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October 1980



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porsche club of america

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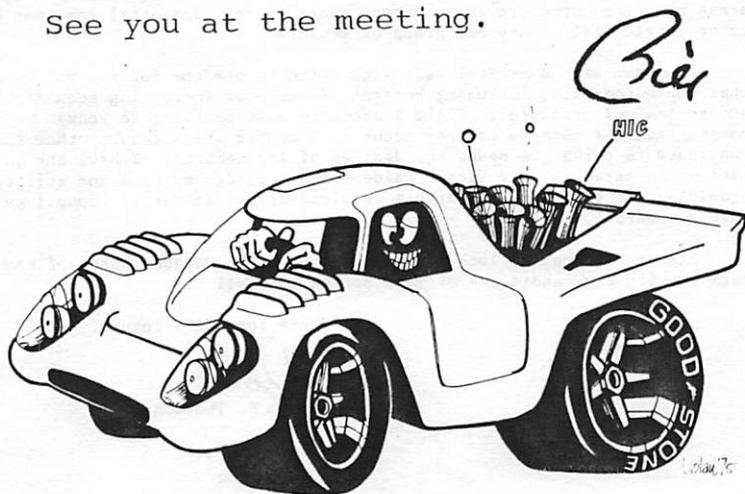


COVER by Vern Lyle

president's message

I have given considerable thought to the "proper" content of this, my last message. Whether it should be short, of lengthy; whether I should deal with the past or the future; discuss what I consider the pluses and minuses of the last two years; or... Well it's the future, with a brif reprise to thank those executive committee members who have given their time and made the social and competition events of the past two years worthwhile for all the members who partook. For next year we have a slate of proposed officers that will be offered at the October meeting, at which time of course we will welcome nominations from the floor as well. Don't forget, as an incentive to attend the October meeting; (10/29 at B.B.Bricks) we have Bruce Baker as guest speaker. I am certain all will enjoy Bruce's presentation.

See you at the meeting.





Dennis K. Thovson
243 McMane Avenue
Berkeley Heights, N.J. 07922

Fall, 1980

Dear Riesentoter Region-PCA Members,

The October issue of PANORAMA will contain a ballot listing the candidates for each elected office of the National PCA Executive Council. You, as a member, have a special obligation in this years election because the Nominating Committee has selected two candidates for each office (except President). To make an informed choice, you must get to know the candidates and their qualifications.

As a candidate for Vice President, I have made available to all Regions of PCA a flyer entitled "101 Involving Reasons to Vote for Dennis Thovson for Next PCA Vice President" which contains a summary of my background and qualifications. Many of you have already seen this information but if you have not, your Region President has copies. Additionally, the October issue of PANORAMA will contain a short profile of each candidate. Please make use of this information when you choose the persons you wish to guide the future of your Club during the next two years.

The Porsche Club is made up of Regions large and small located in all parts of the United States plus Canada and Germany. To varying degrees the activities and interests of a Region reflect differences based on the part of the country in which they are located. It is important that PCA's leadership be sensitive to these differences as decisions are made which impact a Regional member's enjoyment in belonging to PCA. One way to reduce the potential for problems arising from inadvertently biased decisions is to have broad national representation on the Executive Council. I am the only candidate from the Eastern United States. I have lived here for 20 years and my active 15+ year career in PCA has been in the East. I do not consider myself locked-in to a single idea on what is best for PCA members and I assume the other candidates feel likewise. However, the varied background and experience of each member on the Executive Council will contribute to the making of a decision. If all areas of the country are represented, there is less potential for that decision to be detrimental to any one group of members.

I do not have a crystal ball with which to see the future, but we all know that the automobile, including Porsche, faces ever increasing economic, social and ecological pressures. PCA's leadership must be flexible enough to accommodate external changes as they occur in a manner which ensures that the Club continues to serve the needs and desires of its members. I have the qualifications to serve as your Vice President and I pledge my time and abilities to providing the effective leadership required of the Executive Council as PCA moves forward.

Please remember to look for the ballot in the October issue of PANORAMA, mark it with the candidates of your choice and mail it!

Yours for PCA's future,

Dennis
Dennis K. Thovson

NOMINATING COMMITTEE PRESENTS SLATE FOR
RIESENTOTER REGION ELECTION.

As required by the Bylaws, the September meeting of the Membership included presentation of the Nominating Committee's slate of officers for 1981. These nominees, and any others forwarded to the Committee prior to the start of the October meeting, will be subject to official election as the first order of business for that meeting.

The Slate:

President-Joe Shelanski
Vice-President-Axel Shield II
Secretary/Treasurer-Don Galbraith
Competition-Wayne Flegler
Social-Bob and Carol Koerbel
Editor-Jim Brody
Membership-Skip Corey

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

BANQUET

Riesentoter will once again mark the year-end with an evening of enjoyment, prizes and awards at the 23rd Annual Dinner Dance. The event will be held Saturday December 13 at the William Penn Inn, Gwynedd, Pa. Formal invitations will be mailed shortly with replies due by December 3, but reserve your calendar now.

An addition to this year's festivities will be the Second Non-Annual Photo Contest. All entries must be 5"x7" or larger and will be accepted at the door.

Come join us!



*Porsche People Have
More Fun!!*

new members

Thomas Baker
Ed Falso
Jeffrey R. Glover
Tony Bonanni
S.M. Kamens
Ron Lego
John Haedo
Daniel H. White

meeting notice!

The October meeting will be held at B.B. Bricks Restaurant on Wednesday, October 29 (which is the last Wednesday of the month). B.B.Bricks is located in the Gateway Shopping Center, off the Devon exit of Route 202.

This month we are fortunate to have Bruce Baker of Auto Research as our guest speaker. Bruce is a longtime member of PCA as well as the 356 Registry, and is recognized as an expert in the restoration of the Porsche Automobile.

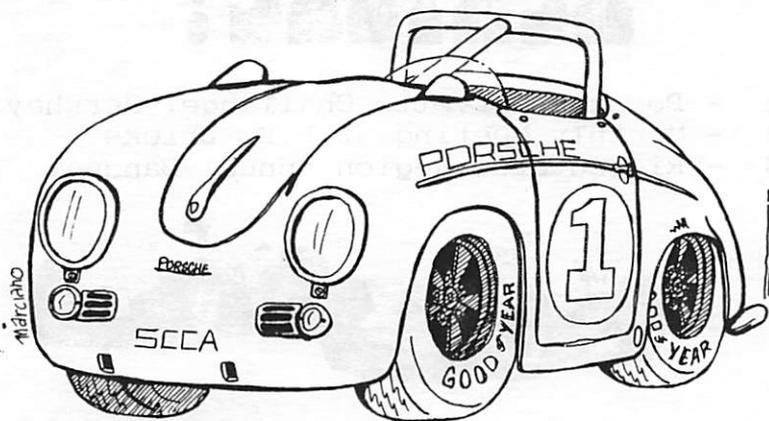
The program will begin promptly at 8:30 or shortly thereafter so please try and arrive on time.

Following the program we will hold our annual election of Officers of the Executive Committee for the upcoming year.

hillclimbing

After a year of absence, Duryea Hillclimb is back. This hill, run on Sept. 20/21, is a challenging 2 1/2 mile course consisting of 8 hairpins, a ninety degree sweeper and two maximum speed sections with a downhill portion in one of these sections. The course starts at Reading's park and ends at the tower atop the hill. Speeds in the two "straights" reach the order of 130 mph for the big-bore stuff. Drivers had more than the usual track time with practice and on timed run on Saturday, and practice and two timed runs on Sunday. The event ran smoothly except for a few incidents of fender-bending, broken axels and blown engines. Timing and communications operated well. Communication is a problem at this hill since a large number of stations must be implemented over the 2½ miles so that a car is under observation on any part of the course at all times.

Two of our club drivers showed up: Tom Biel in his RSK and Jess Holshouser in his speedster. Tom took 3rd in his class (I think) and Jess, 1st by default. Time was-when 10-15 356's competed. These numbers dwindled, then the separate the separate Porsche class was combined with TRs and Alfas. This hillclimb was the only one that I know of where only one Porsche and no Triumphs showed up.



Next year, no doubt, all EP cars will be combined into one class-as it should be, and is in SCCA road racing. Presently, MGB have a separate class in EP.

I received a phone call from one club member after reading my column in the last issue- which points up a need to clarify one aspect. Cars in "production" classes (SCCA) resemble what came off the showroom floor only in a few ways. These cars are modified for increased performance and include mandatory safety equipment such as a roll bar and six-point harness. About all you can't do in modifying them is change the displacement or alter the body profile. Those cars which are close to showroom condition are the new classes created by SCCA a few years back-called showroom stock. These however, have all the mandatory safety equipment. Cars that compete in the hills are modified concerning safety and performance (except showroom stock) as if they were going road-racing.

The next hillclimb is Weatherly on Oct. 11/12. Practice will be held Saturday and runs, Sunday. Weatherly is east of Hazelton by about 10 miles. If the seasonal change of tree colors is on schedule, it's a colorful time of the year both at Weatherly and on the way there. It's an excellent spectator hill.

Keep it between the trees.

JESS

ACHTUNG!

- Oct. 26 - Porsche/Corvette Challenge, Hershey, PA
- Oct. 29 - Monthly Meeting at B.B. Bricks
- Dec. 13 - Riesentoter Region Annual Banquet



dvsa news

Riesentoter Finishers in DVSA Sprint

September 21, 1980

<u>Class</u>	<u>Time</u>	<u>Car</u>
<u>A/stock</u>		
1st John Chatley	1:13:088	911SC
2nd Don Rienhard	1:13:760	914-6
3rd Tony Checkowski	1:20:083	911S
<u>B/stock</u>		
1st Wayne Flegler	1:09:198	356C
2nd Mike Schultz	1:15:450	356B
<u>A/prepared</u>		
1st BobAhrens	1:07:553	911E
2nd Joe Shelanski	1:09:222	911S
<u>B/prepared</u>		
1st Vern Lyle	1:07:370	911T
5th Bob McCullen	1:14:979	911
<u>Ladies</u>		
4th M. Lyle	1:14:720	911T
<u>Novice</u>		
2nd John Haedo	1:17:754	911SC
4th Gary Curran	1:19:629	914
<u>A/mod</u>		
1st Bob Russo	1:01:977	911S



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Sprinter Special; 4- 7"x15" Forged Factory Alloy Mags; 2 are old offset, 2 are new offset with 185/70 VR 15 Michelin XWX's, 3 are worn, 1 is in good condition. Entire set for \$700. Call Bob Patton at 1-935-1725 after 5 PM.

1968 912 5speed Transmission-\$250.

Volvo wheel with C-78-15 studded snow tire-\$15.

1967 911 Repairable left door- \$100. 914 rear brake disc (2) good condition, \$20. 914 rear brake calipers-\$20. 356 rear transmission mount-\$10. 356 transmission tail piece for double donut type mount-\$10. 66-68 rear window-\$25. Call Herb Barrett KI-4-4985.

924 parts-brake dust shields-\$30. Car cover-\$45. Colgan hood bra/fog light cut outs-\$40. 1 pair of factory wheels (1978) use with your snow tires-\$40. Call Dick Durell-work-886-0100 or home 1-294-9323.



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NOVEMBER-
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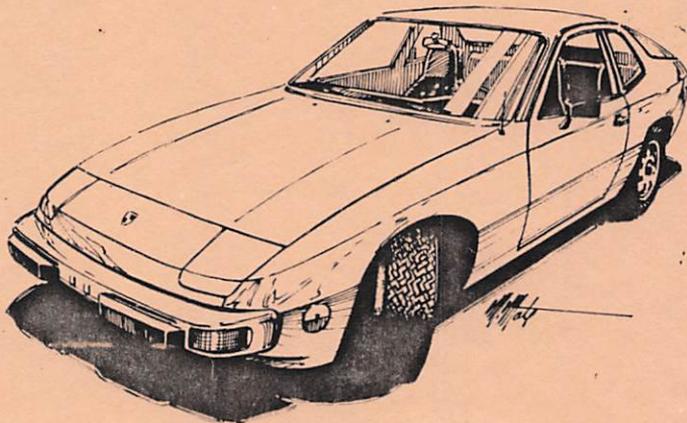
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Results Porsche-Corvette Challenge
October 26, 1980

Class A

2nd Bob Russo	911S	50.146
3rd Bob Holland	911S	53.736

Class C

3rd Bob Ahrens	911E	53.783
7th Gus Rosenberg	Carrera	55.291

Class E

2nd Vern Lyle	911T	54.265
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Class G

2nd A.J. Ahrens	356B	57.840
3rd Bill Smith	S90	58.015

Class LA

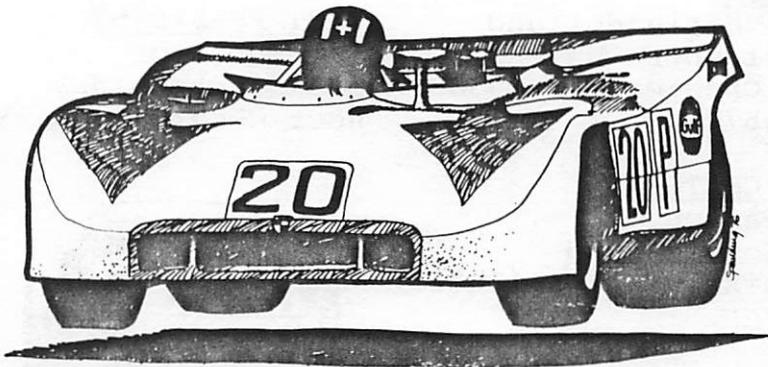
2nd Maria Holland	911S	59.922
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Class LE

1st Melody Lyle	911T	57.000
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Class LG

1st Judy Smith	S90	102.888
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DON'T FORGET !!!

TWENTY-THIRD ANNUAL

RIESENTOTER REGION DINNER DANCE

DECEMBER 13, 1980

7:00 P.M.

WILLIAM PENN INN

GWYNEDD, PENNSYLVANIA

Send reservations and \$17.50 per person to:

Don and Linda Applestein
11 Furness Lane
Wallingford, Pa. 19086

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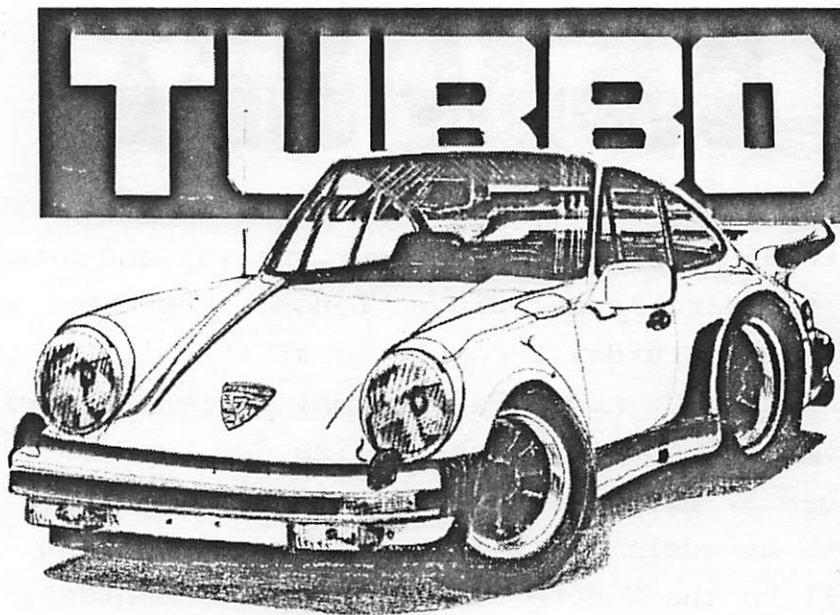
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More Fun!!*

new members

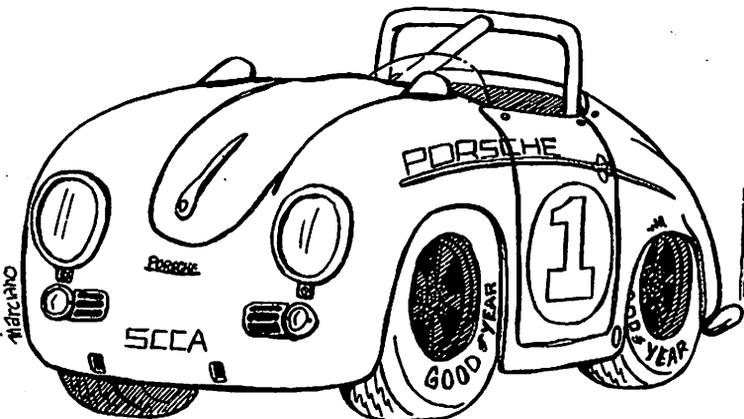
James Kulp
Philip B. Fleck
Steve Limbert
Dale Dries



hillclimbing

PHA's season-closing event was Weatherly Hill-climb held on October 11 and 12. It was a two-day event with timed practice on Saturday and timed runs on Sunday. Saturday was pleasantly warm and sunny, and based on times of the practice runs, most drivers were encouraged to the point of saying-records are going to fall tomorrow. That was not to be however, for the weather turned cold and cloudy on Sunday. The road surface temperature was low enough to ponder whether rains would be better than slicks. Most of us stayed with the slicks. This was one occasion when the nomex long underwear and drivers suit felt comfortable, but even then had to be supplemented by a jacket when not driving.

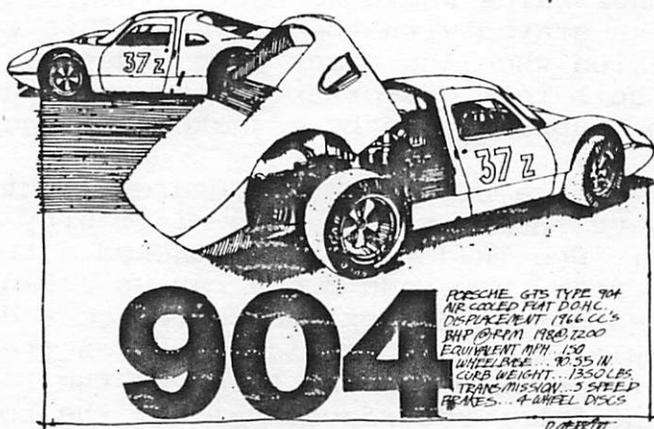
Turn one, a high-speed 90 degree right-hander gave three drivers some difficulty in spinouts. One TR-3 spun and attacked a tree with his rear, a Datsun Z car ran up a bank and rolled sustaining extensive damage and one Formula Vee was hit amidships by a tree. Part of the problem at the turn was the fact that Penndot had resurfaced half of the road surface coming out of the turn. It was fresh and of different adhesion characteristics than the old side. The repaired part also was one half inch or so higher than the old side.



Only one of our team drivers showed- which was yours-truly, who gathered in first place by a full second over the second place TR-3 for my second best time over the years for the hill. Times for all drivers were off somewhat and no one broke the magic 60 seconds-the one minute mile. FTD was a heated battle between a VW-Kellison sports racer, a well prepared Boss 302 Mustang, a C-Production Z Datsun of Team Effort. The VW-Kellison nipped everyone in the final run.

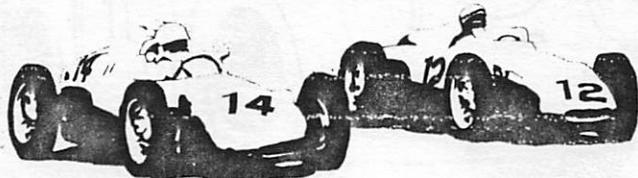
Keep it between the trees.

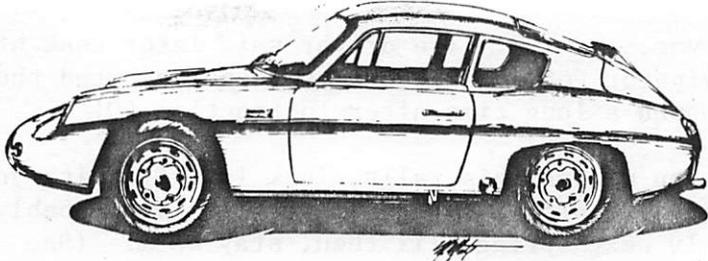
Jess Holshouser
10-25-80



ACHTUNG!

Dec. 13 - Riesentoter Region Annual Banquet





RALLY RAPUP - FLEGLER/McCOFFERY 1ST!

Melody and Vern Lyle

What a nice day for a drive in the country! That's what Giantkiller IV turned out to be, as all cars but one finished. It started out great when 21 cars showed up at Holberts rarin' to go rallying. They weren't all Posches, but each team seemed more intent than the next. Well, some people did have the ball game on the radio while they ran the Rally, but their score showed it too.

After the last car left, a strange feeling came over us. We had just sent 40 some people out into the back country of Bucks County with cryptic directions to follow a route that we got lost on a few times ourselves! We wondered if we'd ever see them again. Were we ever happy when the first car pulled into the finish! Slowly they all arrived, except car number 10, and refreshed themselves while waiting for scores to be tallied.

Most people scored pretty well and the tiebreaker was used for all three trophies. Third place, with 20 out of 25 points, was between Tony and Denise Cameron (friends of ours from work); new Riesentoters and first time rallyists Ted and Jay Tomb; and Bill Cooper/Jill Decker, with Cooper/Decker winning on Bill's guess of 6.3 miles on the tiebreaker (correct answer 6.5). Second place, with 21 points and a guess of 10 went to Babe and Bob Ahrens. Wayne Flegler and Pat McCoffery had 21 points and a guess of 7 to take First place.

The Koerbels and the Fuchs ran the rally with their children in the car and that must take a bit more effort, but Don and Christine Galbraith had a very small baby along and finished eighth! The "Dead Last But Finished Award" went to Tony and Eileen Checkowski who got lost early on but continued and even had a good time.

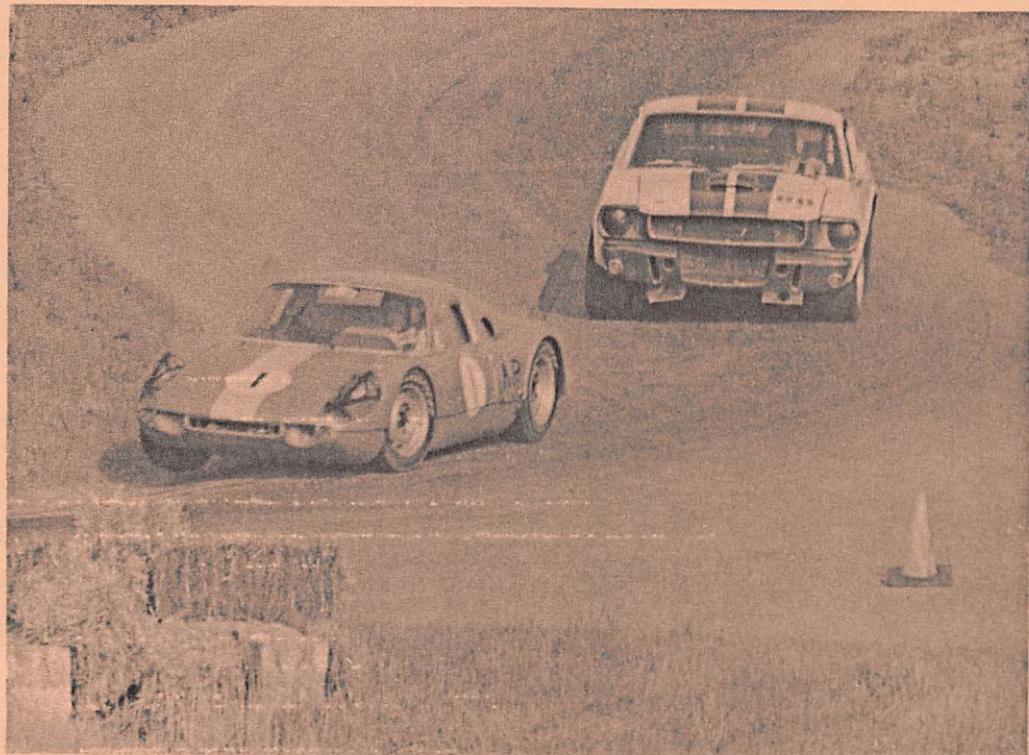
Oh yes, car #10. The driver said later that his navigator got carsick, but someone reported them stopped a long time after Instruction 40!

If you missed this rally, luck is still with you because there will be a Giantkiller V, probably early next spring. Til then, stay warm. (See Instruction 40!)

UNOFFICIAL RESULTS* OF GIANTKILLER IV RALLY

		<u>POINTS</u>
<u>1st PLACE</u>	Wayne Flegler / Pat McCoffery	21
<u>2nd PLACE</u>	Bob and Babe Ahrens	21
<u>3rd PLACE</u>	Bill Cooper/Jill Decker	20
	Tony and Denise Cameron	20
	Ted and Jay Tomb	20
	A.J. Ahrens/Linda Meara	19
	Bob Russo and Dodie	19
	Don and Christine Galbraith et al.	17
	Paul and Helen Walsack	17
	Bob and Carol Koerbel et al.	17
	Tom and Maryanne Everett	15
	Colleen and Chris Corey	15
	Bob and Maria Holland	15
	Joe and Pam Long et al.	14
	Larry Bruce/Martin Freedman	14
	Skip Corey/Beth Fanjul	12
	Peter and Myrna Fuchs et al.	8
	John Haedo/ Navigator	8
	Tony and Eileen Checkowski	6

*Results are unofficial after first three positions. Two drivers, Harry Cooper and Rich Chominski apparently took their score sheets home, so we don't know how they scored.



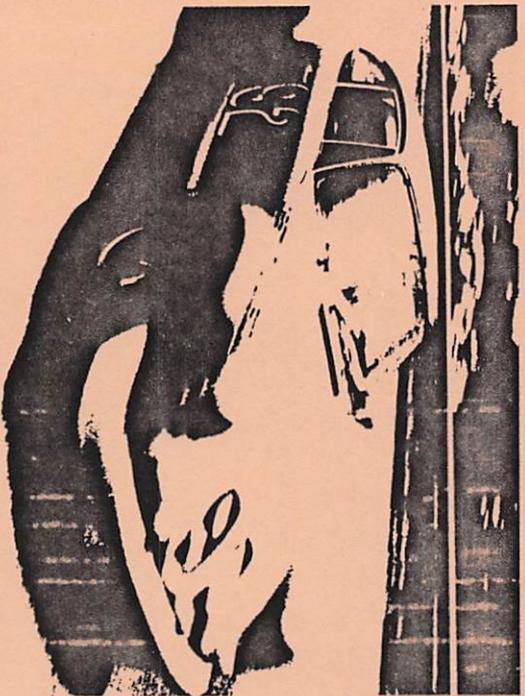
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