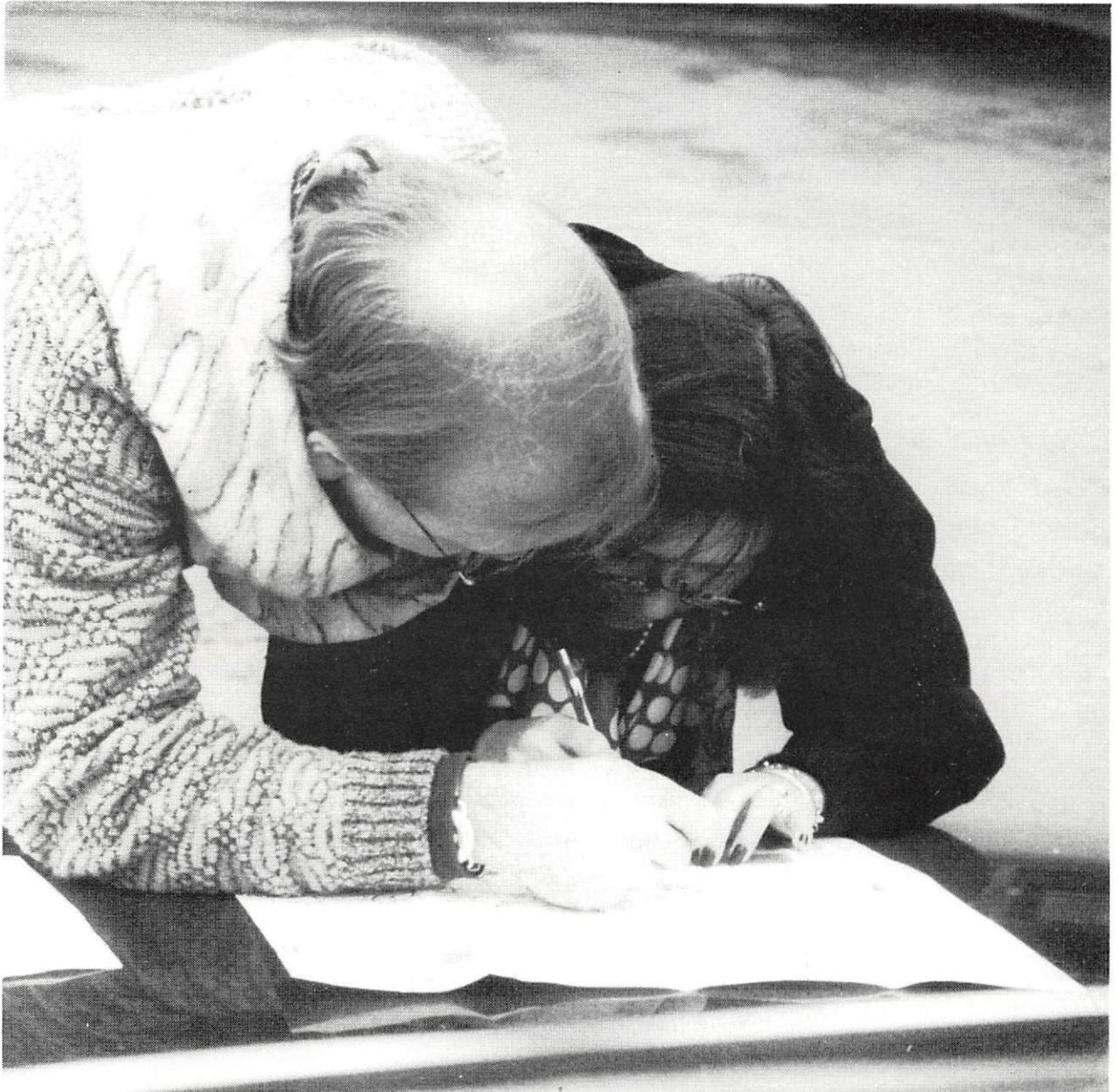


DER GASSER

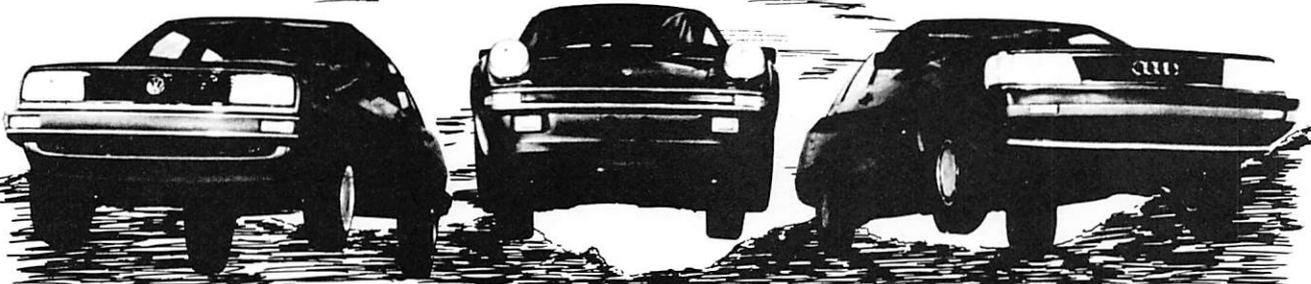


Riesentoter Region PCA

April 90



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President's Message

Bob Russo

Insurance - the scourge of the 90's! It seems that no matter where you turn, people are fighting with their insurance companies! Not just auto, but homeowners, disability, malpractice, etc. Unfortunately, the American public has brought it upon themselves, and now we are all suffering the consequences. We have all been victims of rate hikes or refused coverage, brought about by settlements that are totally out of proportion to the loss. Anyone can sue anybody for anything, and that's the problem. How the US court system allows some cases to get to trial is totally beyond my comprehension! I'm sure you have all heard of some outlandish settlement for the most ridiculous claim. Why the TIRADE? Because I'm fighting with my insurance company! Actually, the real reason is the situation's effect on all that we do! This includes everyday activities, but specifically, owning interesting cars, drivers education events and autocrossing.

Although there have not been any liability claims, as far as I know, for any autocrosses or track events, the tracks are facing higher rates and coverage requirements, and of course, higher premiums. Then we have to raise our registration fees to cover costs. The track owners are becoming "gun shy". They see what's happening in the courts, and they know that someone could sue them - so they have to cover their a----. The way I see it, they shouldn't have to cover them! When should be prepared to accept the consequences. Certain activities someone decides to take a risk, he like skydiving, racing, or mountain

climbing all have inherent risks. A person could get hurt or killed doing these things. Participants know that going in and unless there is blatant negligence, they must accept these risks. If not, then they shouldn't participate. I have a hard time believing that the manufacturer of a piton for mountain climbing would consciously produce an inferior product that could fail and cause injury or death. And it seems to me that anyone who jumps out of a perfectly good airplane should realize what could happen! (I never could quite understand why anyone would do that anyway!!) The point is that there is a desperate need for change. I don't believe that the insurance situation will bring about the demise of the things that we enjoy so much, but it just may price them out of our reach.

A note of congratulations to Paul Johnston, Tony Bonnani and Larry Herman who went to the Akin-White drivers school at Sebring and really "wowed" them with three of the fastest times. And Larry was "Top Gun" of the weekend with the overall fastest time (one of the fastest ever posted). He and Tony also won the two-hour race that concluded the school! Just goes to prove that we are doing something right at our PCA track events and autocrosses. Taking nothing away from Larry's natural abilities, he did get a great deal of training at autocrosses in the early 70's, and more recently, his involvement in our driver's schools have honed his skills. So if you want to learn to drive your Porsche, come out and participate in our events. In this way, we can continue to make 1990 - The Year of Involvement.

ON THE COVER: John Dietterle and Suki Kazahaya plotting their strategy for the Fool's Folly Rally. Photo by Editor.

Hillclimb, not much Autocross

Bill O'Connell

I must apologize to those of you that came to the February meeting to hear the autocross section, but had to leave early. The business portion of the meeting took longer than we realized (must be the new Secretary going on, never had this problem last year). The intent was to show some hillclimb video, have a short question/answer period, then turn it over to the autocross crew. My feeling was that the autocross section would be the longest. My mistake. By the time we got to them, most of the people had left due to the time, so Vern popped in a video and talked just a bit. He is considering doing it at another meeting, so if you still want it, please tell him, or me, and I'll be glad to set it up. Again, sorry. I intended to give you the lion's share, but...

Aside from that, I got some good feedback on the hillclimb section. Dick Sweigart brought along a video with excerpts from the '87 season.

At least one person is putting a rollbar in his 911 and will join us this year (really, Plum Racing???). Anyhow, to recap, you need a roll bar in all classes; you must be an SCCA member (very easy); you need a fire suit and helmet, and a license which requires nothing more than a phone call. It is a cross between autocross and road racing. The trees are a tad harder than the orange cones, not much room for Rex-style turns, but you are not racing wheel-to-wheel. If you're interested, give me a call. It would be nice to get a Riesentoter team together again.

Vintage Opportunity

By James P. Hartman

Keep August 4-5 open for the Grand Prix of Philadelphia to be held in West Fairmount Park. We expect to contribute a good number of race helpers, corner workers and so on. Already, 25 volunteers want to help.

Important Info

ARTICLES AND PHOTOS submitted for publication are encouraged. We do reserve the right to edit for space considerations.

DEADLINE IS THE MONTHLY MEETING, FOR PUBLICATION IN THE FOLLOWING MONTH'S ISSUE. TO ASSURE THAT DER GASSER CAN BE MAILED IN THE THIRD WEEK OF THE MONTH, THERE WILL BE NO EXCEPTIONS TO THIS POLICY.

ADDRESS CHANGES to be sent to John Williamson, Membership Chairman.

CLASSIFIED ADS are free to Porsche Club members, \$10 per insertion to others. Limited to Porsche cars, their parts, and related items only, please. Send ads to Editor.

For Commercial Advertising Rates, please contact the Editor.

A publication of Riesentoter Region, Porsche Club of America, DER GASSER may contain author's opinions which are not necessarily those of RTR or PCA.

APRIL MEETING - WEDNESDAY 25TH AT AUDUBON INN

TOPIC CHANGE - FROM DETAILING TO SKIP BARBER

Our Track Chairman, Bob Lamb, got wind of Skip Barber's desire to have one of his people speak at a meeting, so a few phone calls to Lime Rock produced the new topic for the April meeting.

One of the instructors will come and fill our heads full of knowledge on how we can all become world champs in one quick weekend. Well, maybe not that quick, but they do run one of the most respected schools where you can learn in anything from a BMW M3 to an open wheeled racer. Our very own Axel Shield participates in the Barber SAAB Turbo series where you rent a car for the weekend - all delivered to the track and ready to go. All you need is a helmet, Nomex, and a large bag of money.

Should be a good evening. They put on a professional show. The meeting will start PROMPTLY at 8:00! Come early and have dinner.

DIRECTIONS to Audubon Inn:

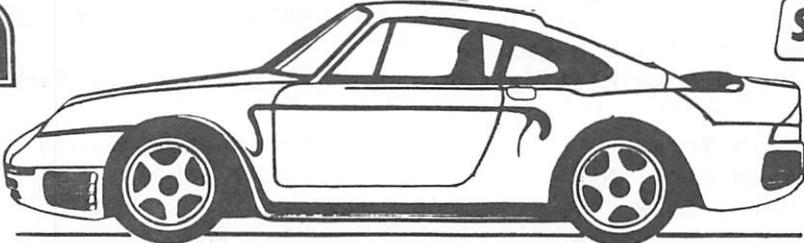
From King of Prussia tumpike exit - Route 202 south to Rt 422 exit, follow this to Oaks exit. Right at the light onto Egypt Rd (towards Norristown). Left at the next light (Parkside ave), and left into the parking lot. If you get to Rt 363, turn around and come back.

From Norristown - Take Ridge Pike toward Colledgeville, go left onto Egypt Rd, right onto Parkside Ave, and left into parking lot. If you miss Egypt, go left on Rt 363, and right onto Egypt at the light.

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APRIL

- 21-22 - RTR at Pocono
- 25 - General Meeting: Audubon Inn,
Skip Barber instructor; p. 5
- 26-27 - Lime Rock, NNJR
- 28 - Lime Rock, Hudson CH
- 28 - RTR Malibu Challenge
- 28-29 - Charlotte, Car Guys
- 29 SCCA AX Plymouth Meeting
- 29 BMC AX School

MAY

- 5 - BMC AX #1
- 5 - Towson St, Ches Region AX
- 5-6 - Mosport, Rennsport
- 6 - SCCA Holbert Memorial AX; p. 19
- 11 - Lime Rock, Schattenbaum
- 11-12 - Road Atlanta, Potomac
- 12 - Lime Rock, CVR
- 13 - SCCA AX Farm Show Harrisburg
- 18-20 - Bridgehampton, Metro NY
- 19 - Spring Fling at Catherine and
Bruce Ferretti's, see page 11
- 19 - SCCA AX York Fairgrounds
- 19-20 - Zone 1 Swap Meet/Concours
- 20 - RTR Autocross #2
- 25 - Mosport, Upper Canada Region
- 26 - RTR Tech Session, YBH
- 26-27 - Pocono, NNJR
- 27 - SCCA AX Farm Show Harrisburg

JUNE

- 2 - Swap Meet, Jersey Shore
- 2-3 - RTR at PIR, Nazareth; p. 14
- 2-3 - MEGA Rally, 609-927-0621
- 2-3 - Charlotte, Car Guys
- 3 - Pro Solo AX Pittsburgh
- 3 - CMC AX Columbus, Ohio
- 4 - NH Int'l Speedway, NOR
- 8-10 - Bridgehampton, Ron Fox
- 10 - SCCA AX Plymouth Meeting
- 10 - SCCA AX Farm Show Harrisburg
- 10 - CMC AX New York
- 11-12 - Watkins Glen, NIA
- 15-16 - Mosport, NNJR
- 16-17 - Rockingham, Car Guys
- 17 - SCCA AX Farm Show Harrisburg
- 17 - Potomac Swap Meet
- 22-24 - Bridgehampton, Metro NY
- 23 - Pro Solo AX (Harrisburg?)
- 23 - Maple Grove Drags
- 27 - General Meeting

Auto-X Club Contacts

Local SCCA, majority of ten event series at Plymouth Meeting Mall (behind IKEA), remainder at PIR in Nazareth - Jim Mitchell, 362-2205

SCCA Harrisburg, Lynne DeHart, 717-859-2957

Hershey Park Visitors Center, Dave Walter, 717-432-4018

Brandywine Motor Club, Gloucester Co. Comm. College, South Jersey, Harry Smith, 302-836-3304

Pro Solo, a somewhat different game, call Vern Lyle, 855-0662

Track Event Contacts

Car Guys, 703-774-5066

Connecticut Valley, Fred Zetterberg, 203-488-1817

Hudson-Champlain, Frank Ambrosino, 518-664-5289

Jersey Shore, Frank Kerfoot, 201-842-2310

Metro, Mike Allegra, 516-549-3118

Northeast, Don Wolcott, 617-631-4157

NNJR, Bob Winer, 201-292-9681

Potomac, Chuck Perilli, 301-843-3569

Rennsport, Michael Moss, 613-726-0999

Ron Fox Enterprises, 201-669-9650 (evenings 8 - 11, and weekends)

Schattenbaum, Bob Carrington, 215-321-0767 (days)

UCR, Bruce Farrow, 416-466-1762

New Members Meeting - May 5

John Williamson

Mark your calendars now: Saturday, May 5 at 5:00 pm, the annual New Members Meeting will be held at Rosemont Imports. The purpose of the meeting is to introduce our newer Club members to the benefits and exciting events offered by the Club, and an excuse to have some fun! The meeting is open to the entire membership, and I encourage everyone to come out and join in.

Regardless of your particular interests, whether they be Rally, Autocross, Track Events, Technical, Social or Concours, there will be something of interest to everyone. Hopefully, this meeting will make it easier to start participating in those activities which interest you.

There will be refreshments provided through the courtesy of Rosemont Imports, video tapes of Porsches in action, plenty of knowledgeable people who can answer your questions from A to RSR, and lots of good folks to make friends with.

Make your plans now to attend.

Directions to Rosemont Imports:

From PA turnpike - take Exit 25 (Norristown), bear right after toll and merge onto Germantown Pike. At first traffic light make a right onto Chemical Road. Make a right at the second light (Ridge Pike) and proceed .8 miles to Rosemont on your right.

From the Valley Forge area - take Route 76 east to Route 476 north, and proceed to end of 476, which dead-ends on Chemical Road, where you will bear right. At first light make a right onto Ridge Pike and proceed .8 miles to Rosemont on your right.

Welcome New Members !

William Brady West Chester; from Schattenbaum	62 356
Edward Brzezowski Exton	86 944 turbo
Frank Cacchione Downingtown	83 911SC Cab 86 944 turbo
Richard Scott Dentel Yardley	70 914-6
Gregory Dicarlo Flemington	86 911 Carrera
Patrick Duffy Cheshire	81 911SC
Randolph Gaiss Norristown; from Potomac	74 914
Nicholas Giampetro Newtown Square	84 911 Carrera
Clyde Jacobs West Grove	70 911T
Stephen Kanoff Churchville; from Schattenbaum	85 930
Michael Low Leesport	83 944
Robert Mattei Philadelphia	78 930
Myrna Pope Philadelphia	88 911
J.T. (Jack) Rickenbach West Chester	83 911SC
Kevin Roller Haverford	87 911 Cab
Theo Stewart Lansdale	87 944
Andreas Trost Philadelphia	86 911 Cab
Jeff Wright Elverson	87 924S

Exec Committee Minutes

The March meeting was held at the home of John and Kathy Williamson and in attendance were: John and Kathy Williamson and son, Bob Russo, Vern Lyle, Paul and Sybil Margaritis, Bill Miller, Janet and Jerry Weger, Betsi Leidy, Lisa and Rex Carle, Bill and Debbie Cooper and Jim Hartman.

A long discussion occurred about the length of the business part of the general meetings, and whether the program should precede the business portion. Decided that business should remain first, and be kept to 1/2 hour. Only people with upcoming events will speak.

The new member packet will contain a letter of thanks for interest in PCA, application, PANO, "What is PCA?", Bob Lamb's article and a copy of DER GASSER.

Chip Robinson offered to speak at one of our meetings since he missed the track clinic at Johnston's. Jim Hartman suggested that he come to a track event instead. Bob Russo will approach him about this.

Treasury report will be presented in a new format. Deposits were made to Camp Hideaway and Pocono.

The question came up about the sponsorship of the most important piece of equipment at autocrosses, the Port a Potty. The Carles will investigate. A new autocross date was chosen but is in conflict with our Watkins Glen date. Resolution to be determined, but we don't want to use Labor Day weekend for the Porsche/Corvette Challenge. Much research was done to find a cheaper trophy source, but naturally the cheaper was not the nicer; \$770 is needed up front (last year, \$1,100 was spent with half of each class

getting a trophy). Charges this year will be \$12 for events. The Carles will rethink the car classifications and possibly use a power to weight determination. Transportation of pylons needs to be determined.

Changes were made in the packages for Driver's School registrants: Red sheet - new tech info notice; green sheet - driving rules; blue sheet - "New attendees" info; and yellow sheet - tech form.

Suggestions are needed for a one-day trip rather than for an overnight. Kathy Williamson suggested "Tulip Day in Cape May".

Most everything will be the same as last year for the Spring Social, with the thought that we should have less hors d'oeuvres. A gift for the Ferretti's is to be determined. Combining an art show with this event was rejected. Two gallons of pink chardonnay will be ordered just for the Williamsons.

One advertiser from last year who still owes the newsletter a fee, Vern to follow up on this.

At the last meeting, the Goody Store took in \$550. Sybil displayed items from two new suppliers, but they were rejected due to expense. Jim Hartman and Bob Russo both have sources for wholesale fire extinguishers.

The Cornog AX date was cancelled with September a possibility.

Response was negative on the Club getting group insurance.

Next Exec meeting to be held in Community Room of Betsi Leidy's apartment complex, Friday the 13th.

Submitted by Janet Long Weger

Our hosts, Bruce and Catherine Ferretti,
have graciously offered Belle Terre as the site of our

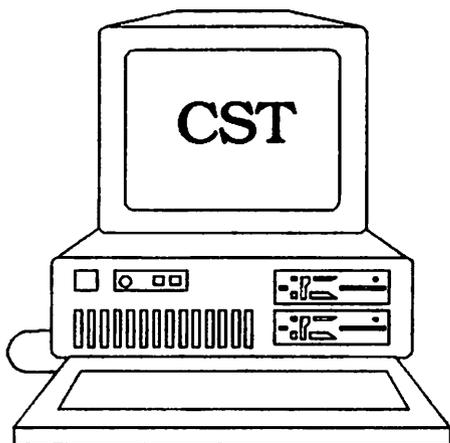
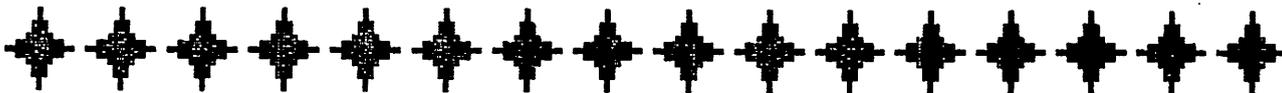
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Call Sybil or Paul Margaritis before May 13, 635-4022

Directions: Northeast Extension of PA turnpike to Exit 32; east on
Rt 663 toward Quakertown. North on Route 309, through Coopersburg,
and bear right onto Route 378 North. Proceed about 3 miles and turn
right onto Saucon Valley Road (look for 'Bingen 3' sign at intersection).
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Financial Reports

By James P. Hartman

The first quarter financial results may look different to some of you, and mysterious to others, so a few comments follow.

The approach to the statement is to group all the sources of cash under the heading "RECEIPTS". The general sources are: (1) dues reimbursements from PCA National; (2) monies from DER GASSER advertisers; (3) Goody Store; and (4) member payments for events, meetings, and so on.

Our outflow of cash is shown under the heading "DISBURSEMENTS". As you would expect, the outflow can be grouped just as the sources of cash are grouped. However, the payments for meetings, social activities and membership efforts are shown under "Club Functions". The expenditures for car-related activities such as autocross, driver education events, rallies and the like are summed under "Club Car Activities".

A few words on the current quarter might be useful. We recorded a cash gain since the 1st of the year of \$7,583.80. This reflects, however, the receipt of the bulk of Pocono registrations without the outflow of all the track expenses which are due in April. DER GASSER advertising monies are weighted in the first quarter, and will not be at the same level in future quarters.

1Q Financial Statement

By James P. Hartman

RECEIPTS

National reimbursements	\$ 2,953.50
Advertising	3,085.00
Goody Store	1,424.53
Member payments -	
Club Activities (A)	8,881.41
Miscellaneous	<u>59.64</u>
TOTAL RECEIPTS	\$16,404.08

DISBURSEMENTS

DER GASSER	\$ 2,852.26
Goody Store	1,956.83
Club Functions	1,018.71
Club Car Activities (B)	2,928.08
Miscellaneous	<u>64.40</u>
TOTAL DISBURSEMENTS	\$ 8,820.28

NET CASH GAIN (LOSS) \$ 7,583.80

CASH BALANCE 12/31/89	\$ 8,307.00
+ NET CASH GAIN (LOSS)	<u>7,583.80</u>
ENDING CASH BALANCE	\$15,890.80

(A) Pocono registrations received through 3/17/90

(B) Before payment of all Pocono track expenses

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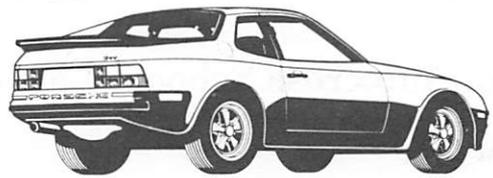
On Backroads: These Reeboks Were Made for Walkin

Betsi Leidy

Although Saturday, March 31 was damp and dreary, it was not enough to dampen the spirits of an enthusiastic cadre of Riesentoter rallyists. Drivers and navigators showed up at Holbert's and received a map of Bucks County with nine locations marked on it. Each of them set about plotting what they hoped would be the shortest route to visit each of the sites. After about 2 hours of driving, all the rallyists arrived at Dembrosky's Restaurant for food, libations, and most importantly, the bathrooms!

As promised, no one got lost, there were no (major) fights, and everyone had a good time. While the mileages were being calculated and answers checked, the intrepid rallyists gathered around the bar to compare notes. Much to the surprise of the Rallymaster, the mileages were all clustered around 60 miles. Smarties that these Riesentoters are, most of them even answered what I thought was the one tricky question correctly. Since the results were so close, it required some very shrewd thinking to win this rally - and shrewd the winners, Donel Manke and John Kingham were. It looked like a tie for 1st at 60 miles with all answers correct when Donel and John walked in with a score of 56 miles and one answer wrong.

Did I say walk? That's exactly what they did. They were 4 miles under everyone else because they walked those miles - parking the car near each rally site and walking the rest of the way to get the answer. Pretty clever, since there was no prohibition in the rules about getting out of the car. They even outsmarted the



Rallymaster! Second place was a tie between newcomers Bruce and Maribeth Brodowski, and the Rexes (excuse me, I mean Rex and Lisa Carle). New members Lesley and Theo Stewart were third in their 87 944 - although they didn't get a trophy, they did get, along with the Brodowski's, a pitch for the upcoming autocross school from yours truly. Everyone else was closely grouped, with the "Least Distinguished Performance Award", recognized by Honorary Membership in Triple A, going to Bill Vaughan and Mark Horan.

Finishing positions in the Fool's Folly Rally

1. Donel Manke/John Kingham
2. Lisa and Rex Carle
2. Maribeth and Bruce Brodowski
3. Lesley and Theo Stewart
4. Sybil and Paul Margaritis
5. Linda and Bob Patton
6. Kathy and Ron Lego and family
7. Suki and John Dietterle
8. Tom Sclafani/Gary Oberholtzer
9. Janet and Jerry Weger
10. Nancy and Rick Campana
11. Bill Vaughan and Mark Horan

Our thanks to Vince Evans at Holberts for use of the "starting site", and to everyone who participated. Stay tuned for Riesentoter's Fall Rally.

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Cool Autocross School - Lots of Folks, Lots of Fun

Vern Lyle

Wow, what a great turnout for the school - 63 cars and even more drivers braved the winds of April to enjoy the "warm up" event of the season.

With sections devoted to smooth acceleration and brake modulation, the intricacies of the slalom, proper late apexes and car balance in turns, and experiencing the limit of adhesion on a big fast skidpad, the students were exposed to most everything you'll see in an autocross.

We realize that the danger in this approach may be to overload the student's brain circuits, resulting in a feeling that they never could do all this. However, since we only get to do a school once a year, we feel that it's better to show you everything so you can decide for yourself. The newcomers should be aware that in the old days there was no such thing as an autocross school situation, and most of us old timers learned by trial and error, and under the gun every week. It can be done, but introducing you to the autocross game like this should save you about 10 years of experimentation.

We also realize that with a half day school, there cannot be much individual driving instruction, and we cannot present the more detailed information of exactly how to do that difficult late apex. Another thing that should be taught and takes an awful lot of time, is simply how to follow the course. (I hear the applause.) Especially the tricky course that we had after this school. Incidentally, when we do a school and an event like this, the school sections are designed so that a reasonable course can be

constructed easily and quickly by essentially tying the school pieces together (that's what we were doing while you were at lunch). One of the problems can be that you end up with a course that is too complex for beginners, and I think that's what we had yesterday. We don't like to see people go "OC" (off course), or have a "DNF" (did not finish) entered by their name. If too many people do that, it usually means that the course doesn't flow naturally, or that it's too difficult to see. Bear with us; designing a course to serve two purposes is not easy. Our regular events don't have courses like that.

For the future, we will give some serious thought to holding a school only, devoting the entire day to more detailed instruction, rather than combining it with an event on the same day. We would appreciate your input on what we could do better, and what you would like to see at the schools. Talk to us!

For those who thought the day was too long - you're right. But a routine event doesn't run that long and we are often finished by 1-2 pm - and that usually includes plenty of time for course "walkthroughs", one practice run and three timed runs.

We want to thank all those who gave their time to help out with the school, and I can't give all the names because there were people who jumped in to help wherever it was needed and we don't even know their names. But I think we owe special thanks to our "cool" Instructors for each area - Wayne Flegler and Bob Russo, Bob Koerbel, Vern Lyle and Jerry Fink (an SCCA national champion and not even a PCA member); to Ken Helmsin for securing the site; and of course, to Lisa and Rex Carle for coordinating the whole thing.

Results AX#1 - April 8

Rex Carle	A	45.453
Chris Beery	B	47.036
John Williamson	B	47.974
Joe Long	B	49.154
Jeff Brok	B	51.562
John Hlywak	B	51.800
John Heckman	C	49.649
Jim Confer	C	49.679
Bob Patton	C	51.314
Jerry Weger	C	51.984
Walt Harrington	D	48.947
Kam Ho	D	DNF
Vern Lyle	E	46.953
Fred Matolizc	E	53.878
Bob Paradis	E	54.605
Joe Zglinicki	F	49.867
Nick Plenzick	F	DNF

Ladies

Lisa Carle (A)	47.357/1.041
Betsi Leidy (E)	51.026/1.086
Janet Weger (C)	55.280/1.113

Novice Ladies

Marybeth Brodowski (C)	58.941/1.186
Phyllis Scott (E)	67.080/1.428
Kelin McLaughlin (C)	DNF
Suki Kazahaya (F)	DNF

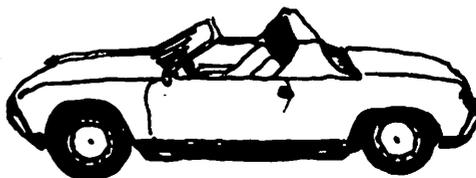
Novice Men

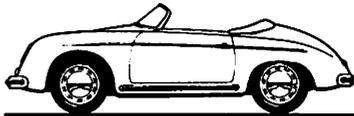
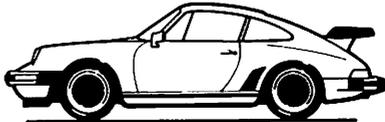
Tim Everett (A)	46.626/1.025
Chris Bloch (E)	49.546/1.055
Ken Helmsin (C)	53.069/1.068
Michael Petrie (H/F)	53.554/1.073
Tom Weaver (A)	49.052/1.079
Steve Katinsky (C)	54.125/1.089
Paul Marchetto (C)	54.363/1.094
Jeff Wright (E)	51.626/1.099
David Weld (E)	52.619/1.120
Larry MacIntyre (E)	52.969/1.128
Bob Briggs (E)	53.497/1.139
Al Nelson (E)	53.790/1.145
Don Applestein (B)	54.459/1.146
Bruce Brodowski (C)	58.549/1.178
Fred Arias (C)	59.282/1.193
John Dietterle (F)	60.434/1.211
Barry Cohen (E)	60.307/1.284
Chris Brown (A)	62.833/1.382
Dennis Angelisanti	DNF
Tom Renniger (B)	DNF
A. King (E)	DNF

Next Autocross - May 20

Same site, but on a different lot.

The Naval Air Development Center is located on Jacksonville Road at the intersection with Street Road (Rt 132) in Warminster. Take Exit 27 of the PA turnpike (Willow Grove), north on Rt 611, and right onto Blair Mill Road. Go right onto County Line Road, cross York Road (Rt 263), and go left onto Jacksonville. Cross Street Rd and go past the first entrance on the right that you used last time, and watch for "PCA" signs on the left, 100 yards further down the road. Enter a LARGE lot on the left.



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Driver's Education

Bob Lamb

As this is written, we are in the midst of registration for our April Driver's Education event at Pocono. The response so far has been very favorable, with many first time drivers applying.

On the next page is an application for our next event at Pennsylvania International Raceway in Nazareth, PA on June 2-3. This is a new track for us. It is Roger Penske's brand spanking new one-mile tri-oval. It is located an easy 1 hour and fifteen minute ride from the Valley Forge area. I have gone out on a limb with this event because the track is a tri-oval, not a road course. There are some who believe that Porsches are not made for ovals and it would be boring.

Last August, NNJR ran the first PCA event at PIR. I participated and enjoyed the experience as did most others. NNJR liked it so much that they are running again there this fall. The facility is new, clean, first-class and nearby. Due to the elevation changes and the three different types of corners, the track is driven more like a road course than an oval. We will have a right-hand chicane to add variety and to get us properly lined up for Turn 2. Driving the track requires finesse. It is very quick. The concentration level is total and intense. You will find that your Porsche handles the challenge well. I ask for the benefit of the doubt here. I think if you try it, you will like it. I guarantee your respect for NASCAR and CART drivers will increase. It may be a little unconventional, but that is part of the fun. Remember, variety is the spice of life.

**Riesentoter PCA Driver Education
Pennsylvania International Raceway
Nazareth, PA**

**June 2 & 3
Saturday and Sunday**

COST: \$85 per driver. Make check payable to Riesentoter PCA.
REQUIREMENTS: Valid driver's license; PCA Member; Porsches only;
minimum age 18; one novice driver per car.

ENTRY DATE: April 23. No earlier postmarks. No metered mail.

SEND TO: Bill Miller, 5330 Laurel Avenue, Pennsauken, NJ 08109

REFUNDS: Refundable if notification received prior to May 21.
Call (609) 486-0465 (evenings)

OTHER: Registration materials and information on accommodations
near the track will be mailed 3 weeks before the event.

First Driver

Last Name _____
First Name, Initial _____
Street _____
City _____
State, Zip _____
Home # _____
Work # _____
PCA Region _____
Porsche Model _____ Year _____
Preferred Car Number 1st _____ 2nd _____ 3rd _____

Second Driver

Last Name _____
First Name, Initial _____
Street _____
City _____
State, Zip _____
Home # _____
Work # _____
PCA Region _____
Modifications _____

First Driver Experience

Years this car ___ Other Porsches ___
Last school: when _____ where _____
What run group? Beg/Inter/Adv/Inst
PIR events ___ All tracks _____
Other High Speed Experience _____

Second Driver Experience

Years this car ___ Other Porsches ___
Last School: when _____ where _____
What run group? Beg/Inter/Adv/Inst
PIR events ___ All tracks _____
Other High Speed Experience _____

COMPLETE ONLY IF AN INSTRUCTOR

Regions for which you instruct: _____

COMPLETE ONLY IF AN INSTRUCTOR

Regions for which you instruct: _____

Tracks where you have instructed: _____

Tracks where you have instructed: _____

Instructors' schools attended: _____

Instructors' schools attended: _____

RIESENTOTER REGION reserves the right to decline any application

I plan to attend SAT _____ SUN _____

Rap at Idle

By the Editor

Welcome to our newest advertisers: Car Fare in Chestnut Hill, whose owner Steven Bass specializes in all kinds of "Porsche gifts with panache", and offers a 10% discount to RTR members; Reed Racing Equipment, located in the south Industrial Park at the Reading Airport - Terry Reed can find you almost anything you need to equip you or your car for the track; CST, a computer technology and specialty service firm, owned by member John Crowley; and a Welcome Back to Christine and Don of Galbraith Motoring, who can nurse your car back to health or turn it into a fire-breathing monster. Support these folks and tell 'em Riesentoter sent you.

Found these "thoughts for the day" in the Carolinas Region newsletter, attributed to Wade Brickhouse:

- Why does the car whose maker claims that it is "Driving in its purest form" spend so much time on a trailer behind some Detroit iron?
- Does VW's ad slogan fahrfigneugen really mean the distance travelled before a pack of fig newtons is consumed?
- Why does the car maintained the best break the most?
- Why do they have rest areas with no facilities?

I'll add one of my own: Why do they have signs saying "Drunk drivers go to jail" - but they never give you directions?

Our Social chairpeople ask that if anyone is interested in organizing a drive (either a day trip or overnight) please let them know. Sybil or Paul Margaritis, 635-4022 evenings.

SPRING SOCIAL ALERT: Please note that you must call Sybil or Paul Margaritis before May 13 to let them know you will attend. We certainly hope that everyone can make it, but we want to have enough delectables and libations on hand, so let us know.

Wrangle Hill Classic Car Museum, just south of Wilmington, is the destination for the Delaware Regions 1st Annual Porsche Day and Roadtrip on Saturday, April 28. Admission to see over 100 classics is \$6, but only \$1 if you drive your Porsche. Bring a picnic lunch. Call Ed Moore, 302-453-9953 or Gregg Wilson 301-392-3749 for more information.



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Holbert Memorial AX - May 6

Vern Lyle

The Philadelphia Region of Sports Car Club of America is hosting a charity autocross to benefit the Al Holbert Scholarship Fund at Lehigh University on May 6 at Plymouth Meeting Mall.

You will run in your regular SCCA class, but the only trophy given will be for the fastest time according to the PAX Index of Performance. Donated by BBS Wheels and constructed by Bob Russo for last year's inaugural event, this impressive travelling trophy consists of a wheel half from Al's 962, a line drawing and his signature. The PAX Index is recognized nationwide as a fair way to equalize all classes, thus everyone has a chance to win. This competition is extremely close.

Entry fees will be \$15, and all competitors will receive a memento of the event. Drivers are urged to solicit "sponsorship" for the event, much like the donations received for walkathons, etc. The driver who brings in the most money will receive a special award.

This event does not count toward season points, but is strictly for charity with all proceeds going to the Scholarship Fund. Last year, the event raised almost \$3,000 for Motorsports Ministries.

Registration opens at 9 am and open heats will be used, meaning that you can sign up to run in any session that is available. All drivers are requested to work on a corner for one heat.

Call me if you have any questions, but come on out and join us. It will make you feel good in more ways than one.

Fund Nearing Goal



Derrick Walker presenting a check for just under \$30,000 from Porsche Motor Sports of North America and March Engineering, Ltd. to Marsha Duncan, VP for Student Affairs at Lehigh University for the Al Holbert Memorial Scholarship Fund.

Also pictured is Riesentoter's own H. Timothy Everett, who assisted in establishing the Fund.

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Tech Sessions a Hit - 1

Jerry Weger

The March 10 Tech Session went just fine, we had an excellent turnout with about 25 people getting lift time. My apologies to those enthusiasts whose needs could not be accommodated. Sorry about that.

The group was a good mixture of seasoned vets and raw rookies. That's just great. I was really gratified to see a bunch of new faces, and I hope you all learned something useful. If you didn't, you can't blame Rex Carle, who gave an excellent hands-on demonstration of the intricacies of servicing Porsche brakes. Rex attracted quite a crowd of do-it-yourselfers and observers. By the way, you don't have to work on your car to attend a Tech Session. We had a good turnout of folks just asking questions, socializing and eating a large number of donuts.

We all thank Rosemont Imports for their courtesy, and especially Vince Lyons and Bob Gordon for their expertise and patience.

Of course, no Tech Session is complete without an oil spill or two, you can count on it. I'd bet a large sum of money that there has never been a Tech Session attended by more than two people, where this hasn't occurred. The problem seems to relate to oil trajectory. Here are the facts - oil or any other liquid, when released from a horizontal opening, will not make a 90 degree turn and drop straight down. There is a horizontal component along with a vertical component. These two factors combine to cause the oil to have a certain trajectory. The males among us and the more observant females should understand this phenomenon perfectly, yet once again

I observed someone placing the waste oil receptacle directly under the horizontal sump opening on his 944. The oil, given it's freedom, arched gracefully over the can to splatter all over the floor. Oh well, it did get cleaned up.

The feat was matched by the team of Matolicz and O'Connell who somehow reversed the laws of nature and engineered the Exploding Brake Vacuum Bleeder. This was a lot of fun for those of us lucky enough to observe it. Thankfully this event only involved the principles and no permanent damage resulted. Patents are pending.

Other good news. Betsi Leidy's brakes are now working perfectly. The bad news is that for a while it looked like she would never get a chance to use them when her lift jammed in the "far off the ground" position. That was soon resolved and a happy landing was made.

In my opinion, it was most amazing to see Paul Margaritis drive his 911 home after successfully replacing the complete exhaust system. Only those of us who know Paul can really appreciate the magnitude of this feat. Well done, Paul, can you keep up the good work?

Tony Bonnani displayed the underside of his 944 Turbo S, and I was very impressed by the technology involved. My infatuation is threatening to put a sizable dent in my bank account. The internal conflict marches on. Speaking of 944s, was that John Williamson helping Ferdy Neubauer work on his brakes? That's the spirit, thanks, John. Hope Ferdy didn't hold you responsible for the accumulation of fractured brake-wear sensors.

(continued next page)

By the time you read this, our April Tech Session will be history. I am sure there will be an oil spill that Capt. Hazelwood could be proud of.

One last observation - unlike many Tech Sessions, nobody had to leave their car at the shop. Keep up the good work! Nuff said.

This was written by Sandra Maleson, a neighbor of the Margaritis', after Paul was given the Tattered Helmet Award at the Banquet.

There once was a driver named Paul
Whose skills were amazing to all.
He could bank, he could shift,
Get aerodynamic lift
With dexterity to keep us in thrall.

But this same Porsche racer named Paul
Had misfortunes that really appall
He'd downshift to second not third
With a grinding that everyone heard
And his engine just wouldn't run at all.

Then our Paul was caught in a coil
His 911 wouldn't hold the oil
He'd solder the leaks
And use caulk known to just Greeks
But it leaked no matter how hard he'd toil.

Andretti and other such masters
May have suffered similar disasters,
But Paul's gasoline leak
Downed his car for a week
Which gave him a pain in the asters.

Though the gasoline leak wasn't dire,
It almost caused Paul to retire
For he felt like a fool
When the gas formed a pool
Which dissolved his new hundred dollar tire.

We're glad for the Margaritis's sakes
None were hurt when Paul lost the brakes.
We salute Paul's courage and grit
With an award we know will fit
He's won the coveted Tattered Helmet stakes.

Tech Sessions a Hit - 2

Next scheduled sessions:

May 26 at YBH in Edgemont

July 7 at Holbert's in Warrington



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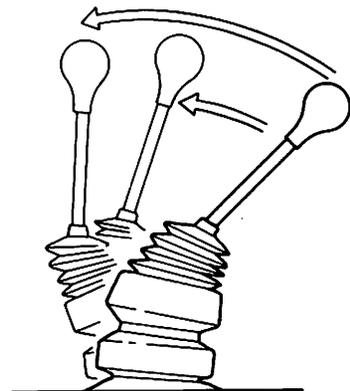
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Tech Sessions a Hit - 3

To the Editor,

I want to let you all know how much I enjoyed and learned by attending my first Tech Session at Rosemont Imports on March 10. And also to thank those who helped me and answered the many questions I had.

Since I just got my new Porsche a few months ago, I didn't know too much about the maintenance of the car so I thought this would be a good time and place to start. I set my alarm for 5:30 so that I would be assured of getting a bay, and in fact, I was the first one in. After I changed the oil, with some help we inspected the brake pads and decided to replace them. I learned how easy it was after John Williamson and Jerry Weger showed me how.

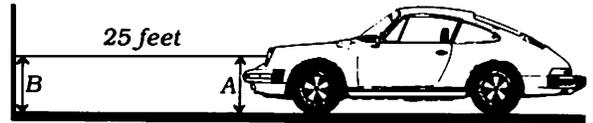
The Tech Session is a fantastic way of learning new things about your car. You'll be surrounded by expert mechanics all willing to help you, not to mention being surrounded by some of the greatest cars in the world. I also met many wonderful members and urge anyone who hasn't attended a Tech Session to do so. My thanks again to John and Jerry and Rosemont Imports, and to those who lent me some of the tools I needed.

Sincerely, Ferdy Neubauer

To the Editor,

I've been a member since November 88 when I purchased my first 911. The car is a 76, in good condition, and a great sports car.

I've read and re-read in DER GASSER the various writers urging members to get involved. I have been to a



couple of autocross events as a spectator and a couple of the monthly meetings. While the people were cordial enough, I did not believe it was a real friendly group. However, I suppose what you get out of a relationship is directly proportional to what you put into it.

I recently attended my first Tech Session and had an excellent experience. While waiting for a lift I met several people who showed me how to bleed brakes, and the intricate methods of draining the engine oil. I apparently did not pay enough attention since I ended up covering my pants with oil.

I had a good time, met some good people and look forward to getting more involved. Thanks to Janet, Jerry, Bill, Debbie, Sybil and Paul.

Sincerely, Joe Loscalzo

(Ed. Note: Thanks to you both for sharing your thoughts. We've been trying to tell everyone all along that members helping each other is what the Porsche Club is all about. What you may not have noticed is that, generally, it's the same people at meetings and autocrosses as at the Tech Sessions!)

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Historical Trivia

By Debbie Cooper

Unfortunately my plea for missing issues fell upon blind eyes. I'm sure that some of you have back issues of Der Gasser hiding in some corner of your library. Please take a look and let me know; they will be returned as soon as I have made a copy.

April 1960 - MISSING

April 1965 - "Bob Holbert, champion Porsche and Cobra driver will be on hand for a seminar on sports car driving and handling techniques." At the Christmas Village Gymkhana, there were 24 entries including 5 in the ladies class."

April 1970 - New Members, Jerome J. D'Arcy, 58 Speedster, Student - Can you imagine a student being able to afford a 1958 Speedster today? "If anyone wants to attend the Porsche Parade in Boston, please contact Dot Howard for information." Times have sure changed. Currently, if you don't send your application in on the day registration opens, then you probably won't be accepted.

April 1975 - "This month's program will feature Al Holbert speaking to us about race cars and race car preparation." (The Holbert tradition continues.) "Please note the date change of the Tech Session at Holbert's. Al will be driving at Road Atlanta, and has asked us to postpone the date by one week so that he can attend the tech session and assist us with any questions that we have." Another example of what a terrific person Al was.

April 1980 - Ted Sechowicz wrote on "LIFE IN THE VERY FAST LANE", an article describing our high speed driving schools. He briefly listed

upcoming events and even back then NNJ had a bunch. Ted, we haven't seen you for a while, so come join us for a track event.

April 1985 - The autocross school was scheduled at LULU Temple, and I've forgotten the old biddy's name who called the cops because of the noise. The Spring Social (formerly called Wine Tasting) was on for April 24 and Tony Checkowski was also recruiting for the Porsche Driving Fest. High speed driving events including PATTS - Porsche Atlantic Time Trial Series, were available just about every weekend from April through November.

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80 911 SC Turbo Body Cabriolet with boxed rockers and brake vents, conversion done using all new factory parts, Ruf front spoiler with oil cooler, 9 & 11" Gottis with P7s, 34,000 miles, 2nd owner, new clutch and SSI exhaust; black metallic with full tan leather custom interior, Recaro C seats, custom console with remote Escort and Ungo alarm, custom colored gauges, 930S steering wheel, Sony CD player and ABS amps and eight speakers. \$33,500. Call Jeff Meyer for complete details, at 215-683-5920 or 683-5484

70 911 T disassembled: 100,000 miles on basically sound chassis, some new parts including front pan. Best offer. Tom Reiss, 215-857-9837

86 911 Ruf-modified 911 Turbo; U.S. model, triple black, pristine cond, absolutely breathtaking power and acceleration; many Ruf features; lowered, LSD, heated seats, sunroof, state of the art Sony, and well over \$1,000 in OEM parts from conversion; only 5K miles, garaged, \$69,000. Call Ralph, 215-649-9899 (H)

'87 engine, 10,577 mi, complete with Motronic brain, wiring harness, fuel pump, coil, etc, with '86 trans w/LTD slip, in car and can be driven, \$8,950 OBO; new RE71 245/45VR16, \$170 each; new Yokohama A008, have one of each, 205/55VR16, 225/50VR16, 245/45VR16, \$125 each; A/C compressor, \$350; catalytic

convertor, \$300. F.O.B. William G. Cooper, 215-362-2770

911 Carrera muffler, excellent cond, \$150; 30 mm 930 rear torsion bars, new, \$175; used bra for 911, \$25. Larry Herman, 215-646-6302

78 3.0L SC motor, still running in car, ready for your tests and your car! Priced to move at \$3,800, call Dave 215-296-4233 (H)

944 turbo transaxle with oil cooler, sorry, no limited slip, \$1,000; 944 turbo struts and rear shocks, \$250; 944 rear swaybar, factory 14mm, \$75. Jerry Weger, 215-649-6618

Tires: two 205/55V16, two 225/50V16 Dunlop SP Sport D40 take offs, \$450; four Pirelli P7 205/55V16, perfect for autocross or spares, \$15 each. Joe Long, 777-9298 evenings

WANTED: 911 rolling chassis, will consider all years, prefer car without rust, minor crash damage OK. Recaro seat, all models will be considered. William G. Cooper, 215-362-2770

RTR Goody Store, est c. 1959

General mercantile emporium with emphasis on Porsche parts and paraphernalia for those with a pecuniary bent (read cheap).

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2.5 lb Halon fire extinguisher with double strap bracket, \$40; P21S autocare products; Canvas duffles with RTR logo, \$25; cotton driving shirts, \$12.50; books (How To and picture books); Repco Metalmaster brakes - pads for 944 turbo, \$28.64 per axle, call with your model for price, 215-635-4022, evenings.

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