

DER GASSER

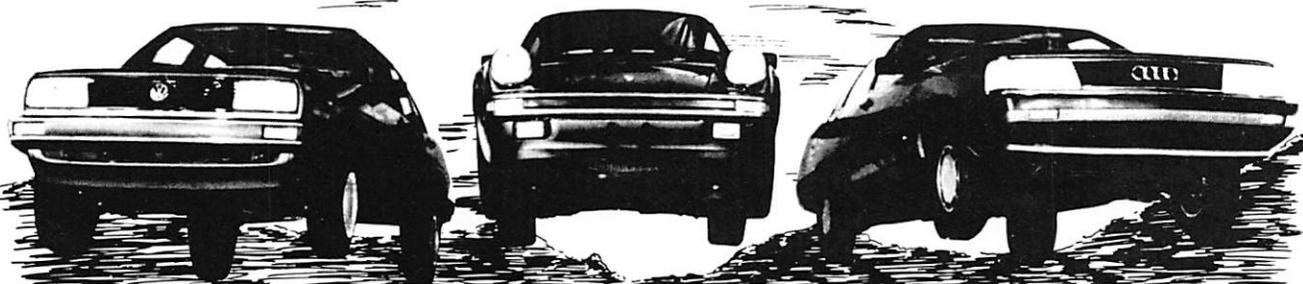


Riesentöter Region PCA

June 90



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President's Message

Bob Russo

Well, since my last message, we have continued to have successful events. Those of you who weren't able or decided not to attend the Spring Social at the Ferretti's really missed out!! Over 100 (!) people sampled the fine wines and unbelievably generous hospitality of Catherine and Bruce. The weather was magnificent and an ultralight "flyby" capped off a perfect day.

Of course, the diehards were not sated, so about 35 of us trekked to "Bubba's Pot Belly Stove" to prolong the activities. While there, we had the good fortune to meet a charming lady who was celebrating her 93rd birthday. Taking matters in hand, I promptly presented her with a hat (given to me by ex-friend Kathy Williamson), with "Over the Hill" emblazoned on it. She was thrilled and hopefully one of our photographers captured her on film. Her family was very appreciative of our attention and thanked us profusely. It certainly was a nice feeling to add a little sunshine to someone's life.

It is already mid-June and as I said last month, we are looking for a few good men (all women are good, so ladies, please volunteer also) to fill the executive positions. Don't be afraid to take on a position because you don't have any experience. There are lots of people to offer help and experience to carry you through.

In 1969, the first person I met in the Riesentoter Region was Wayne Flegler. At the Christmas Banquet that year, I sat next to a couple

(the second and third PCA people I met) named Dick Sweigart and Connie Sheldrake. Dick and Connie married soon after, had a little red-headed son, Richard, and continued to come to nearly every event that the Club sponsored. The amazing thing was they that always came as a family - Connie, Dick and little Richard. I mean, he was at events from toddler stage on. In addition, they were active in SCCA, as Pit Stewards, timing and scoring, tech or wherever they were needed. The Pennsylvania Hillclimb Association was active during the seventies and Dick could always be found as an organizer, worker and an avid competitor. He owned many hill records for a long time, exemplifying the "Riesentoter" (Giant Killer) spirit to the utmost. What Dick accomplished with a small budget and a lot of hard work was an enviable racing career. One of the stories that best typifies Dick is told by Bob Holland who as a kid used to watch Dick pull the motor out of his 356 coupe, put it in the Speedster on Friday to run the hills on the weekend, then reverse the procedure Sunday night so he could drive to work on Monday! My fondest memory is riding up the hill at Weatherly in the passenger seat holding a camera as Dick took a practice run, so we could produce a hillclimb film. His familiarization run was only 0.1 seconds slower than his timed run, which broke the EP hill record that day! Dick only knew one way to run - flat out!! Over the years, Dick and Connie have run the hills, run autocrosses, rallied,

(continued next page)

ON THE COVER: Dick Sweigart at a recent Chesapeake Challenge.

Message

(continued)

attended Parades, etc. In recent years, Dick didn't have time to prepare and maintain the Speedster, but that didn't stop him from showing up with Connie and Richard to work the whole day!! Dick truly embodied the Riesentoter spirit. He enjoyed Porsches, racing, and the people and activities of the region. With never a raised voice or a nasty comment about anyone, Dick was always there to pitch in to help, and add years and years of knowledge and experience.

It was with a heavy heart and a feeling of loss that we said our last goodbye to Dick Sweigart on Tuesday, May 29, 1990. The Club has lost one of it's most faithful and active members. To Connie and Richard, our sympathies. Richard is talking of getting the Speedster out to an event or two - that's just the way Dick would want it. Riesentoter will miss you, Dick. Rest in Peace.

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Vintage? Not this year!

By James P. Hartman

Those of you who attended the April meeting heard Jim Carson report that the lack of a major sponsor had forced the cancellation of this year's Vintage Grand Prix. Nonetheless, the race committee has already set a course on making the race happen in 1991.

Riesentoter should be congratulated for having so much interest in helping out with this event; 39 members volunteered to help out with race work! Thank you to all who volunteered, and let's look forward to helping out and having fun next year.

JUNE MEETING - WEDNESDAY 27th - AUDUBON INN

ROUND TABLE / BOSCH SPEAKER

We tried, but couldn't pull it off. We had hoped we could snag someone from the Factory coming or going to the Parade, but no such luck.

But all is not lost. This will be a dual meeting, with a speaker from Bosch to give a brief overview on your favorite toy's electronics, then we will break up into groups for the ever-popular Round Table.

For the newer members, this is where an expert on a specific type of Porsche will head up a discussion about that model. Now is your chance to get your nitty-gritty questions answered. The Bosch rep will also have a table to continue with the more obscure questions you may have about your particular problem.

The meeting will start promptly at 8:00!! Come early and have dinner, but PLEASE MAKE RESERVATIONS.

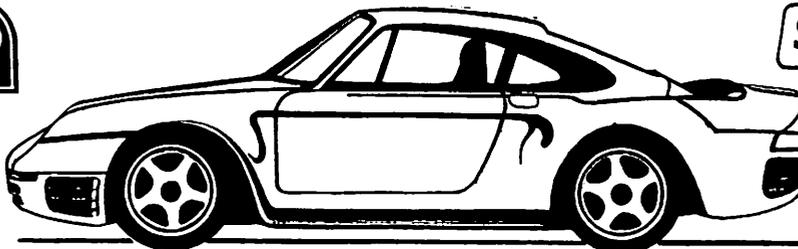
DIRECTIONS to Audubon Inn:

From King of Prussia turnpike 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 Collegeville, 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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JUNE

23 BMC AX#3
23 Maple Grove Drags, page 10
23-24 RTR at Summit Point
23-24 Pro Solo, Wilmington, DE
23-24 Bridgehampton, Metro NY
27 General Meeting, Bosch Rep and
Tech Round Table, page 5

JULY

1 SCCA AX PIR, Nazareth
6-8 Watkins Glen, Zone 1
7 RTR Tech Session, Holbert's
7-8 Summit Pt, Car Guys
8 SCCA AX PIR
8 SCCA AX Farm Show, Harrisburg
15 SCCA AX Plymouth Meeting
15 Wee Weissach AX, Hbg, Ches Region
21-22 RTR at Watkins Glen
21 SCCA AX Farm Show, Harrisburg
22 SCCA AX Farm Show, Harrisburg
22 SCCA AX Ft Dix
23 Lime Rock, NNJR
23-24 Watkins Glen, CVR
25 General Meeting: Vince Evans
from Holbert's Porsche-Audi-VW
25-27 Watkins Glen, Potomac
27 Lime Rock, Schattenbaum
27 Open Bar at VF Hilton, page 20
28 Test and Tune Farm Show, Hbg
29 SCCA AX Farm Show, Harrisburg

AUGUST

4-5 - St. Jovite, REN
5 - **MAY BE NEW DATE FOR RTR AX #3
AND CHARITY AX - STAY TUNED!**
11-12 - Rockingham, Car Guys
11-12 - SCCA Northeast Divisional
Championships, Harrisburg
12 - BMC AX #5
17 - NH Int'l Speedway, CVR
17-19 - Watkins Glen, NNJR
17-19 - Bridgehampton, Ron Fox
18 - Maple Grove Drags
19 - SCCA AX Plymouth Meeting
19 - SCCA AX Ft Dix
19-20 - NH Int'l Speedway, NOR
25-26 - Summit Pt, Potomac
26 - Picnic at Camp Hideaway and
George Bukovsky Concours
29 - General Meeting: Tech Quiz
29-30 - Lime Rock, NNJR

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

Membership now at 799 !

John Williamson

Welcome to these new members:

David Azar 70 911S
Somers Point (Welcome Back!)

Michael Bitny 84 928S
New Hope

Benjamin Brock 86 930
Cheltenham

James Carson 57 356 Speedster
Devon

Joseph Durinzi 73 911T
Newtown Square

Edward Figarsky 83 944
Holland (From NNJR)

Rick Franzese 86 944 Turbo
Audubon

Paul Freeman 81 924
Philadelphia

Kyle Huber 85 944
Birdsboro

Jan Laurenti 80 928S
Tamaqua

Henry McAdoo III 63 356B
Ambelra

Bob Millick 74 914-6
Bala Cynwyd (Welcome Back!)

John Morzenti 85 944
Devon

Christopher Nace 74 911 Targa
Montgomeryville

Gary Nagle 89 944S2
Reading

John Nelson 57 356A
Medford Lakes

Jeanne Palmer 72 911 Targa
Upper Darby

Jay Rishell 89 944 Turbo S
Reading

David Rutter 67 911
Reading

Joe Shannon 88 944
Wyomissing

Peter Smith 87 924S
Media

Marc Solda 90 Carrera 2 Cab
Bethlehem

Lester Wiltz 75 911S
Newtown

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15 Years - Joseph Alexander, and Don Applestein

10 Years - Lawrence Bruce, Connell Cannon, Tuck Hunter, and Rodney Rentschler

5 Years - Mark Corbman, Emil Liebman, John Mitroka, Russell Mullen, Morris Schindler, Robert Shields, Francis Theuer, Frederick Yavorsky, and Jeffrey Yoroshko

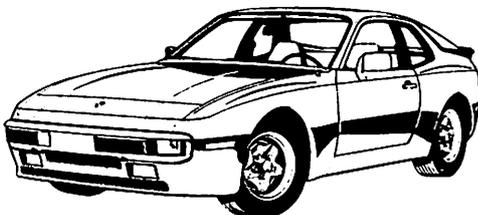
Where are the New Cars?

John Williamson

While preparing for the New Members Meeting, it became apparent to me that purchasers of newer model Porsches are not joining the Club as frequently as in the past. The 1980s saw phenomenal growth in our Region, and in fact, 1983-1988 are the top six years in terms of numbers of cars listed as owned by our members. The Region has continued its growth this year, however, the number of new members with cars manufactured during the last two years is disturbing. From a high of eighty seven 1987 model year cars, we drop to seventeen 1989s, and only two 1990s.

In an effort to change this situation, the position of Dealer Liaison has been created, and Dick Bach has volunteered. Dick and I will be visiting area Dealerships to interest them in displaying a PCA Information Board, which has membership applications, as well as PANO and DER GASSER. Independent shops who express an interest will also be considered for these boards. Dick will be needing volunteers to help maintain the boards on a monthly basis. Blaine Hartig has already agreed to cover the Reading area. If you are interested in helping out, contact me at one of the numbers listed on page 23, or Dick at 889-7770 (days) or 277-8857 (eves).

If anyone has other ideas on what we can do to attract the owners of new cars, please give me a call.



Membership Contest

John Williamson

As noted in the April Exec Meeting minutes published last issue, there will be a contest to see who can bring the most new members into the Region this year. The winner will receive one years dues to the Porsche Club. The rules are simple:

1. Only PCA members are eligible
2. Your name must specifically be mentioned on the back of the application (Where did you hear about the Porsche Club?)
3. The contest started January 1, 1990 (in order to not penalize those members who have already brought members into the Club) and will end the day of the Annual Holiday Banquet.
4. The Membership Chairman is not eligible

Call me if you need applications or the "What is PCA?" brochure, or better yet, pick them up at the monthly General Meeting. I will keep you updated on the standings. Happy hunting!

Dick
HORRIGAN

PORSCHE

BMW

AUDI

VOLKSWAGEN

SUBARU

1015 Lancaster Ave.
Reading, PA 19607
215-777-1500

Exec Committee Minutes

In attendance at the May meeting, held at the home of Debbie and Bill Cooper were: Bob Lamb, Bob Russo, Betsi Leidy, the Coopers, Vern Lyle, Rex and Lisa Carle, Sybil and Paul Margaritis, Janet and Jerry Weger, John Williamson, Jim Hartman and Bill O'Connell.

The next several meetings are as follows; in June, probably the Bosch representative will speak, optional is the rep from Bel-Ray Oil; in July, Vince Evans will speak at the old Holbert Porsche Dealership in conjunction with a display of 356's. The regional Porsche manager may also speak, but this could make the meeting too long; August will be the Tech Quiz from the Parade; in September, the guest speaker will be Bob Akin, Jr.

Instead of a raffle, we will hold a fundraising autocross which will be open to SCCA and others. Lisa and Rex will secure a separate date. The \$500 balance from last year's raffle will be combined with the autocross money and given to St. Christopher's Hospital. We would like to have someone sponsor the trophy, and since YBH has expressed interest in doing something for the Club, they will be approached about this. We will give a door prize ticket for tires to anyone entered in the autocross.

Lisa will buy two dry-erase boards and markers for \$50.

The treasury has about \$12,000. Some of this money may be used to subsidize Club functions.

Vendors who wish to be Club members must own a Porsche, in accordance with National By-Laws. Also, one can be a member for only one year beyond the time that the person no longer owns the marque.

PIR event will run counterclockwise and will have plenty of safety equipment. We may lose \$1500-2000 since only 70 people have signed up to date. We will still hold the event for the benefit of those who wish to try an oval track. The Club made \$1000 at Pocono; if we cancel PIR, we will lose \$500 or \$1000. We are filled in the green group and have enough instructors for same. Flagging details for PIR not yet determined.

The Goody Store has the new 50-lap memory Acutrak stopwatches, selling for \$35. NTW will buy jackplates from us to improve their servicing of 944s. Leitzinger merchandise will be sold on consignment. Aluminum sockets from Stoddard will be available for around \$20.

Four DER GASSER advertisers have not yet paid for this year, and there is still one outstanding bill from last year. Vern to contact once again, then turn over to Treasurer for collection.

The New Members Meeting was not well attended possibly because Saturday afternoon was less than a good choice of times. Maybe we need a gimmick like a car show for next year. Dick Bach will be dealer liaison. John will order one board which will be taken to dealers and shops to see if they want to display them.

Tech Head, Jerry Weger, will purchase two more torque wrenches and 2 sockets. A list of qualified tech inspectors will be published, as will a list of the basic tools and attire for Tech Sessions. It is not advisable, for example, to arrive in a suit... There was a discussion about a pre-Summit tech session, but the time needed to organize this was insufficient.

(continued next page)

Minutes

(continued)

The sample questionnaire was returned to Bob Russo by Exec members with suggestions and comments. Final configuration may be limited to one page and will be available at the General Meetings.

It was decided that the Audubon Inn meeting site is about the most central location for the demographics of our membership.

Janet will again be the Greeter for the next meeting.

Respectfully submitted by Janet Long Weger.

Rap at Idle

By the Editor

How many of you have an interest in computers, (and desktop publishing in particular), and have that capability at your office or even at home? That should include quite a few folks in a region this size. Now that we've gotten that far, you only need a healthy interest in Porsches, and a desire to share your talents with the Club, and you can qualify to be the next Editor of DER GASSER. You would be overqualified actually, since the present Editor does it all on a word processor, then cuts and pastes. This publication, like everything else, can be improved, it just takes a little more training than I have (which is none), a little better equipment, and a little more time. Begin to think about how you would do things if you were Editor, then let the nominating committee know that you will accept the job for next year. And you don't have to go it alone,

try to get a friend to help out in some way. As I have said before, many regions have 2 or 3 "Editors" and several people on their staffs, like photographers, advertising managers, designers, etc.

You really do get involved in the Club with this job - you learn about everything before almost anyone else, you're in close touch with all members of the Exec Committee, and of course, you're involved in all planning sessions. And just think of the pride you can feel by seeing your work in print every month! No region can function without an interesting, communicative, and very timely newsletter. Editors don't make that happen by themselves, but you could be "Chief" of the city desk, with your fingers on the pulse of Riesentoter. Think about it.

The Maple Grove Dragstrip day hosted by the Corvette Club will be on June 23. They start around 9 am and welcome our participation. This has to be a blast, with timing and consistency playing a huge role in your success. You won't hurt the car - each run will only take 15-20 seconds - it's not like thrashing around a track all day. And it's not just brute horsepower since it is scored on a bracket system and finesse comes into play. Last year Mark Schnoerr showed the faster Vettes his 928 taillights to take the Overall win. Come on out and get into some COMPETITION!

Decided to move the section called Important Information to the back page because no one seemed to read it anyway. This may be a way of calling it to your attention, so if you need info on address changes, placing an ad, deadlines and such, you can find it on page 23.

George Bukovsky Memorial Concours

Bill & Debbie Cooper

Those of you who knew George Bukovsky, know that he was one of the most loyal and competitive Concours participants in the club. His meticulously kept red Porsches, first a 944 and then a 1986 911 Carrera, took many first place trophies outside of the Porsche Club up and down the East coast. He was able to enlist the help of his wife, Joyce and son, George for many of the finishing touches. We'll never forget his cheerful smile and his active participation in many RTR activities.

George was always willing to lend a hand or give advice as to how to really make your car shine. During a New Members Meeting, he shared one of his winning secrets. (If you want your rubber gaskets and hoses to shine - use a little Pledge furniture polish.)

The Concours to honor George will be held at the Annual Picnic in August at Camp Hideaway, Arcola, PA. There will be a Concours entry fee of \$5.00 per car (in addition to the picnic cost). In order to properly plan for the Concours, have an adequate number of judges and to permit scheduling time necessary for judging the cars, the registration form below must be completed by Concours participants and received by us with the \$5.00 check, NO LATER THAN July 31, 1990. We are looking forward to a terrific event with special meaning and honoring one of our recently departed friends, George Bukovsky.

MAKE CHECK PAYABLE TO: RTR-PCA

SEND TO: Bill & Debbie Cooper, 659
Brighton Drive, Hatfield, PA
19440 Phone: (215) 362-2770



MAIL BEFORE JULY 31 !!

REGISTRATION FOR THE GEORGE BUKOVSKY MEMORIAL CONCOURS

NAME: _____

ADDRESS: _____

PHONE: DAYS _____ EVENINGS _____

CAR: YEAR _____ MODEL _____

BODY STYLE _____ COLOR _____

AUTOCROSS 101

An early apex, typical of a novice, but also done by people who drive one gate at a time. The driver will now have to make another turn to avoid hitting the next pylon on the right.



Causing another early apex. It looks like a straight line has been achieved through this gate, but there was lots of plowing going on and this line ignores the hard left coming up just after it.



The two previous early apexes have the car arriving here essentially pointed at the fence, and plowing again, when the following gate is parallel to the fence and leads onto the straight. This kind of driving is like you see on TV; kind of noisy, looks fast and flashy, but is bog slow and will remove the outside edges of your tires.



AUTOCROSS 201



This car is in a better position for a later apex, but should be pointed even more to the left at this point. This would be possible by approaching from a wider angle or not turning in so soon.



A nice late apex. Compare this car placement to the position of the Audi at left. Some speed has been sacrificed through this turn to get the car set up for the next turn which leads onto the straight.



Notice where this car is pointed and that the driver can get on the gas much earlier than our friend in the Audi. This has been set up by the two previous turns and will ensure that a much shorter time will be spent on the long straight. This is where autocrosses are won and lost - sometimes you have to drive three gates ahead!

Autocross News

Lisa Carle

May 20th brought us the kind of weather we were hoping for to run our second event. The threat of rain caused the diehards to clump into the first run group, with thoughts of getting at least one dry run, while the optimists opted for the second heat, anticipating clearing. Fortunately, it was a day for the optimists. The skies soon cleared and left us with a beautiful, sunny day. Our new location turned out to be even better than the runway, allowing for a large, wide-open design vaguely reminiscent of the Holbert Memorial course. This sweeping, but tricky set-up minimized the horsepower advantage and brought the times closer together. Tight competition was the outcome; FTD was decided by 4/1000 of a second!

Results are below. FTD went to Vern Lyle in his recently-completed, ultra-white 911S. Here's a news flash: the breakfast of this champion is Suzie Q's - forget the oat bran and stop by the mini-mart on your way to the next autocross for some high-test carbohydrates! Ladies FTD was won by Melody Lyle in her red Targa, who outran the majority of the men as well.

The next event was scheduled for August 12, but this date may be moved up to the 5th. We want to use the same parking lot for another great event, our first annual charity autocross to benefit St. Christopher's Hospital for Children. We are planning to open the charity event to all types of cars. We will pull out the Porsche club results, and trophies will be given out as per our normal rules. For the event as a whole, SCCA classes and indices will be used. As Betsi described in her article last month, the index is a method

of comparing times based on the performance potential of the car's class. The best indexed time gets the Overall trophy. Everyone will go home with the good feeling of having donated the \$15 entry fee to a very worthwhile charity. We are trying to arrange for some other goodies for you to take home, too.

One last word, we haven't forgotten about the Cornog Classic and are trying to setup an early fall date for this event that you will not want to miss. Stay tuned!

EVENT # 2 Results - May 20

Rex Carle	A	33.584
Tim Everett	A	33.692
Bill Cooper	B	36.465
Chris Beery	B	36.609
Ron Lego	B	36.835
Don Applestein	B	37.399
John Crowley	B	38.370
Michael Wolkov	B	39.619
Vern Lyle	FTD C	33.580
Jim Confer	C	37.034
John Williamson	C	38.605
Jerry Weger	C	43.875
Art Rothe	E	35.941
Chris Bloch	E	36.655
Jeff Wright	E	38.292
Fred Matolicz	E	39.797
Nick Plenzick	F	39.913
Joe Zglinicki	H	38.633

NOVICE MEN

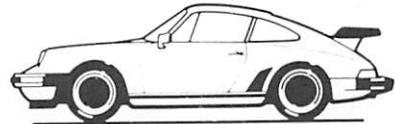
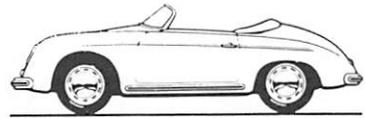
H. Alefelder	38.260 E	1.0540
D. Angelisanti Jr	41.398 G	1.0542
D. Ronio	42.239 G	1.0756
D. Angelisanti	42.508 G	1.0825
C. King	40.099 B	1.0891
K. Helmsin	39.772 C	1.0925
J. Kingham	41.702 C	1.1455
B. Brodowski	42.078 C	1.1558
J. Herwig	42.326 E	1.1660

LADIES

Melody Lyle	FTD 35.798 E	0.9862
Betsi Leidy	37.598 E	1.0358
Lisa Carle	36.218 A	1.0766
Janet Weger	41.342 C	1.1356



John Kingham may have outfoxed the Rallymaster recently, but at the autocross, Betsi kicked his rump.



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Joe Zglinicki uses a hand over hand technique.

Driver's Education

By Bob Lamb

We are in the midst of a very active period of Riesenrotter driving events. As this was written, we just finished our inaugural program at Penske's Pennsylvania International Raceway in Nazareth, PA. The facility is new and spotless. One participant characterized it as a country club. The track is a five-turn one-mile oval with elevation changes. The participant's reactions were mixed. We had 22 first-timers who seemed very enthusiastic. It is an easy track to learn. Among the more experienced drivers, the reactions ranged from love to hate. There are concrete walls surrounding the track. If you were on line, you could ignore the walls. Great concentration was required to stay on line. If you did stay on line, however, it was very quick and challenging. Some people were uncomfortable with the walls. We are interested in hearing from you about your reaction to the track, either positive or negative.

On June 23/24, we are having an event at Summit Point. This is a surprise event. We had been unable to get a date for this year. However, a race cancellation offered us the weekend. We figured we could not turn it down, so we hustled out a special mailing. The event was oversubscribed four days after registration opened. I guess people like Summit Point.

Our next event is July 21 and 22 at Watkins Glen. You should have received an application several weeks ago.



One of our objectives this year was to encourage first-timers to attend our Driving events. We had 37 at Pocono and 22 at Nazareth. We thank you for your adventuresome spirit and hope you enjoyed the experience. We would like to hear what your reactions were.

This year, our events are being run by a committee. There is a lot of effort being expended and I would like to thank Dave Donohue, Paul Margaritis, Bill Miller, Bill O'Connell, Bob Russo, Axel Shield, and Janet and Jerry Weger. I would also like to thank those who have helped out with flagging, tech and other miscellaneous tasks. We could not conduct these events without you. Your efforts are both recognized and appreciated. See you at Summit and the Glen.

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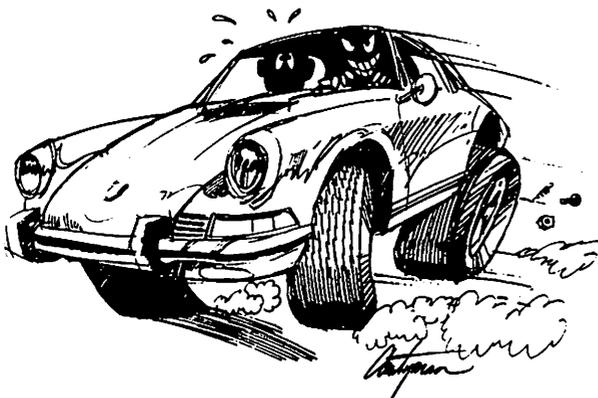
The Beach was never like this !

By Barbara Johnston

I've just experienced a magical weekend in the "Hamptons". Funny thing is, it took place at a race track and not a seaside resort. Bridge I, sponsored by Metro Region, was an exciting, breathless drive at the beach. Viewing ocean from three sides of the track gives a driver a sense of serenity which fades quickly during the first run group.

While the event's objectives were to learn the track, line, apexes, and braking points, my first problem was getting "lost" in the middle of the course. All of a sudden I wouldn't recognize any landmarks. This created panic. And before I knew it, I would find myself along pit-out again and wonder how I got there. Somehow, after many rides around the circuit I learned the line and began to enjoy the challenge of the course. It was all coming together, and then the first day ended! I was tired, dirty and sandblasted, but enthusiastic.

Day 2 started with high winds and sun. Car tech, safety, flagging, driving problems and general questions were addressed at the driver's meeting. We were warned that the wind could have a detrimental effect on handling. I imagined my "whale tail" taking flights towards the ocean.



My instructors, Jerry Hoffman and Henry Hammer, were enthusiastic and informative. They provided the extra support and motivation which helped me to trust my machine and my judgement. They pushed me as a driver to the next plane of enlightenment. By the afternoon, the light bulb was on. I had figured out how all the ups, downs, and rounds of the track went and was having fun driving an amazingly sturdy, agile car. Our 79 911 SC was running perfectly, even though two drivers were making it work hard often for 2 or 3 runs in a row.

My second day of flagging duty was at pit-out. Frank Scala gave me some pointers since I had never worked this station before, then handed me the red paddles and the radio. It was intimidating. I was out there by myself with 20 or 30 anxious drivers waiting for me to tell them when to go. I felt a sense of accomplishment and relief when each group was safely on the track.

At day's end, Metro had an outdoor buffet dinner prepared for the group. Every dish was tasty and there was a good variety of food. I was happy to be able to eat before I travelled back to Pennsylvania. My husband and I considered staying for Sunday but knew our baby sitter couldn't stay another day. Before we left, we agreed to return this fall.

My thanks go to all the people from Metro who organized and ran this event. It was a great success! I would recommend a weekend at Brideghampton to any Riesentoter member. I truly felt safer on the track than I did on the drive through New York City.

Riesentoter History

Debbie Cooper

I recently received two pleasant surprises as Historian. One was from Toby Ross who was in the process of "cleaning up" and called to ask me what Der Gassers I was missing in the 1980's. The other terrific "CARE" package was sent by a former RTR President who was very active in the 1960's, Don Reinhard. He had taken the time to photocopy almost all of the mid-1960 Der Gassers, which were not in the historical files. Thanks to both of you for: 1) taking the time to read the articles; and 2) for lending a helping hand. I really do appreciate it. Now on to a little history....

June 1960 - "Duryea Hillclimb - Charlie Biedler pulled a fast one by running the same car in both Class F and D. How? We switched engines Saturday night." "Vineland Races - Roger Penske runs wild, winning two races at the SCCA Regionals. Nagle Bridwell had two 3rds in EP. Also competing were Horace Ott, Jim Moyer, Wes Watt, Bill Brannan and Charlie Stover."

June 1965 - "Gymkhana Results - The Club Gymkhana held in King of Prussia on June 6th, was very successful and the weather was perfect. The first place trophy was hotly contested with only 6/10 of a second separating 1st and 4th place cars. Dick Sweigart won top honors once again edging out Norm Hahn by 2/10 of a second."

June 1970 - From the President's Message by John Chatley, "First of all, my apologies for not making the May issue of Der Gasser with a "Message". (If you missed not having an historical article in May, I'll borrow his words - he said it so well.)..."Part of the problem

stemmed from the fact that I began, in what would have been sufficient time, to prepare my car for the concours at the Parade." John was another member who took Concours very seriously.

June 1975 - "SAY HELLO TO THESE NEW MEMBERS - Don and Linda Applestein, Philadelphia - 1970 911T" (In just five short years, they will be members of the RTR "Fossil Club".) "Pine Grove Hillclimb was run on May 10 and 11 in great weather, again. Tom Beil, as usual, took 1st in Mod II in his RSK."

June 1980 - "As I write this, Al Holbert is taking part in a special coming-out at the 24-Hours of Le Mans. Peter Gregg and Al Holbert are driving the French classic in one of Porsche's new 924 Turbos which resemble the Carrera GT study shown at Frankfurt. Two other identically prepared 924's have been entered by the factory." (Bill & I were very lucky and saw Al drive to victory at Le Mans with Hans Stuck and Derrick Bell in 1987.)

June 1985 - Excerpts from Michael Stolper's President's Message " Al Anderson, O.D. (officer of the day); orchestrate everyone, run the event, jump through many hoops. Jane Stolper, Registrar; listen to everyone out there: "my dog ate the registration form, I've always admired you, the sun got in my eyes, my shoe was untied..." Bob Russo, Chief Instructor; Big Kahoona wears flame proof suit to guard against verbal abuse and complaints about run group assignments, he is Simon of "Simon Says" at event. Tony & Eileen Checkowski, Social; insist that a good time be had by all, serve mystery meat at cookout, hose down crowd with beer every night."

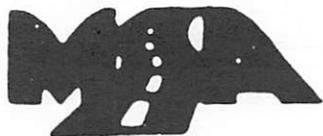
Pit Stop

With Denny Waldman

Hi Folks! Let me put your mind at ease; the accompanying picture is not from a Riesenoter track event. This is just a Porsche enthusiast's way of saving a few bucks. You see, when he went to his favorite autobody shop for a price on converting his 911 into a slantnose, he realized it was well beyond his budget. So, with a little ingenuity, he sacrificed someone's shiny new Citroen to get that sloped, racy look he wanted so badly. He has patented this method and complete instructions are now available. Just send \$59.95 (cash) to my office for details.



P.S., look closely, I think this is a Carrera 2. Well, the rear spoiler is in the fully extended position which doesn't happen until you reach 55mph. Go figure!



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Helmets needed !

As you know, Snell 85 helmets are required for our track events, but if you have a pre-85 helmet that is looking for a good home - why not donate it to our autocross program?

As yet, there are no strict helmet requirements for PCA autocrosses and we could use some replacements for our vintage models. Call someone on the Exec committee if you can help out.

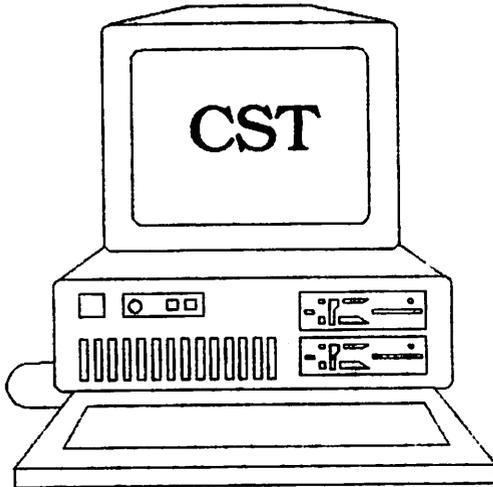
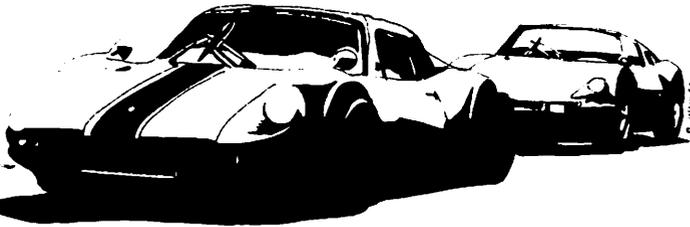
Incidentally, you should be aware that to run in any autocrosses hosted by SCCA, a helmet with at least a Snell 75 rating is required.

Another Free Lunch !

By Betsi Leidy

The Hilton Hotel in Valley Forge has invited us back for free munchies and an open bar on Friday, July 27. Again, it will be held in the nightclub called Touché. Just show your PCA membership card at the door and enjoy a relaxed hour or so of food and libations. The buffet is from 5 to 7, the open bar is from 6 to 7. Join us.

The Hilton is located on Rt 202, just about one mile north of the Valley Forge interchange of the PA turnpike. See you there!



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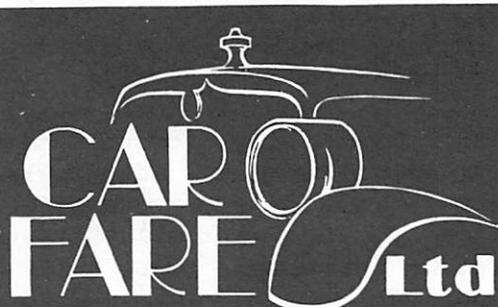
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71 911T Targa; Burgundy/black, Recaros, S package, new Konis and Goodyears, good condition, always garaged, \$11,800. Alan Brecher, 609-751-7233

69 912 Targa; Ossi blue/tan int; new Stoddard engine and paint; pan replaced by Paul Johnston; 110K original miles; 5-spd; Blaupunkt stereo w/cassette; alloys, lowered; have all records showing meticulous care! - \$8,900. Fred Bernardo, 215-777-7923

88 911 coupe; Marine blue/linen int, F/R spoilers, 16" BBS with Comp T/A, Clifford alarm, Reno upgrade, garaged winters, 15K miles, \$40,000. Call Bill Richards, 215-536-3208

86 944 Turbo Race Car; ex-Derek Bell with Rothman colors; 1 of 6 built at Weissach for Pro Escort Series; full documentation, must sell, \$60,000. Bill Armstrong, 419-535-5641 days, 419-874-0377 evenings

83 928S, 48,000 miles, blk/burgundy leather, sunroof, limited slip, Blaupunkt 3001, bra, pampered, garaged, non-smoker, RE 7ls, plus \$5,000 performance package, \$21,000. Greg Henry, 215-646-0445

69 911T; red/black, very good cond in and out; no rust, new Webers, new tires, always garaged and well maintained, \$9,500. Ben Muskin, (non-member) 215-233-5914

WHEELS: 2 sets 7 & 8x16 black center Fuchs alloys from 86 944 turbo, one set in excellent cond for \$900, one set in very good cond for \$750; Goodyear ZR takeoffs, unmounted, 2-225/50x16 and 2-245/45x16, like new \$300; complete Koni sport struts with springs and rear sport shocks for 944/944 turbo, single adjustable with special SS valving, used one season, \$525. Paul Weston, 215-558-0630 (H), 973-2600 (W)

Sales

(continued)

Tires: two 205/55V16, two 225/50V16 Dunlop SP Sport D40 take offs, \$450; four Pirelli P7 205/55V16, perfect for autocross or spares, \$10 each OBO. Joe Long, 777-9298 evenings

Wheels: 16" 911 Carrera original factory equipment, very good cond, \$175 each; almost new Passport radar detector in original box, \$175. Richard Polin, 215-590-2161

911/930 parts: new Textar brake pads for 84 or later Carrera, \$70; new Bosch spark plugs for 84 or later Carrera, \$10; stainless headers for 930, \$350; 2 Comp T/A 205/55x16 (6/32 tread), \$40 each; right rear taillight lens, chipped edge, \$10. Jim Hartman, 293-1916

'87 engine, 14,000 mi., complete with Motronic brain, wiring harness, fuel pump, coil, etc., \$7,500 '86 trans w/LTD slip, \$1,500, both are in car and can be driven; A/C compressor, \$350.; catalytic converter, \$300. F.O.B. William G. Cooper, 659 Brighton Drive, Hatfield, PA 19440, 215-362-2770.

Goodyear race tires, constant supply, 23x9x15, 430 compound, used one race, \$90/set. Don Meluzio, 717-846-2222 (W).

TIRES: 2 BFG Comp T/As, 245/45x16, 6/32 tread, \$90/pair; 205/55x16 Bridgestone RE71s 3/32, \$15 each; Dunlop D40 VR16s, \$60/set, 924 wheel, 14x6, \$50. Don Meluzio, 717-846-2222 (W)

PARTS: 930 turbo flares, new in box; 911 oil tanks, rear 1/4 panels, front steering arms, wheels; 914 Targa top and gas tank. Many body parts and suspension pieces, very reasonable; not a dealer. Bill Ridge, 215-458-0638, before 9 pm

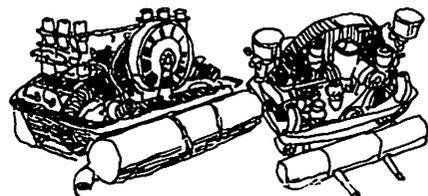
PARTS: Fuchs 7&8x16 w/225/50VR Yoko 008s, \$1700 set; complete 911S braking system, master cylinder to alloy calipers; early 911 trailing arm right side, w/ or w/o swaybar mount, \$100; gear sets, O,V,Z and A, offers; 1 pair shabby early heat exchangers, we can patch (show cars need not apply), \$200; 911 bra used 5 miles, \$50; 911 car cover (no tails), \$30; wheels studs, std 45mm, \$20 per handful; 914 wheels, four 15x4 1/2, four 15x 5 1/2, offers; 4 7x16 Centra wheels for Mercedes, trade for cash or 356 stuff. D.R. Snyder 215-282-1627

TIRES: four 205/50x15 BFG autocross tires (HR218), 6/32 new, skimmed to 4/32, used less than 10 minutes; 1.15 lateral g on stock suspension early 911, \$400; TOO SOFT FOR TRACK USE. Vern Lyle, 215-855-0662 eves

83 944 coupe, Guards red/black, AC, Blaupunkt, alarm, garaged, excellent condition, all maintenance records. Bob Davis, 215--659-6666 days or 646-4194 evenings

WANTED: 1985 1/2 - 88 944 coupe, low mileage, like new condition, at a reasonable price; last 15 years of CHRISTOPHORUS magazine. Write Peter J. Smith, 851 N. Providence Rd, Media, PA 19063, and include phone number and some details.

WANTED: Light gray Porsche cloth sport seat, drivers side; Black Recaro - all models considered. William G. Cooper, 659 Brighton Drive, Hatfield, PA 19440, 215-362-2770.



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