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30th YEAR



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# DER GASSER

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1015 Thomas Road  
Norristown, PA 19401  
275-8605 (H)

### VICE PRESIDENT

Bill O'Connell  
2801 Stoneham Drive  
West Chester, PA 19380  
640-1675\ (H)

### SECRETARY

Tony Bonanni  
303 Powder Horn Road  
Fort Washington, PA 19034  
828-9469 (H)  
834-1509 (W)

### COMPETITION

Robert Lamb  
328 Valley Forge Road  
Devon, PA 19333  
687-4828 (H)  
666-9200 (W)

### CHIEF INSTRUCTOR

Don Galbraith  
201 E. King Street  
Malvern, PA 19355  
644-4911

### EDITOR

Paul Johnston  
325 Westtown Road  
West Chester, PA 19382  
696-2164 (W)

### PAST PRESIDENT

Richard van Zijl  
Box 1314  
Malvern, PA 19355  
296-8862 (H)  
854-6483 (W)

### TREASURER

Vicki O'Connell  
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West Chester, PA 19380  
640-1675 (H)

### MEMBERSHIP

Neil Fine  
1448 Ford Road  
Bensalem, PA 19020  
628-8081 (H)  
639-92920 (W)

### AUTOCROSS

Jim Confer  
166 Pugh Road  
Wayne, PA 19087  
687-1339 (H)  
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### SOCIAL

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## Meetings For 1987

by Bill O'Connell

The 1987 meeting schedule is listed below. Meetings are normally held on the LAST Wednesday of each month, the exception being special events. The regular meetings start at 8:00 with the business segment, followed by the guest or event. Due to our speakers volatile schedules, PLEASE do both of us a favor and check this for changes each month.

DATE	LOCATION	SUBJECT
10/18	Arthur's	Extra meeting
/27	Rheinland Inn	Octoberfest
11/27	Rosemont Import	New members
12/19	Curtis Hall	Christmas Dinner

NOTE: the change in September's meeting place. The Valley Forge Sheraton is located on Rt. 363. From the PA Turnpike, exit at Valley Forge and take the FIRST exit after paying the toll. Follow 363 toward Valley Forge Park and the hotel is on the right at the second traffic light.

The November and December meetings are combined into the holiday banquet.

On the cover - Harvey Levy's 1957 Speedster

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

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

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

## October Meeting OctoberFest Etc...

The October meeting is the traditional Octoberfest, election, and auction. There is a form in Der Gasser this month to sign up, as well as an important article about it. If you plan to attend, please read and heed the article.

September's meeting was a pretty good one. Bob Akin IV stood in for Bob Akin III because his mom/wife had surgery on the day of the meeting. Bob did a wonderful job and shows all the signs of following in dad's footsteps as a speaker and a race car driver. He discussed the various cars he has raced and the plans for the upcoming season. He also mentioned that if people happen to be in the area of the race shop, they should drop in and take a tour. They are replacing the current 944 fleet of racers next year and plan to put the old ones in service as school cars. The details of the school are yet to be firmed up and we will keep you informed. The fact that we kept him going until 10:30 or so implies that a good time was had. Thanks again, Bob.

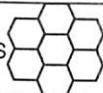
## President's Message

By Al Anderson

We are rapidly approaching the end of 1987. This is the time of the year to start winterizing your almost prize possession, pack up your race cars, say good-bye to your favorite road course for another year, or count up those over-turned pylons. Fortunately though our club activities are year round and I hope to see you at the OctoberFest this month. Let's welcome in the ski season by hoisting our mugs to a fine year, and look forward to the Christmas Banquet with its spoofs and well deserved awards. I extend a hardy welcome to each and every new member to join us in the festivities...

Al Anderson

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## Important! Read This! OctoberFest Information

There is limited seating at the Octoberfest so if you have not signed up yet, do so TODAY. The restaurant is normally closed on Tuesday. What does that mean to you? Well, for one, we have the entire place to ourselves, and second, if you were planning to just grab a sandwich or wurst you can't because the kitchen will be closed! As mentioned last month, the meal will be a sit down dinner, and we are limited to 120 people. Sounds like a lot but the majority of our meetings have been drawing crowds like this - so... I have to give a head count on the 23rd so it is important you let me know in time. As it stands now, you cannot sign up at the door. Please folks, make it easy on all of us - don't procrastinate.

Due to the fact that all positions on the Executive Committee are unopposed, there will be no need to count ballots so we will go right into the world famous auction after dinner. If you have any objects de' junque you wish to donate to the club, please bring them. In the past we have had everything from wheels to steering wheels to gauges, to parts from Al's 962. Anything you have which someone else may want is acceptable. All proceeds go to the club to help offset things like the holiday social event. See you there.

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## 30th Anniversary Sponsors

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YBH Porsche, cash donation to defray costs. Strohs Beer, kegs of beer and ice for Friday and Sunday, hats, and bar lights. Leizinger Motorsports, set of shaved Bridgestone RE71s. Saratoga Tops, power glass sunroof. Holbert Racing, helmet and posters. All That Jazz, radar detector. Fotorama, 35mm autofocus camera, 110 cameras. Bruce Baker, "The Porsche Museum" and a framed 959 print. Steve's Detailing, hand washes for everyone that attended and 2 details. NTW Willow Grove, four wheel alignment. H&M Motorcars (Holt International), \$150 gift certificate. Al Anderson, Inc., hand painted initials on a car. Arthur's, 20 hand washes. MASTCO, Colgan custom service cover, and Wink clip on 3 panel mirrors. Johnston Enterprises, car cover. Bob Korbel, 2 \$25.00 gift certificates. Brandywine Collection, 4 22X40 prints. Valvoline, shirts, jackets, hats, and umbrellas. California Detailing, 10 hand washes, PCNA, "Portrait Of A Legend".

## 30th Anniversary Awards

Charlie Biedler was awarded longest member award. He was on of the founding members of the club, serving as president as well as national president.

Chuck & Shirley Drake won the longest distance award for trekking up from Alexandria, VA with their '68 912 Targa (which also won an award in the concours on Sunday).

Ed Moore join PCA at the car show on Saturday, making him the newest member.

The cars which one the People's Choice on Saturday are:

- |              |  |
|--------------|--|
| 356          | -Harvey Levy, '57 Speedster  |
| 911 to '73   | -Joe Long '71  |
| 911 to '87   | -Paul Johnston '87 slope nose  |
| 914          | -Skip Corey '73 2.0  |
| 924/944      | -Fred Matolicz '87 924S  |
| 928          | -Balche ?, '86 (please contact someone on the exec to pick up your prize.) |
| Race Car     | -Sandy Sadtler '59 RSK   |
| Best Of Show | - Skip Chalfont '58 356  |

## **A Weekend To Remember**

**By Bill O'Connell**

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Reisentoter region celebrated it's 30th anniversary last month with a 3 day affair that attracted a record number of members. It was in August of 1957 that Eastern Pennsylvania Region was officially chartered. Reisentoter was a nickname which was adopted later. It means Giant Killer.

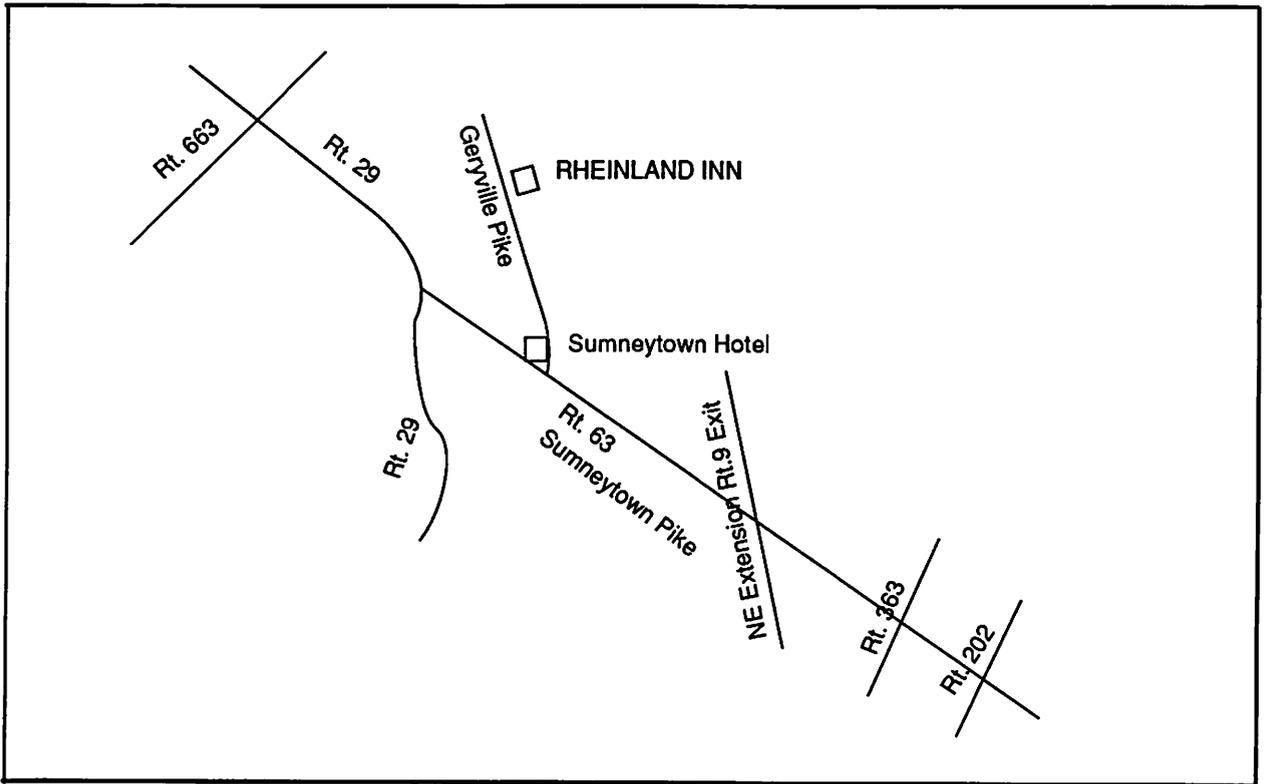
Friday night we held a catered cocktail party in the rain on Betsi and Doug Leidy's lawn. Thanks to the contribution of YBH for miscellaneous things, we were able to rent a tent, that turned out to be one of the wisest investments of the weekend. The rain came and so did about 70 people. The night was a low key chit chat night with plenty of wine, beer, and food. Vern Lyle put a slide show together with pictures going way back. The evening ended with a champagne toast and door prizes - a helmet to keep your head dry from Holbert Racing, and the most appropriate, Valvoline umbrellas.

Saturday saw sunny skys for the rally and car show. The rally took people through Delaware and Chester counties and ended at Radnor Hunt Club. Everyone on the rally managed to find their way to the club for the show - though a few of them had to take deep breaths before speaking with any one. Over 50 cars were displayed on the lawn of the club and were parked in a semi-circle around Al Holbert's #14 962. The cars ranged from 356's to RSK's to brand new turbos. The guests voted for the best car in various classes (see listing elsewhere). Following the show we adjourned to the dining room for dinner while watching the sun set on the cars still on display. After dinner we had some short speeches by Al Anderson, Alan Friedman, and we were presented a beautiful plaque from Porsche AG by PCA President, Dennis Thovson. After that a DJ played some records and we passed out the door prizes, which were plentiful! Our sponsors were most generous and dug deep to make this an event to remember (again, see the list elsewhere). The evening broke up around 11:00 so everyone could rest up for the picnic.

On Sunday I let Vicki, Dennis and Marlis sleep in, loaded up the Dakota with six kegs of beer, a keg of birch beer, 15 cases of soda, 800 lbs of ice and set off for the picnic. Within 15 minutes of dropping the tailgate and tapping the first two kegs, the crowd started to arrive. We fired up the grill and the party started. Again the weather held and we had a beautiful day for the annual concours (Harvey Levy's red '57 speedster won overall, very apropos for the 30th). As usual, we had a softball game, volleyball, and swimming after which the event (which I think is sponsored by the dentists in the region) was held - the dessert contest. Larry Herman, Joe Long, Sonny Anderson, and Vicki O'Connell were the official judges (I wisely backed out - those who know me know why). No one went home hungry. Freda Foods gave us about 200 hotdogs and hamburgers. They lasted 'till about 3 and Al and Sonny went off to the local supermarket to buy them out. This time the food lasted until almost 5:30, just in time for the dessert. After the gorgin everyone packed up and wandered off into the sunset. The truck was easier to drive home with empty kegs and 2 cases of soda. After we cleaned up, Vicki, Billy, and I went over to Anderson's for some pizza and Champagne to celebrate. To say we were amazed that everything went as well as it did would be an understatement. The help I got from everyone has my eternal gratitude. Thanks to everyone that attended for making it run as smooth as it did and especially to Doug and Betsi Leidy for their party, Vern Lyle for the slide show, Bob Russo for bringing the 962 and lining up the cars at Radnor Hunt, Larry Herman for the picnic, Deb and Bill Cooper, Dennis Thovson, and Bob Korbel for the concours, Sean and Tod Anderson, and my son Billy for parking control, and general gofer work all weekend, Al and Sonny Anderson for major help all along and most of all, Vicki, who put up with all of this since October of last year. If I left anyone out, please accept my apology.

While munching the pizza and drinking the champagne. Al said, "Now that is all over, and everything actually came together, what about next year?" One look from Vicki told me we would be spectators, giving advice to whoever picks up the flag. Thanks again everyone, and HAPPY ANNIVERSARY.

# RIESENTOTER'S OCTOBER FEST, TUESDAY, OCTOBER 27TH



## RHEINLAND INN, GREEN LANE 679-9339

6:30 INN OPENS

7:00 DINNER IS SERVED

8:15 VOTING STOPS, START MEETING

8:45 RUSSO'S AUCTION BEGINS

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## **HAPPY 30TH ANNIVERSARY RIESENTOTER!**

**By Debbie Cooper**

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Let's all rallye through memory lane.

It was in February of 1957 when seven Porsche enthusiasts met at the Bull Tavern to discuss chartering a Pennsylvania region of PCA. They included: Charles and Helen Beidler, Jack and Ginny Case, Phil Cowen, Lee Kauffman, and Bob Sacks. The successful result of this meeting was the chartering of Eastern Pennsylvania Region of PCA in August, which included all of Pennsylvania and southern New Jersey. The membership totalled 15 and Jack Case was elected the first president.

By the end of 1958, the membership had more than doubled to 35, which then led to the first publication of Der Gasser in February of 1959, the first editor was Harry Nowak. It consisted of a folded single sheet, with a bold German letterhead and six paragraphs of information including the results of The Rose Tree All Night Rallye, some personal notes, tech tips and the following question; "Does anyone know of a hill, preferably on private property, the club could use for a hill climb?" Also in 1959, the Riesentoter award was created to recognize the competitive skills and outstanding contribution to the club of a member. The first recipient was none other than Charles Beidler. Many types of competitive events were held such as rallyes, gymkhanas, drag racing at Vineland, ice racing in the Poconos, a driver's school at Baker's acres. Eastern Pennsylvania Region members Beidler, Grimm, Holbert, Ott, Price, Stover, and Watt drove to many victories in these early days. Other events included an engine "teardown" at the local Porsche dealer's shop or picnics at Tohicken State Park.

During the 1960's there was much discussion concerning "Normal" vs "Super" Porsches in all types of competition, even including the annual picnic softball game. The following was an ad which appeared in a 1962 issue of Der Gasser: "Porsche Super 90 Special, space frame, all aluminum body, super 90 engine mounts in front of reversed transmission...Has terrific acceleration and is set up perfect for hillclimbing, short course racing and stop light drags. The nearest thing you will ever come to a push rod Syder. Complete car and trailer ... \$2,700, Charles Beidler, Jr."

Many members of the region attained recognition for their victories in SCCA events, including Bridwell, Everett, Frey, Kresge, Scarborough, and Stover. Bill Mayberry helped prepare Donohue/Penske cars along with others. Charles Beidler covered races at Sebring and Watkins Glen for WFIL films. Bob Holbert was asked to drive at Le Mans for the Porsche factory team, finishing in 5th place with Matson Gregory and was named Sports Illustrated driver of the year in 1961.

The national spotlight was focused on Eastern Pennsylvania Region in the summer of 1963, which hosted the 8th Annual Porsche Parade at Split Rock Lodge in the Poconos. This was the largest Parade ever with over 300 of the approximately 2,000 PCA members attending the Parade. Eastern Pennsylvania received the region of the year award in 1964 for the outstanding efforts in organizing a very successful Parade.

The mid-sixties saw the introduction of the 911 and 912. There was concern and reservation with these new designs - how could they really replace the 356's. In November of 1965, Bill Singer with his new 911 entered a fun gymkhana that, "turned a time which would have been good for about 5th in E production (the 356 class) but after much discussion by the officials he was placed in his proper class of C/D production, which was good for 1st place! Needless to say this caused much consternation among the MGB and TR-4 drivers..." Also in 1965, the first "autosprint" was held at Christmas Village go-kart track. Dick Sweigert, later known as "King Gymkhana" turned the fastest time of the day with a 100.2 (3 laps), unfortunately Paul Sweigert had blown his engine in the morning practice session.

(Continued on next page)

## HAPPY 30TH ANNIVERSARY RIESENTOTER!

Continued

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In 1968 the nickname Riesentoter, which loosely translated means "Giant Killer", was adopted by the regional membership, as was the checkered flag and Speedster insignia. Under this symbol, the members had many successes in national SCCA racing, Pennsylvania Hillclimb Association and other competitive events. The official change to Riesentoter came in 1973.

Bringing this decade to a close saw the formation of the Delaware Valley Sprint Association, with Riesentoter being one of the nine member clubs. Events were held nearly every weekend from March to November. The hillclimbs were still very popular, the 1969 team consisted of 14 drivers including: Charles Beidler, George Fowle, Jim Haas, Jesse Holshouser (who is still active today), Charlie Keller, Dick Merriman, Bob Pethick, Russ Poole, Jan and Fred Remick, and Paul and Dick Sweigert.

In 1970, Der Gasser changed its format from the two page mimeographed flyer to a pamphlet, complete with photographs and advertisements. During 1971, membership nearly doubled, due to the efforts of Wayne Flegler as activities chairman. In this same year, the first driver's school (one day event) was held at Pocono International Raceway, with nearly 100 cars attending in spite of the rain. The success produced a two-day event including a driver's school and competition event in 1972. This was also the year that the Bill Schmidt Broken Crankshaft Award came into existence, the first recipient being Rocky Williams. During this time the 914's were introduced and Howard Reed received the first Battered Helmet Award for buying the first 914 in the region.

In 1973, the interest of the members was changing from competition to social events and the social chairman's position was created to bring a new dimension to the club's activities. Functions including dinner meetings, wine tastings and tours as well as brunches were primary interests.

Once again Riesentoter was in the national spotlight with Northern New Jersey, hosting the 19th Annual Porsche Parade in the Poconos. Over 500 cars were in attendance and it was a huge success even with the gas crisis. The organizers agonized as to whether to hold the driving event, but gas or no gas, the roar of the engines was heard around the race track. Another highlight of 1974 was the guest speaker for the April meeting and the only honorary member of Riesentoter - none other than Mark Donohue. For those of you who were there, I'm sure it is a meeting you will always remember.

Later in the 1970's the first front engine Porsche was introduced, the 924 which was underpowered and in many minds couldn't really be a Porsche, since true Porsches were rear engine cars. (Note: The winner of the Manhattan Trophy for best of show at the Porsche Parade in 1987 was a Martini and Rossi 1977 924.)

The 1980's brought many changes to the club, probably due to the growth from under 300 members in 1980 to over 600 members by 1987. In 1981, Vern and Melody Lyle added a new annual award, the "Mighty Nitto" award. They had just bought their 911T complete with Mighty spark plugs and Nitto tires, autocrossed the car and both took first place trophies home. It is given to a member who makes the best of a bad situation and as owners of Porsches those situations arise more often than we like.

We had a direct line to PCA National when Bob Holland was elected Zone 2 representative in 1982 and was re-elected in 1984. During 1982, Porsche introduced the 944, which was more powerful than the 924, with the flared fenders allowed more tread on the road, and was "affordable" base priced under \$20,000. August brought the 25th Anniversary celebration and we were fortunate enough to have Bruce Jennings join us.

The competition events became important in terms of involvement of the members as well as a terrific revenue generating source. Many members have been infected with a disease known as "TRACK FEVER". Bill Scott, owner of Summit Point was a guest speaker late in 1982 and gave us a

(Continued on next page)

## HAPPY 30TH ANNIVERSARY RIESENTOTER!

Continued

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great deal on a three-day track event in 1983. Ever since then we have put up with dust and the excessive heat of summer events at Summit Point. (We really must be sick!) A spin off from this track enthusiasm was PATTS (Porsche Atlantic Time Trial Series) conceived by Bob Russo to stimulate participation at the various tracks along the East Coast. The regions involved were Riesentoter, Potomac, Northern New Jersey, Connecticut Valley, Metro New York, Schattenbaum. Perhaps some of this enthusiasm was due to Al Holbert being one of the 959 drivers winning at Le Mans.

Also in 1983 a new event was introduced (with some skepticism) at the annual picnic by yours truly - a Top Only Concours, which drew a total field of seven. Jim and Jan Janderlich took home the first place award. This year we had over 20 entries, two sets of judges and awarded an overall trophy. (Getting involved in what Riesentoter is all about, so don't let the skeptics discourage you!)

During the last few years track events have come on strong, probably because we can drive the cars at high speed without worry of red lights in the rear view mirror. In 1984, Al Anderson was the first recipient of the High Speed Driver of the Year award, created to recognize the most improved driver on the track.

Although autocross may have taken a back seat to the track events, we are not without our national stars. This year Vern and Melody Lyle placed fourth and fifth at the SCCA Solo II (Autocross) Finals in Salina, KS. Since this was their first attempt in the Nationals, I have no doubt they'll do better next year.

Trying to capture the highlights of so many, this could never be complete. I'm sure all of you can think of important names and events that I haven't mentioned and if I have erred, forgive me. Please help me as historian to gather the facts and fill in the missing data, because without this information we all are the losers.

I owe a great deal of thanks to Melody Lyle whose hard work back in 1982, was the basis for a great deal of this article. Since I cannot say it better than Melody did, "True membership and a common bond, motivated by a demand for integrity, the drive of competition, and the love for this German car and the people who are so devoted -- a quality of spirit so few can understand."

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**"THE EARLY DAYS OF EASTERN PENNSYLVANIA REGION"  
(later known as Riesentoter)  
Conversation with Charlie and Helen Beidler**

---

As with all of us Porsche enthusiasts, Charlie became involved with Porsche because he was infatuated with the car. He lacked the funds to buy a car originally, so he went over to Holbert's, copied down a serial number of the car and sent in his registration form, and he was a member of PCA. Others in the area learned that Charlie had an interest in Porsches, so he was asked if he would like to attend a meeting to discuss chartering a region. Now this was a little unexpected and he realized that he couldn't be a "founding father" without a Porsche, so he sold his Volkswagen, took out a loan and became the proud owner of a 1957 1600 Normal Coupe, the price being \$3745. According to his recollection, the initial discussions about forming a region took place at Jack and Ginny Case's house in Levittown, with Bill Sacks and his wife along with Charlie and Helen. (As documented history goes, the official start of Eastern Pennsylvania Region took place at the Bull Tavern.) The first president of the region was Jack Case and Charlie was the vice president. At that time Der Gasser was not even a thought. (The first publication went to press a couple of years later.) The beginnings of Eastern Pennsylvania really centered around technical issues. Everyone got together to help each other tune and fix their cars. The social aspects of the club developed later.

The first annual banquet was held in November of 1957 and was attended by "the big guys" from national and Porsche. Bill Scholar ("the father of PCA"), John Holmes, Herbert Drumm, and Eric Killis were in attendance.

In 1958, Charlie became editor of Panorama, since Bill Scholar thought that at 28, Charlie was a little too young to become National President. Earl Kirschbaum was elected president that year. Charlie wrote most of the articles, with a few submitted by the membership at large. Helen's job was to type all the articles (into the wee hours of the morning), which were then sent to Bill Scholar for layout and final production. After two years in charge of Panorama, Charlie had paid his dues and was considered age eligible to assume the national helm. He served as national president from 1961-1962.

One of his important responsibilities as a member of the executive committee was to attend the national Parade. In 1960, the Parade was held in Aspen, CO. At first blush that sounds terrific, but Helen added a different perspective. Helen's "mission" (and she didn't have a choice about accepting or rejecting it) was to figure out how to pack the car with three children aged 2, 5, and 7, along with the necessary gear for a week of Porsche festivities and transit to and from Colorado. She realized that she would be successful, but the ride would be less than comfortable for the tow oldest childer sandwiched in the back and for her, with the youngest child on her lap. (Note: I think she deserves a first place Parade trophy for her efforts!)

(Continued on next page)

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**Conversation with Charlie and Helen Beidler**  
Continued

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At this time, there was competition between the East (PCA) and West (Porsche Owner's Club) to determine which club would dominate at the national level. The East coast (PCA) "won", although the enthusiasm from the West coast was strong then and still is today. Charlie had great things to say about Bert Propp who was "the first to show how to put a Parade convention together and to do it right". The location was Carmel, CA.

In 1963, Charlie found himself "with nothing to do", so he met with the other region members to discuss hosting the 8th annual Parade. Given that the region was so small, he insisted that there be "no free loaders" and everyone would have to pour heart, soul, and many long hours to put on the most successful Parade to date. They agreed to give it their all and they were awarded the Parade. Their organizational meetings were held in the homes of the members. (Remember this was a small group.) As we all know, the dedicated enthusiasts from Eastern Pennsylvania Region invited the PCA to share the fun and festivities of Split Rock Lodge, located in the Poconos. Charlie designed the Parade logo, based on a conversation with a real estate agent who told him that the best colors to combine were black, red and white. The logo was found on the patches of the Parade jackets, on the red blazers worn by gracious hostesses from our region and on the car decals. George Begs, the head of Leeds and Northrup was in charge of the rallye and he informed Charlie that he should keep his nose out of it. Charlie agreed and left it all up to George, who put on a very successful rallye. In case you didn't know, it was a drag race. (Although Charlie didn't mention one way or the other if this was his idea, it wouldn't surprise me if it was.)



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**FACES FROM THE PAST**  
Do you know any of these people?





PCA President Dennis Thovson (Center), Wayne Fleger (Right) Mark Buckheim (Facing Dennis) And Chris Galbraith (Left)



Doug and Betsi Leidy



Dale Dries  
E Production Speedster



Bud Mauger & Helper Preping His 356 For The Show



Sandy Sadler's #14 RSK. (Formerly Holberts').  
Guess Who Still Owns The Other #14.



**Jerry Weger Helping Janet Out Of The 944,  
While Alan Freidman Tries Not To Notice**

**Jim Confer (Center) Guarding The Beer Wagon**



**Carol & Bill Miller With Jim Confer. What  
Racing Association Requires Numbers On The  
Underside Of The Hood?**

**Tony Chekowski**

## **BRINGING IT ALL BACK HOME**

**By Vern Lyle**

---

Rennfest is a great weekend hosted by Peachstate Region in Atlanta and on this, our fifth visit, we managed to carry home a lot of pewter.

The competition is serious in all three events here and we are better at some things than others. We know how to make a car concours-ready, but have more sense than to spend our time doing that. So we rolled it off the trailer, Windexed most of the bugs off, put on a few more decals and took third place in the Competition class. We did beat another car, but a new slopenose and an original Carrera RS just edged us out.

This region has several rallyes each year and even holds a couple of schools to teach Rallyemasters how to design serious rallyes. While Riesentoter rallyes are fun, they don't prepare you for a real TSD event. We tried to use common sense (no, no, if we had done that we would have stayed by the pool) and only got lost once - on the odometer leg. Our finishing score looked good to us (something like 280 seconds error in three hours) but the winning score here is usually something like 14, so we didn't hold out too much hope. Surprise, surprise, the Peachstaters thought this was one of the toughest rallyes they had ever had - and here we were in 7th place! In addition, a fun-type poker rallye was incorporated and the winner got a Lowenbrau 962 go-kart worth some \$800. Unfortunately, we were 7th there, too.

The sockhop was highlighted by food from all over the world (still warm), and more than enough Lowenbrau. The 6AM call to walk the autocross course came pretty early. By the way, the accomodations at the Ritz-Carlton were more than adequate. They do nice little things like cleaning your room twice a day, and no detail is too small to attend to. It's kinda interesting to walk through the lobby in jeans, T-shirt and Stetson and have your bags carried by a bellhop in evening clothes and top hat.

The autocross must have been a mile long and featured a fast downhill section ending in a blind righthander, taken flat in 3rd gear by a few of us. Somewhat exciting to say the least. Melody had Ladies FTD in Modified, and after waiting through the rain, I got my chance at Duncan Powers. He drives a gutted 911 with a Franz Blam-prepared 2.8 twin plug, race tires THIS big and has won this event for some seven years in a row. We were running in the same second, I had a .9 and he had a .1, but with three pylons. My second run was a .4 and he ruined a tire, with no spare. Even without the puncture he had to dodge 3 cones and still beat my .4 and that would not have been easy. At any rate, his reign of FTD's was ended by a street car and a lot of people said that was real neat. Riesentoter, indeed.

At the final banquet, we were given a award for travelling the longest distance to Rennfest. (We travelled the longest distance afterward too, but the Nationals in Kansas is another story.) Then the biggest surprise of all came when we won First Overall for out of region competitors!

We retired to the hospitality suite overlooking the city and tried to make it to sunrise like last year, but I guess we're getting a little wiser. Two ex-Riesentoters-now-Peachstaters, Fred and Ann Michels, held up the tradition of both regions and stayed til the end. Their company and that of all the other folks is what makes Rennfest so special. If there is a rotten apple (or peach) in every barrel, we haven't met him in five years. Anyone who calls themselves Porsche people would enjoy the friendship and Southern hospitality proffered by Peachstate Region. These folks are genuine, and it feels like home. See you there next year.

# Riesentoter Region of the Porsche Club of America

*Cordially invites you to attend our Christmas Banquet*

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on

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At Curtis Hall

Wyncote, PA



Cocktails & Hors d'oeuvres at 7:30

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Presentation of awards and door prizes

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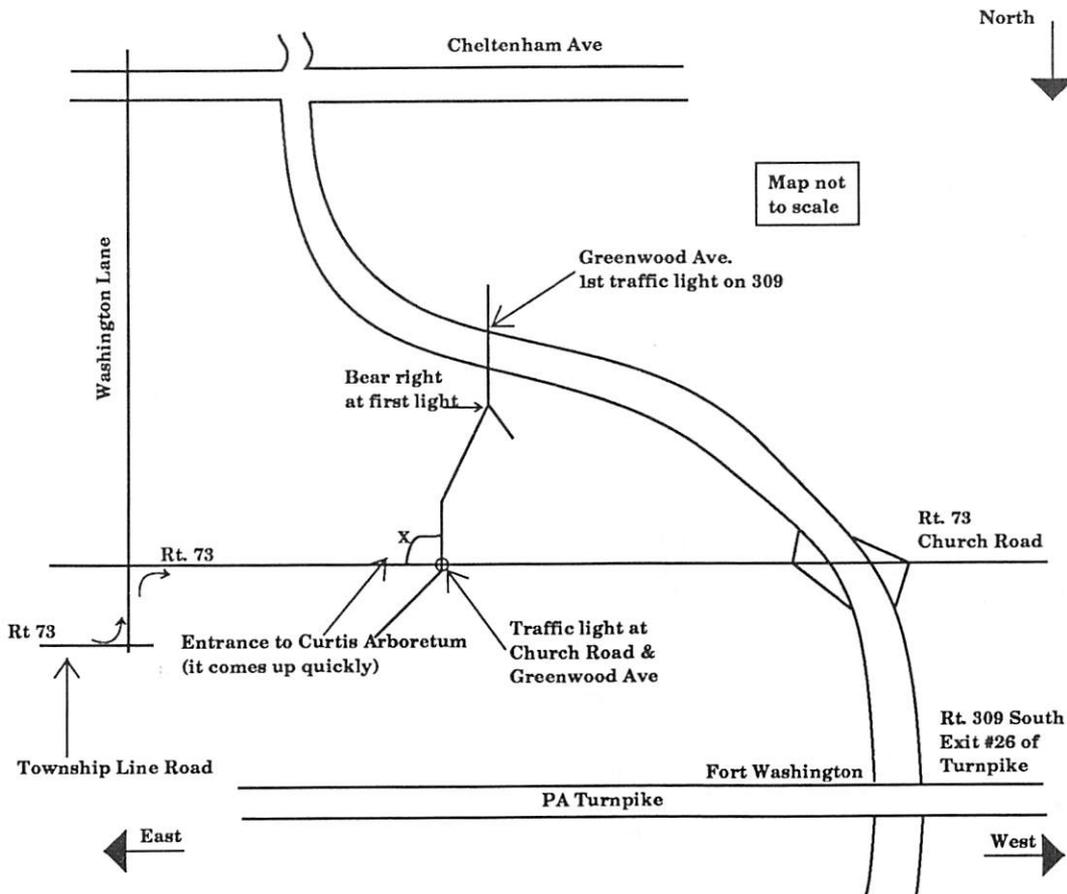
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## Tentative 1987 Track Events

These events are subject to change and more may be added. For more information on an event, contact the chairperson of the proper committee. For events not sponsored by RTR, contact the club holding the event. IT IS IMPORTANT that you respond early for all events, as many fill on the first day of registration.

Events at Watkins Glen, Summit Point, Lime Rock, etc. are all High Speed, and when sponsored by a PCA region, are classified as a High Speed Driving School.

All events are run by PCA regions unless marked with an "\*".

Prior to RTR driving events, we will hold a tech session to check out your car. Watch for the time and place.

<u>Date</u>	<u>Sponsor</u>	<u>Place</u>
OCT 24 & 25	NNJR Open	Summit Point
24 & 25	Tracktime	Charlotte Motor
29	CVR	Lime Rock
30	H-C	Lime Rock
31	SHATT	Lime Rock
NOV 5, 6 & 7	CVR	Lime Rock
14 & 15	POT	Summit Point

**Please Note:** RTR's Watkins Glen event has been cancelled due to repaving of the track. Check the schedule for other clubs' events, i.e... Ron Fox at Bridgehampton in September. Contact the proper club contact listed here to insure entry.



## PCA CLUB CONTACTS

CVR - Connecticut Valley  
 Russ Pratt  
 Pratt General Contractors  
 Route 6  
 Columbia, CT 06052  
 203-223-3373

H-C - Hudson-Champlain  
 Tommy Thompson  
 19 Lynn Drive  
 Albany, NY 12206  
 518-869-5992

NNJR - Northern New Jersey  
 Richard Schmidt  
 29 Fair View Avenue  
 Hartland, NJ 07506  
 201-423-1770

POT - Potomac  
 Dan McChesney  
 10407 Mountain Quail Road  
 Silver Spring, MD 20901  
 301-681-3712

SHATT - Schattembaum  
 Peter Tremper  
 450 Glassboro Road  
 Clayton, NJ 08312  
 215-339-6379 (W)

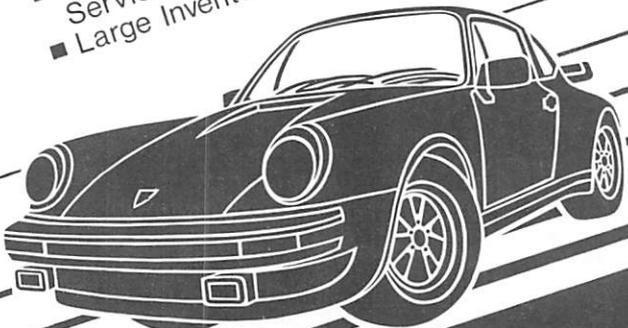
Tracktime, Inc.  
 4464 Little John's Place  
 Youngstown, OH 44511  
 216-793-1159

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## AUTOCROSS #4 - THE WET ONE

By Jim Confer

---

Fifteen diehard autocrossers endured a mixture of light showers and heavy downpours during our September 13 autocross event. Those who did try their luck were treated to a fast and exciting event. Although the Sheraton and the weather forced us to shutdown the event early, the opportunity to drive in a throttle-modulated four-wheel drift through two long sweepers compares favorably with most any of my track experience. It was **EXCITING**.

Many in the first run group completed four runs while those of us in the second group had to settle for two or three. That made the scoring somewhat confusing but everyone went home with a trophy.

Bob Koerbel took F.T.D. with a 49.84. Dave Donohue won A-Stock with a 51.50 while I ran a respectable 51.72. My time was more respectable when you compare it with Dave's 51.68 in his first 3 runs and consider that my 51.74 during my final run was in an incredible downpour. The again, Bob turned in that 49.84 during the same downpour.

Art Rothe edged out his co-driver, Rex Carle, to win B-Stock with a 52.74 vs 52.87. Third place went to Bob Patton with a 57.63.

Wayne Richardson showed us that it's not all power by winning C-Stock in his 924 clockin a 53.37 with only

## **SOCIAL**

**By Larry & Cheryl Herman**

It is amazing how quickly a year goes by. Seems like we were just planning for the year's events, and now the Christmas Banquet is almost here. We don't plan to let this year go out without a bang! Our banquet promises to be a gala event, with gourmet food, good friends and a close knit, festive atmosphere. The food is going to be provided by the Frog/Commissary Caterers, and it will be an epicurean delite. Whet your appetite on Hors d'oeuvres of fillet of beef on black bread, profiteroles with white fish mousse, corn fritters with bacon, miniature brioche filled with smoked ham & mozzarella, brochette of scallop & bacon, and spinach, feta, and pinenut strudel. Dinner will be curried lentil soup with apples, breast of chicken with wild mushroom stuffing, puree of acorn squash, broccoli with watercress butter, and cornbread and buttermilk biscuits. For dessert we have chocolate mousse cake with grand marnier custard sause. I hope that you are as excited about this as we are. The cost is \$32.50 per person if you RSVP (with check) by November 21st. You may respond after that date, but the cost will be \$37.50 per person. Because this is a catered affair, we must adhere to these deadlines, and no entries can be accepted after December 5th. Please RSVP early, as seating is limited to 120, and I'm sure it will fill up soon. Send them to Larry and Cheryl Herman, 545 Melissa Drive, Ambler, PA 19002. If you have any questions please call us at 215-233-5845. We hope to see you there!

# AUTOCROSS EVENTS

Sponsor	Date	Location
SUSQ	10/18	Hershey
SUSQ	10/25	Hershey
BMTN	10/25	Kutztown
BMTN	11/1	Kutztown
SUSQ	11/8	Hershey
SUSQ	11/22	Hershey
SUSQ	12/6	Hershey

RTR = Riesentoter PCA  
 SCCA = Philadelphia Region, SCCA  
 SUSQ = Susquehanna Region, SCCA  
 BMC = Brandywine Motorsport Club  
 BMTN = Blue Mountain, SCCA

# 1987 SOLO I SCHEDULE

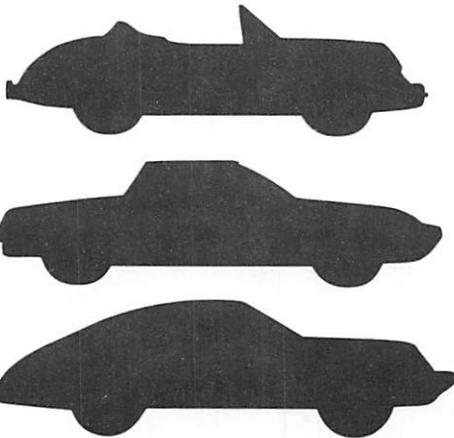
## NEDIV SCCA

Oct 3 - 4 Fall Weatherly Hillclimb  
 (NEPA Region)

## SEDIV SCCA

Apr 24 - 26 Chimney Rock Hillclimb  
 (Central Carolinas Region)

- \* 1987 SCCA GCR and Solo I rules apply
- \* Drivers must be members of SCCA and have a Solo I or other recognized license
- \* For further information contact Jess Holshouser at 766-8201



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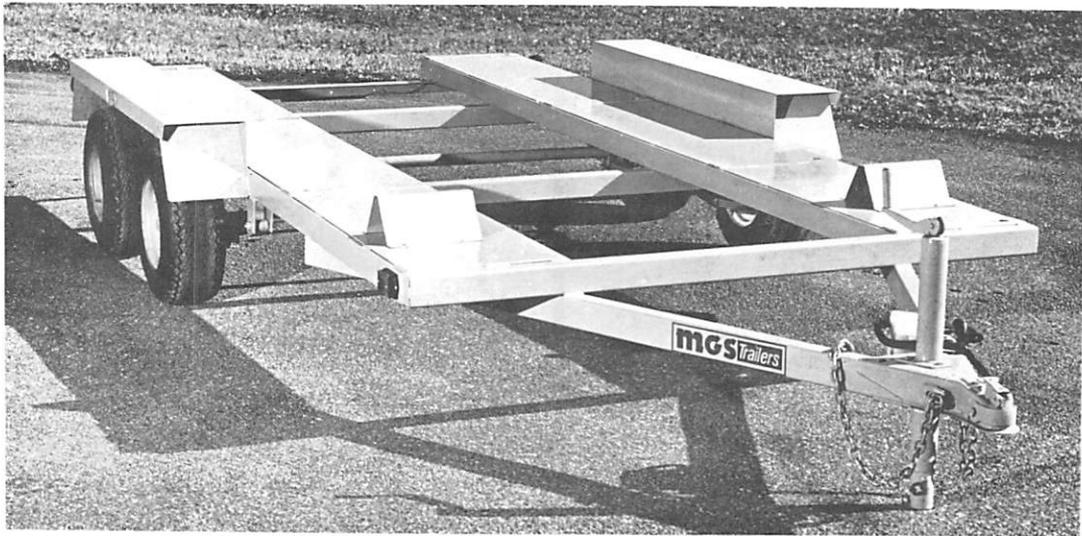
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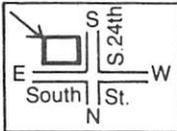
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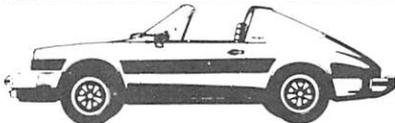


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- 1984 Chevy Cavalier Wagon call 255-9418

- '78 911 SC Targa, Black on Tan 6's and 7's alloys w/ RE71's, Euro inj., Carrera chain tensioners, recaros, frt. spoiler, lowered, Euro clutch w/less than 5,000 mi. \$18,500. David Azar 951-8667 Days.

- '84 BMW M5 (European) Blk on Champagne cloth. 13,000mi BBS frt spoiler and 16" wheels, 240/45 TRX's (new), valentine box, super stereo, very fast. \$35,500. David Azar 951-8667 days.

- '87 Carrera Slopenose wide body conversion by Johnston. Black w/black leather. 1,100 miles, \$3,200 Blaupunkt custom sound system, remote alarm call Ed 696-2164.

- '86 911 Turbo Iris Blue w/black leather, 12,000 miles 9" and 11" Gotti modulars. Call Ed 696-2164.

- 1979 924 New Silver Paint, New Dash. 92,000 miles. Garage kept, excellent condition. \$7,400.00 negotiable. Call Pat Minehan 279-4155.

- '85 Carrera Cabriolet WPOEB0917FS170218 Moss Green with full leather champagne sport seats, sport shocks, 16" alloy wheels, stereo-tape, cruise control, power locks, alarm, tonneau. Balance of 5 year warranty is transferable to new owner. \$39,500 or best offer. Days (215) 592-8786, evenings and weekends (215) 247-3466.

- '85 911 Carrera Prussian Blue Metallic, Color to sample Grey Beige interior. Full leather, cruise control, alarm, Blaupunkt Monterey stereo/tape, power sport seats, power locks, sunroof, climate control. Limited slip, spoilers, 16" wheels, sport suspension. Excellent Condition. 15,000 miles \$37,000. Call (215) 789-5226.

- '83 911 Cabriolet, one of a kind. Chiffon color. Matching alloy wheels. Dark green leather with mustard piping. Matching mats, limited slip, fog lights, alarm system, cassette holder, cut off switch. European light package. Add ons: Alex phone, Alpine radio with separate equalizer, built-in radar. 14,000 miles. \$35,000. (215) 343-3657 after 6PM.

- '84 911 Turbo Look Carrera. Platinum with Gray Beige. Immaculate. \$39,000. Richard van Zijl 854-6483 (days) 296-8862 (nights).

- '77 924 White, Sunroof, 56K. \$5,800. Pirellis. Galbraith serviced. Pete Adams (W) 923-6614 (H) 666-5217.

- '73 914 2.0 liter. 49,000 miles. Fuchs alloys, appearance group, stainless heat exchangers, no rust, perfect black interior. \$5,900. Eric Osmunson (215) 791-2492 (H).

- '74 914 2.0 53,700 original miles, 7,150 miles on 135+ HP engine rebuild. 2nd owner of garage kept, club car, 911S alloy brakes + suspension, too many improvements to list. Please call for complete details \$2,000 invested asking \$11,000. Call Rich Benn (215) 825-5265 leave message.

- '77 911 S Targa Silver with Red interior, no rust, new Porsche paint, original mags, AM/FM, Cassette Stereo Recorder, Fog Lights, clean and good condition. Best Offer - Don Newby (215) 763-6006 (W).

- '65 911 good condition White w/Burgundy. Restored 10,000 miles ago no rust. 80,900 miles. 10,000 miles on motor. \$7,500. Ben Auger 565-4084 (H) 972-0813 (W).

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- Wheels: 6x15 Fuchs Alloys From 1975 911s; Good condition; \$400; Russ Mullen; 215-493-9651.

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- 1 pair med Simpson Nomex driving gloves. Reasonable offers on all of the above. Bill O'Connell. 640-1675.

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-4 Goodyear Eagle VR "S" Compound, 205-50-15's, very rare soft compound, full treads, 7/32's tread, great for autocross, track, or street. \$390.00 Don Meluzio, 717-846-2222.

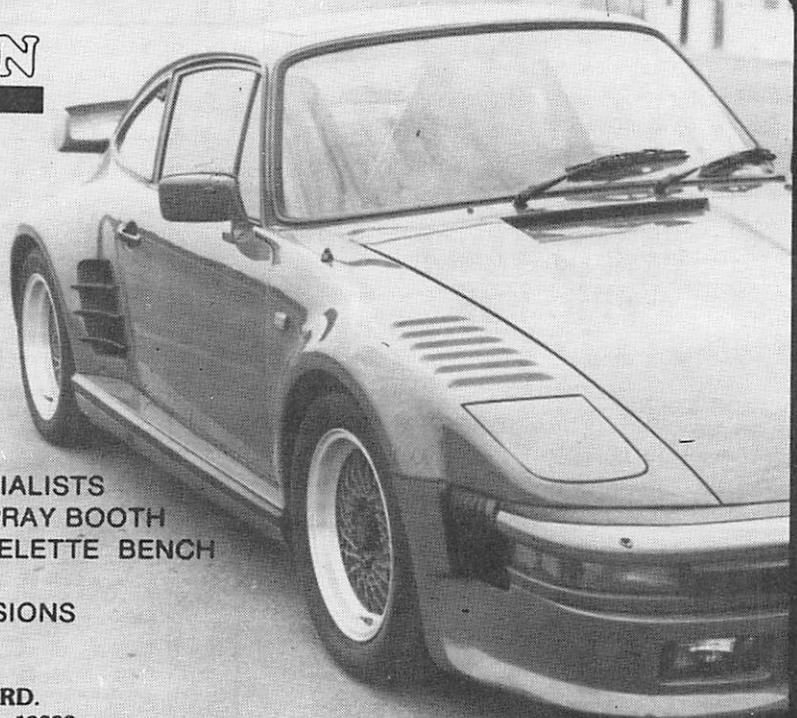
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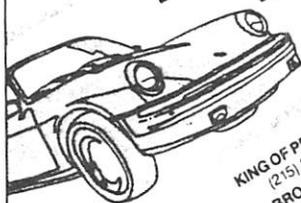


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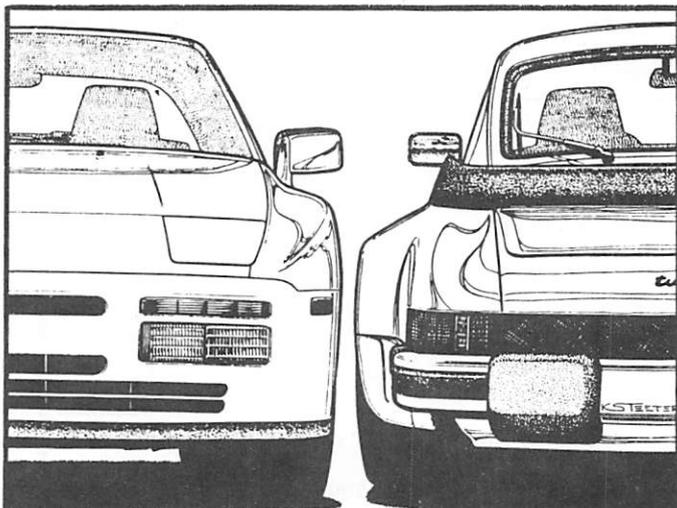
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