.0 has been moved down to B Stock, and based on results from across the country, the Honda has also been moved.

In B Stock, Scott Rankin finished fifth but really didn't run many events. His 944 has been moved to G Stock, leaving this class pretty much to the new Corvettes (altho they were trounced locally by an ancient TVR).

C Stock is hotly contested between RX-7s, Omni Turbos, etc. No Porsches competed locally, but I'd like to see a well-driven 912 or 356 go against these guys. A.J.?

In A Street Prepared, Vern and Melody Lyle finished 1-2 at every event. The car didn't turn a wheel til the end of June and tho we ran 22 events we didn't run/work enough locally to qualify for season awards.

The saddest note was in Ladies D. Betsy Marsh-Leidy in a '72 Targa fought an RX-7 driver all season long, trading 1st and 2nd every week, with usually no more than a half second between them. Tied going into the last race, it was winner take all. Betsy felt pretty confident since she had attended Dick Turner's autocross school in New York just the week before and worked a lot on left foot braking (the only way to go in autocrossing). The drivers twice swapped the lead and it came down to the last run. In the most difficult turn, Betsy went for the clutch to downshift and stood on the brake pedal. It has happened to all of us while trying to perfect this bobble, she lost by only .03 seconds. You KNOW she'll be back.

The series was 10 events, averaging 120 cars. The courses were generally wide open, 2nd and 3rd gear, and put a premium on technique in the twisty bits. Anybody can go fast on the straightaways, it's where and how you brake, when you turn and accelerate thru a corner that determines who wins and loses. Consequently, the times were often very close, and that demands hundredths of a second.

The format for next year will be some kind of heat system with all entrants required to work a short while. It should go better for the majority of people and you won't need to spend the entire day there. Watch for more details.



Betsy Marsh-Leidy's '72 Targa. Photo by Pete Adams

To the Editor

To The Editor, (ex-Editor, actually)

In the December issue, I can't understand why the results of the Porsche/Corvette Challenge were published (as received from the Vette people) without comment. Their inventive interpretation of the results to indicate that they "won" the Challenge is deserving of the Mighty-Nitto Award (for Making the Best of a Bad Situation). They simply had more competitors in the faster classes. The only rational observation is that in the two classes where both cars ran, we won one and they won one. But a Porsche won FTD as well, so in fact, WE won the Challenge.

Incidentally, in SCCA classification, Corvettes run a class below Porsches (which seems appropriate), so maybe their gloating is justified. We need more active autocrossers to uphold Porsche's name.

Vern Lyle

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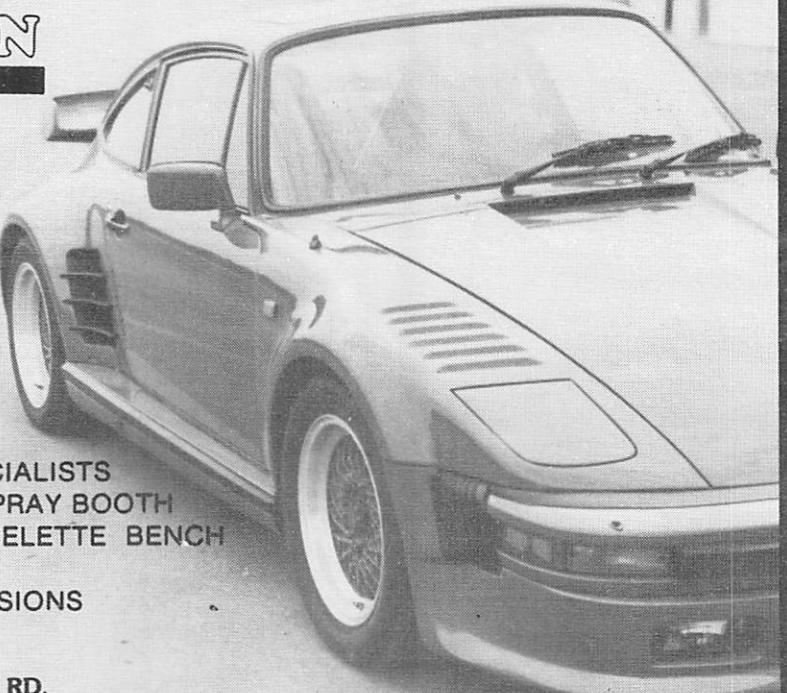


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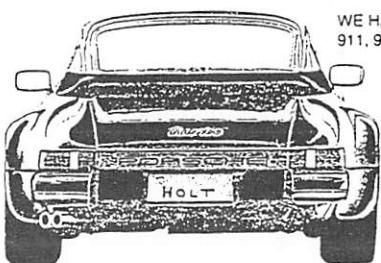


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- '85 3/4 911 Cabriolet, WPO 222912FS150761, Midnight Blue/Blue Top, 16" Gold BBS 7's & 8's, remote Ungo, 2k miles, rare car, better then new, All options, asking \$40,500. John Main 854-6109 (W)

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- '84 944, Guards Red, w/black 17k miles, sport suspension, 15" forged alloy wheels, sunroof, 4 spoke steering wheel, Alpine radio w/Alpine equalizer, 2 ADS amps and 4 ADS speakers, Ungo alarm, excellent condition, garage kept. Asking \$21,000. Don Huber 342-0729

- '84 911 Targa, Ruby Red, \$18,000 in options, 930 body work, 3 piece wheels with Porsche centers, DP tail, Euro brain, sprot muffler, more. 10k miles, must see. \$39,500. Ed Bell 696-2164(w) 430-0246(h)

- '83 911SC, Platinum/Brown, all factory options, Weiltmeister suspension, camber truss, turbo oil cooler, 'S' front brake calipers w/cool brake kit, Steel brake lines, tensioner guards, Immaculate in and out. Obsessively maintained. Asking \$31,500. Paul Richardson 339-4385(w) 985-1053(h)

- '83 930 Turbo, Ruby Red Metallic/Tan Black leather, All extras, bra, sheepskins, no rain or snow, 41k miles, \$39,000. Mike Phillips 628-0100(w) 364-3448(h)

- '73 911T Targa Sportomatic, Sepia brown/Tan & Black, 56k original miles, no winter driving, no rust, Blaupunkt AM/FM, A/C, fogs, records available. \$10,500. John/Peggy DiSilverstro 643-3277

'83 Mazda Pickup. 4cyl, 5 speed, AM/FM Cass, Long bed with bed liner and bed cover, step bumper, radar detector, sliding rear window, good tires, new muffler. 35,000 miles. \$3,000. Bill O'Connell 640-1675

'73 914 Yellow/Black leather. 1.7, 53,000 miles, 5 speed, NO RUST, original paint, new stainless steel exhaust and heat box, new muffler, brakes, master cylinder, very clean interior. \$4,000. Paul Manzen. 968-2786

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- 4 Yokohama A-001R, 205/60x15 8/32 tread
- 19mm adj front bar for early 911.
- 911 after market torsion bars, 23/27, sell or trade for 22/26
- '72 912 5 speed, 1200 miles on all new bearings and syncros. Vern Lyle, 679-9262
- 5 914 steel wheels w/junk Michelin tyres (good for towing) \$125
- 914 brakes, struts, Koni shocks, & assorted junque. Larry Herman 233-5845
- 5 hp Campbell-Hansfield Air Compressor, like new \$500 or swap for selected Porsche parts
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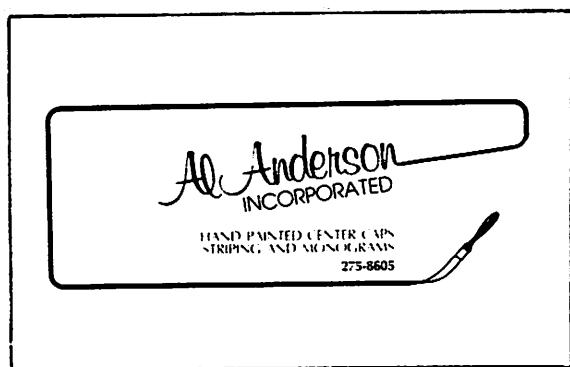
- Saratoga Sunroof for 911 Targa, new never used. Selling car. list \$1149, sell for \$895 obo. Bill Schuman 355-2721(H) 343-1530 x23(W)
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- 911 Sport Seats, will consider any condition, prefer needing re-upholstery
- 911 Carrera motor, any condition Bill Cooper 362-2770 (h)
- Wooden steering wheel for '58 speedster. Prefer a Derrington type. Skip Chalfant 648-0411 (H) 696-1862 (W)
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A black and white photograph of a Formula 1 racing car, specifically a Williams FW14B, in motion on a track. The car is white with prominent black sponsorship logos for Marlboro and Texaco. The number 29 is clearly visible on the front and sidepods. The background shows other race cars and the blurred landscape of a racing circuit.

TILLSON

