

DER GASSER

NOVEMBER-DECEMBER 1984

PRESIDENT'S MESSAGE

First of all, I would like to thank all of you who attended our New Members Night on October 17. We had an excellent turnout and it appeared all who attended, both new members and old, had an enjoyable time. A special thanks goes to Mr. John Morzenti and his staff at Rosemont Porsche-Audi who allowed us to use their facilities and to our Membership Chairman John Heckman who planned and organized the entire program. Hopefully we can make it an annual event.

Our region has had quite an active year and a prosperous one too! In consideration of this, your executive committee has voted to celebrate by subsidizing the Annual Banquet to be held this year on December 1. What all this means is that you will be able to attend a truly first class affair at the Kimberton Inn, including entertainment for less than \$20.00 per person. Look for further details in this issue and as soon as your invitation arrives be sure to send it in so we can properly plan for this finale.

I would like to give you a preview of what is ahead for Riesentöter Porscheophiles in 1985. We hope to have two driver's schools, our now traditional event at Summit Point and a joint venture with our friends in Potomac region at one of the world's finest and most beautiful race tracks, Watkins Glen. Our first event for 1985 will be a tour of the Roger Penske race shop in Reading being organized and tentatively scheduled for Saturday, January 26 by our outgoing vice president, Craig Rosenfeld.

In this, my final message, I would like to say it has been a pleasure and privilege to serve as your President for the past year. As

Mike Stolper and the 1985 Executive Council assume their duties, I extend my best wishes for a safe and prosperous 1985 to them and to all Riesentöter members.

Bill

BANQUET 1984

by SKIP COREY

Come out and celebrate a very successful 1984 for Riesentöter Region at our Christmas Banquet on Saturday, December 1st. This is one event that you can be a complete novice (at everything) and really enjoy yourself while making friendships that will last past 1985.

The Banquet will be held at the Kimberton Inn in Kimberton, Pa. minutes from Malvern and Valley Forge. (Please note the directions at the end of this article as there will be none enclosed in your invitations). The cost of this gala event will be \$19.95 per person, which only covers the cost of the meal. The club is going to pick up the additional cost of invitations, mailing, and the DJ, thanks to the money from this year's track event.

For dinner you will have a choice of either a special chicken entree or a cut of beef along with a salad, vegetables, and a Christmas dessert. If you made the Wine Tasting Dinner, you know that the Kimberton's food is excellent and Jeff Effgen, the manager, promises a repeat performance. There will be a cash bar and we will have a DJ with plenty of oldies and current music to get everyone dancing, although I'm not expecting miracles. We will also be honoring this year's award recipients and there will be a good number of door prizes. Keep an eye on your mailbox for your

cont on pg 2

THE LAST LATE BRAKING NEWS

by BOB RUSSO

Well after all these years, Riesentöter Region has finally put me out to pasture. This is my last 'official' competition Chairman article. However, I will continue annoying you with the Glossary and PATTS information if the series continues.

By the time you read this, the last event of the year, the Porsche-Corvette Challenge (Nov. 18) will be over. One of the reasons for the late date and confusion for this event was the problem with the site. We must secure a site for next year if we are to sponsor any autocrosses. If anyone has access to or knows of a large parking lot which can be used for our purposes, please contact someone on the Executive Committee.

GLOSSARY (continued)

A correction to last month's aspect ratio example - tire size should have been 195/50 x 15. This tire has a cross section width of 195 mm and a sidewall height of 97.5 mm.

Autocross: A relatively low speed driving event run on parking lots where the course is defined by pylons arranged to simulate a race course. This event requires split second decisions and reflexes and places a high premium on smoothness and car control.

Brake Bias: The difference between the braking force applied to the front wheels and rear wheels. The brake bias is always greater on the front wheels because weight transfers to them under braking. However, in a race car, the driver may want to alter the bias more to the rear or to the

cont on pg 2

RIESENTÖTER REGION

PORSCHE CLUB OF AMERICA

banquet cont from pg 1

invitation and then get ready to start the holiday season right.

Directions to the Kimberton Country House at Hares Hill Road and Kimberton Road off Route 113 (phone # 933-8148) are as follows: from King of Prussia, take 202 South to Devon Exit, go right onto 252 North through Valley Forge Park, take a left at red light onto Route 23, follow through Phoenixville and take left at Route 113 South, go approximately 3 miles and bear right onto Kimberton Road (there is a sign for the restaurant), the restaurant is at the next stop sign on the right; from Malvern or West Chester, take Route 30 to Route 29 North, follow Route 29 past an Industrial Park as it turns towards Phoenixville, after a winding stretch of road take a left at Pothouse Road, follow this road to the end at Route 113 and go left, go approximately 3 miles and bear right onto Kimberton Road, restaurant is at next stop sign on the right.



IF YOU DON'T COME TO OUR
BANQUET, WE'LL SHOOT THIS
DOG.

late braking cont from pg 1

front to compensate for fuel consumption, track conditions...

Braking Point: The point on the race track preceeding a turn where the driver must apply the brakes in order to negotiate the turn. Ideally, it is the spot closest to the turn which still provides enough distance to slow sufficiently for the turn.

Bump Steer: An undesirable condition brought about by the car's suspension geometry. Basically, as the wheel moves up and down in its travel, the effective length of the tie rod changes causing the toe setting to change. Hence the car is steered without moving the steering wheel. This condition is manifested when a car hits a bump in a turn and the car is 'steered' into a tighter turn or a wider turn, depending on the specific suspension design. To combat this, the suspension components must be aligned so that the arc of the wheel travel and the tie rod travel are as close to identical as possible, so that as the wheel travels through its arc the tie rod length does not change. Lowering or raising the ride height of a vehicle can cause an adverse handling situation since it changes the engineered-in bump steer characteristics. However, by raising or lowering the steering

gear so the arc of the tie rod and control arms are nearly the same, adverse bump steer can be diminished or eliminated. Bump steer is not to be confused with kickback which occurs when one of the front wheels is literally forced from a straight line by a bump.

Bump: Also called jounce. The initial reaction of the wheel and tire when it hits a bump. As the wheel moves up and away from the road and compresses the spring, it is said to be in the 'bump' mode. The shock absorber controls and dampens 'bump' forces.

Black Flag: A flag displayed by corner workers indicating that a driver has mechanical difficulty with his car or the officials want to have the driver return to the pits.

Blue Flag: A flag displayed by corner workers indicating that a car is being blocked and the lead driver should allow the pass to be made. In club drivers' schools, it signals that cars are bunching up and the group should separate.

Camber: One of three suspension settings. Camber is the angle that the wheel is tilted from vertical. If the wheel is perpendicular to the ground, the camber is set at zero degrees. If the wheel is inclined so that the top is closer to the centerline of the car than the bottom, it is called negative

camber. Positive camber has the wheel tilted with the top of the wheel further from the car centerline than the bottom.

CART: The initials for the Championship Auto Racing Teams, one of the sanctioning bodies of Champ (Indy) cars responsible for rules, regulations,... governing this type of racing.

Caster: This suspension setting describes the inclination angle of the axis around which the front wheels steer. If a line drawn through the axis contacts the ground forward of the center of the tire contact patch, the car is said to have positive caster. Negative caster is just the opposite. In either case, the function of caster is to keep the car travelling in a straight line when travelling forward.

(To be continued)

HECKMAN'S MEMBERSHIP MUTTERINGS

by JOHN HECKMAN

Our Riesentoter Region year is drawing to a close, and this is the final missive I shall mutter as your

Membership Chairman. For next year, Jill and I will act as Der Gasser Editors. Ever since I was about 12 and started subscribing to Car & Driver, I have secretly wanted to be an editor of a sports car magazine. I guess if I had possessed a higher level of intestinal fortitude, or if I didn't have to worry about eating, I would have skipped the Insurance business and pursued journalism. Anyway, Car & Driver it ain't, but my lovely bride and I pledge ourselves to expand on the excellent local club publication which is Der Gasser.

Just about a year ago I assumed the office of Membership Chairman of Riesentoter Region, PCA with 4 main goals in mind:

1. To do my best to promote the club and to help expand the membership.
2. To get each member a personally engraved name tag to be worn at all club functions.
3. To hold a club meeting specifically for new members for the purpose of orientation and to make all feel welcome.
4. To have a good time.

During the past year we have seen the ranks of RTR membership bulge to the over 400 mark. As Ronald Reagan would say, "I wish I could take the credit." However, these results have not been made through the efforts of one, but rather all those who have gotten involved and furthered the success of this club.

A big tip of the Snell approved helmet must go to Michael and Jane Stolper with who's help (more specifically Michael's father the engraver's help) Riesentoters will soon be wearing their name tags. The first shipment is in, and they are nifty. If you have not signed up for your tag yet, do so at the next club function with Gloria Auer at the Goodie Store. If you have ordered one, check with Gloria to see if it is in. However, the only way to either order or pick up a tag is to do so in person at a RTR function. (Clever way to get you out to a meeting, non?!) The cost to the member is one cold dollar, with the treasury offsetting the remaining expenses.

On October 17 we featured our first annual New Members' Night and Wine Tasting at Rosemont Porsche-Audi. Many thanks to all those who attended and/or helped. We had 65 people in attendance of

which approximately 50 were new members. The evening featured a selection of wines and cheeses from the Bucks County Vineyards, 4 various examples of the Porsche marque courtesy of 4 of our members, and speakers on the subjects of concours, autocrosses, and driver's schools. So far the feedback has been all thumbs-up and applause, and I can only hope that this evening will have proven to be the beginning of a new tradition. Betsi Marsh will be taking over as Membership Chairman next year, and I look forward to helping her in any way I can.

Lest I be accused of long-windedness on paper as well as by the spoken word, let me just say that it's been a pleasure.

Please welcome the following new members:

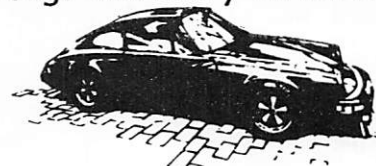
Michael Hal Gordon
Philadelphia, Pa.
1979 911SC Targa

Neil & Phyllis Fine
Ambler, Pa.
1982 928S



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William Jones
Harrisburg, Pa.
1974 911 Cpe.

Doris Gormley
Merion, Pa.
Social Member (looking for
a car)

Edward Arnold
King of Prussia, Pa.
1983 944

David Rippy
Malvern, Pa.
1973 911 Targa

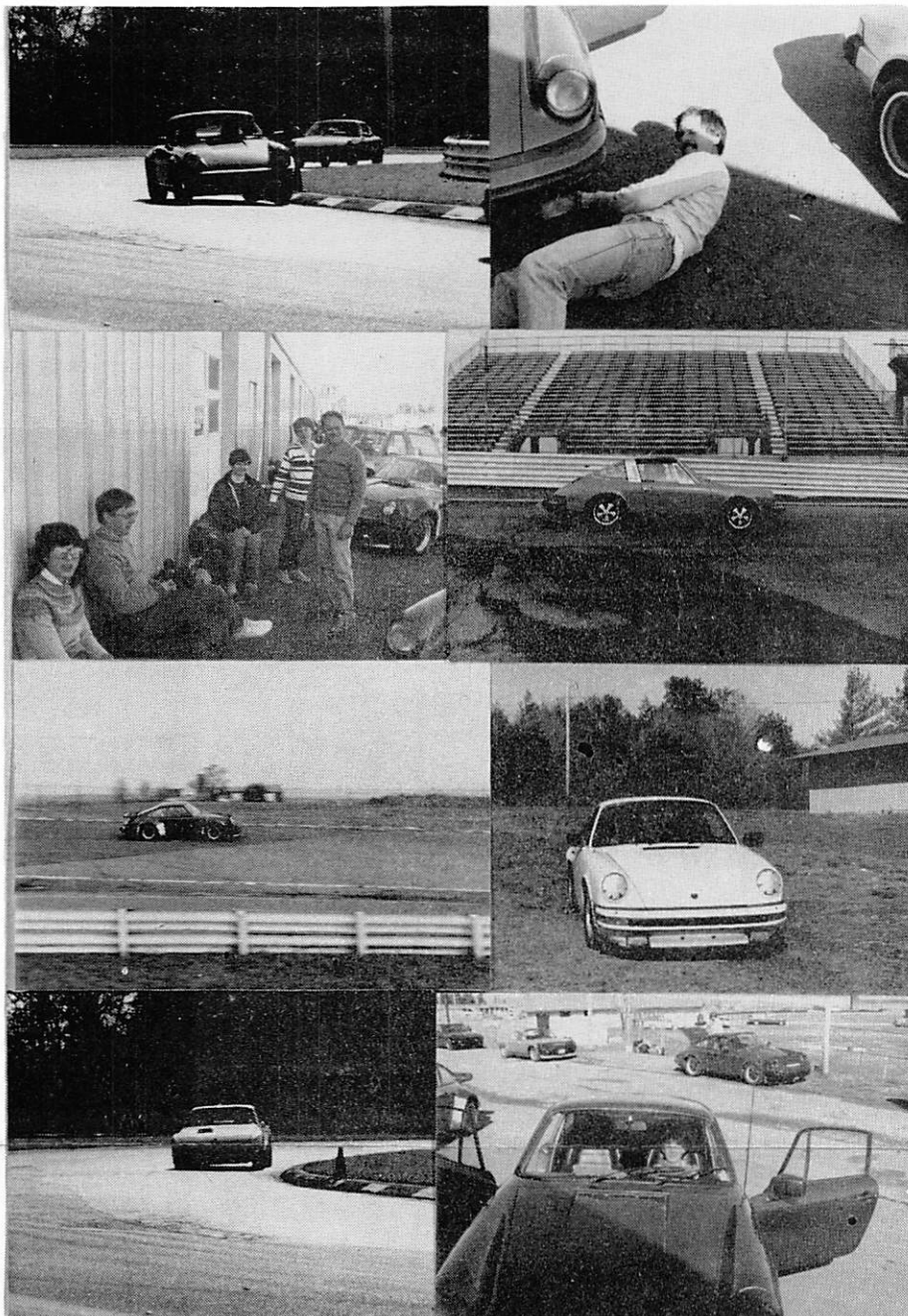
Nancy Morgan
Phoenixville, Pa.
1984 944

John Rosenblum
Philadelphia, Pa.
1983 911SC Cpe.

Victor Pinkney
Philadelphia, Pa.
1983 944

Bruce Earle
Wayne, Pa.
1978 911SC Cpe.

Deadline for the next issue of Der Gasser is the last day of the year. Send all articles or classified ads to the Heckmans See Executive Committee for address.



WATKINS GLEN, OCTOBER 1984: From top left, counter clockwise. Stu Boreen leans into turn 12 (photo J. Boreen); Richard Van Zijl relaxes between run groups; Axel (please buy my car) Shield just below the 90° turn; the Bonanni's behind the darkened glass of their immaculate SC (see classifieds); Sean Van Zijl awaiting 16th birthday; Al Anderson in his 'stock' 944 prepares to apex turn 12; Bob Holland in his '76 Turbo Carrera at the end of the grandstand straight prepares to enter the 90° turn; a group shot in which Jane Stolper warns me not to take picture, Bob Holland and Irene Van Zijl contemplate their navels, Sean Van Zijl still awaits his 16th birthday and Don Quay completes a game of hopscotch.

IN XANADU...

by MICHAEL STOLPER

In January the Der Gasser co-editorship will become the responsibility of Jill and John Heckman. The Heckmans have forsaken money and power for titular recognition. We appreciate this and the fact that the editorship is an often maligned and usually unappreciated endeavor and therefore extend our thanks to John and Jill for 'assuming the positions.' We all hope to see them again in 1986. They apparently are considering some refinements to the format which should improve the overall appearance. I must, however, question John's desire to model himself after the great poet Samuel Taylor Coleridge by writing the paper in its entirety under the influence of hallucinogenic drug.

As is customary we would like to thank those of you who contributed material during the year and in some cases, those of you who did not. We also offer our thanks to our faithful advertisers without whom we would have necessarily printed a great deal of blank pages, for which we would have had trouble paying. Vern and Melody (formerly editors for life) Lyle contributed extensive know how and patience when we first took over the job, and aside from refusing to take the editorship back after our first issue, they were always available, regardless of the hour, to advise us. And now I would like to thank the person who did all the work. The person who read my chicken scrawl, put up with Bob Russo's desire to capitalize everything, toiled in 85° heat to type articles about Porsches, gave up St. Elsewhere, ate junk food, and put up with my antics, my co-editor, conscience, critic and spouse, Jane.

As most of you know we use the cesspool principal of management within the club, wherein the big pieces rise to the top. I will attempt to follow in Bill Cooper's footsteps as the club's President. This I anticipate to be a difficult task if for no other reason than Bill is a size 10 and I am a 13. As head of the new ruling Junta I had thought it might be interesting to run the club as an oligarchy, which for those of you who do not know is a government in which a small group exercises control especially for corrupt and selfish purposes. However, when I, and the rest of the incoming Executive Committee were unanimously elected

at the Oktoberfest, I realized I had a more important mission. I had been given a mandate. Jane reminds me, however, that we did run unopposed. But never mind that. I had been given a mandate to help the club in this period of exceptional growth and renaissance. As with all of my endeavors, I have set some specific objectives for myself and the club in 1985. I look forward to sharing my ideas with you in these pages. Mandy Jane and I will see you at the banquet.

CLASSIFIED ADS

FOR SALE: 1980 911SC Targa, red/black, Euro. model, immaculate, low miles, available 1-1-85, \$21,000. Call Dale Dries days at 966-5555 or evenings at 966-2715.

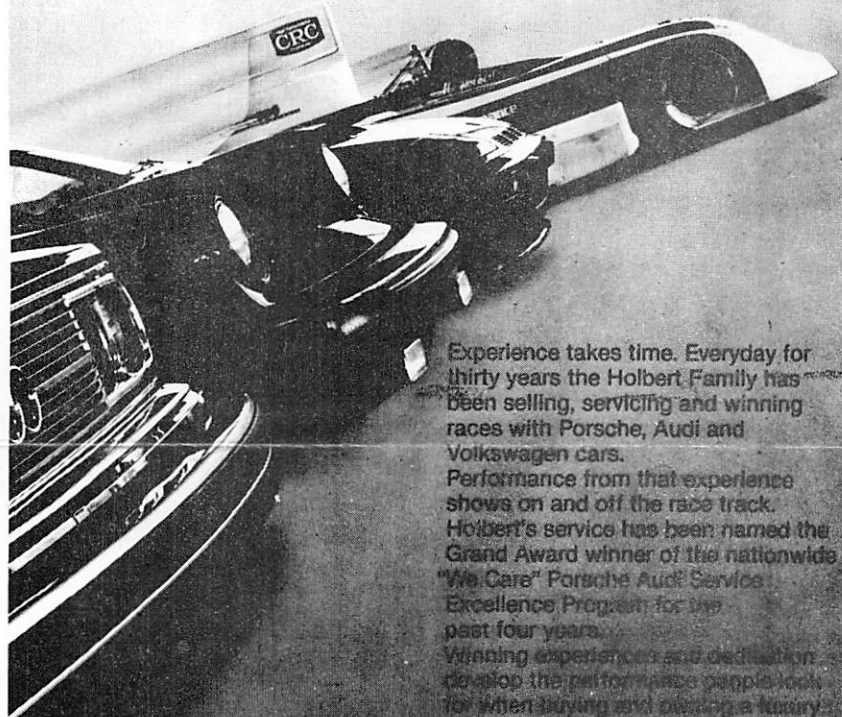
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205/60HR15	91.47	205/70HR14	89.06
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205/60HR14	96.62	225/50VR16	156.53
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185/60HR13	75.72	195/50VR15	153.50
205/60HR13	95.06	205/50VR15	171.78
185/60HR14	79.80	225/50VR15	194.65
185/60HR14	86.91	285/50VR15	248.54
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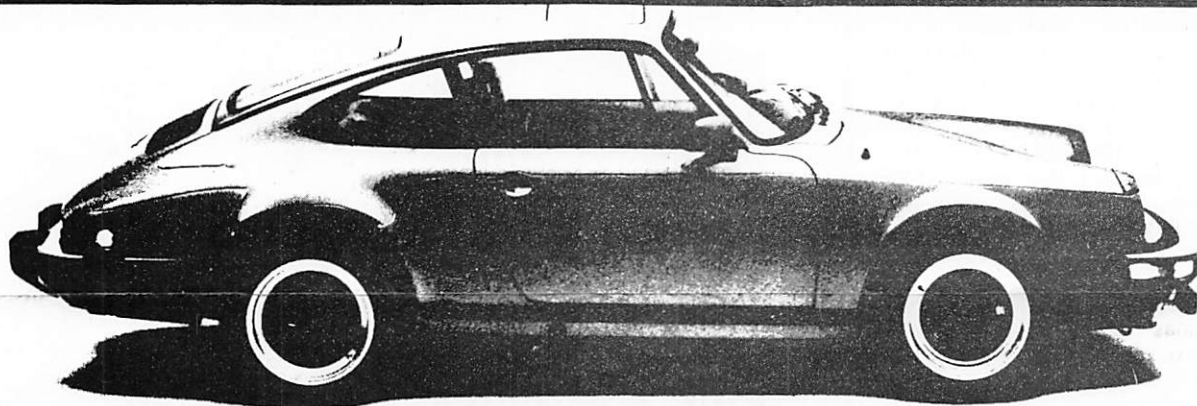
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COMING ATTRACTIONS

December 1: Christmas Banquet at the Kimberton Country House Inn. See page 1 for details and directions to the Inn and watch the mail for your invitation.

January 26: Tentative date for a tour of the Roger Penske race shop in Reading. Watch Der Gasser for further details.

Note: There will be no regular December meeting.

Ed. Note: December 30 and 31 were cancelled due to lack of space.

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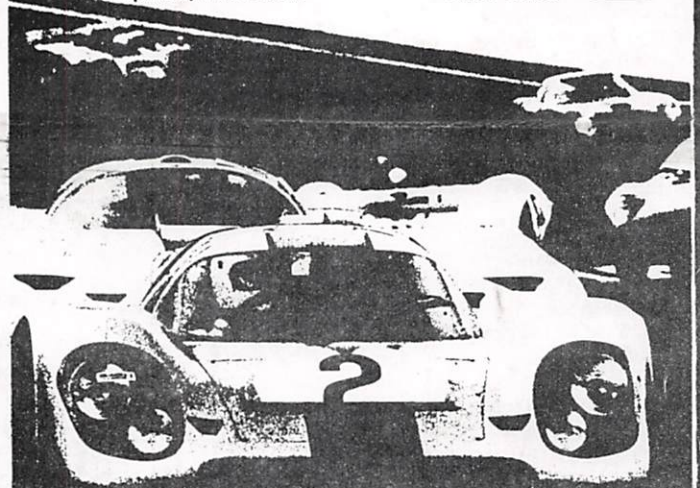


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