

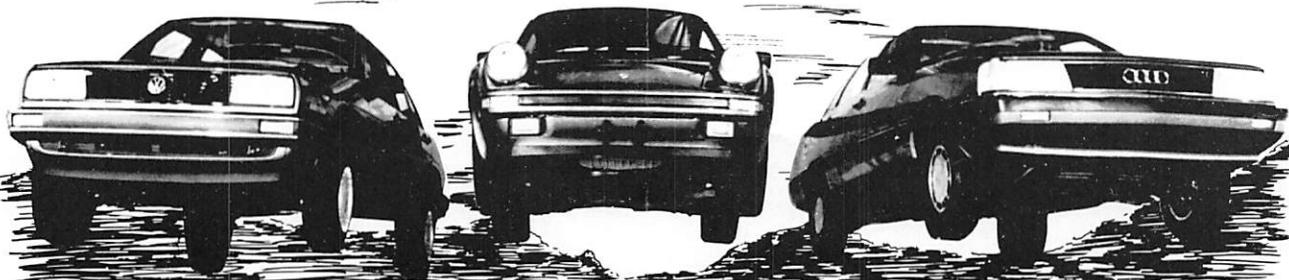
DER GASSER



AUGUST 1993



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PRESIDENT'S MESSAGE Don Applestein

ON THE ROAD TO CINCINNATI

By now, the famous heat wave of '93 is just a memory for most of us. You remember, the temperature was in the mid to upper 90's for more than twelve days in early July. Well, for those of us who went to the Parade in Cincinnati, the experience of driving out and back (about 10 hours each way) is still very vivid!! Particularly for those without air conditioning.

For me, the journey began at 5 AM when I left Wallingford and headed for the Downingtown entrance to the turnpike. The turnpike was great (well, as good as the Pennsylvania turnpike can be) because there was absolutely no traffic. The biggest problem was the fog in the valleys as I drove through the Allegheny mountains. After getting off at New Stanton and passing through Wheeling, West Virginia, I hit the Ohio interstate system. Since leaving Cleveland in 1974 I had forgotten how good the Ohio interstates are. Straight, wide and flat; and while the posted limit was 60 (I think!), everyone was running at 70-75 mph! By now I had been driving for 6 hours and I still had another 3.5 to 4 hours to go. At this point it was well above 90 degrees and even the old Recaros were beginning to get a bit hard. I finally arrived in Cincinnati around 3 PM, took a quick dip in the pool and then went to Parade Headquarters to register.

Sunday night was the welcoming party, which was held right down on the riverfront, next to the Reds' Stadium. The food and drink were plentiful, the scenery and riverfront magnificent, and the spirits and camaraderie were high. The evening ended with a Fourth of July fireworks display out over the river. The Ohio regions had everything well organized (especially impressive for a center city location) and staffed with lots of volunteers.

On Monday, the traditional concours took place in the Cincinnati convention center. While I personally would have preferred having the concours at an outdoor

site, given the fact the temperature was around 100, all of the judges, entrants and Parade attendees were quite happy to be inside where it was air conditioned. There were so many cars of special interest, that just walking through in a cursory way took at least an hour or two. Porsche Cars of North America provided lunch for everyone. Monday night was the Concours Banquet where there were ninety-some tables of 10 persons each in the room. **Debbie and Bill Cooper** and I sat at a table of people from the mid and northern Ohio regions and had a good time trading "war stories". Right after the dinner, everyone was asked to stand and then they asked everyone who was attending his or her first Parade to sit down. Next those who were attending their second Parade were asked to sit and so forth. The last guy standing (unfortunately, I didn't get his name) had attended 35 Parades (out of 38) and has driven the same car to 33 of those 35 Parades. In recognition of his record, he was given a special trophy which included a model of his black 356.



Alex Kerr - Second in Class

Not only did all Riesentöter's who attended the Parade have a great time, many of them distinguished themselves by winning awards on the national level. In concours, **Henry Scheuermann** won **first** in class with his 1955 356. Also, **Alex Kerr** took **second** in his class with his rare (only 32 produced) 1963 356T-B6 (Carrera) cabriolet. This was the first time that Alex's

continued ⇒ page 14

ON THE COVER: Michael Furman's RS on display at the Vintage Grand Prix
photo by Len Herman

MARK YOUR CALENDAR

AUGUST

- 22 Riesentöter Picnic, Lenape Valley
Swim Club 1-7:30 PM
- 25 General Meeting, Topic: Alignments
NTW Willow Grove 8:00 PM

SEPTEMBER

- 12 Autocross, Penn State Media Campus
- 29 General Meeting, Place to be Announced
New Members Meeting & Photo Contest

OCTOBER

- 3 Charity Autocross, Penn State Media
Campus

NOVEMBER

- 6 General Meeting, Holbert's
Tech Session, Guest Speaker, Elections

DECEMBER

- 12 Holiday Banquet, University Museum

AUTOCROSS EVENTS

Aug 8	SCCA	P.I.R.
Aug 14	PCA	Penn State
Aug 21	SCCA	PIR (Sat)
Sept 12	PCA	Penn State
Sept 26	SCCA	Ply Mtg
Oct 3	PCA	Charity



PCA CLUB RACE EVENTS

August 26-27	Brainerd	NordStern
September 28-29	Lime Rock	NJR/MNY/CVR
October 16-17	Heartland Park	Great Plains

CLUB RACING CONTACTS

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Rocky Mountain	Jerry Schouten	303-777-3942 (H)
Potomac	Jim Loftis	703-241-7576 (H)
Northern NJ	Ken Geiger	201-327-9029 (H)
Metro New York	Peter Portonova	718-428-3441 (H)
Chicago	Arnold Zann	708-386-2864 (H)
Riesentöter	Paul Johnston	215-696-2164 (W)
Nordstern	Bob Fleming	612-926-4515 (H)
Las Vegas	Carl Young	702-876-9782 (H)
Great Plains	Jim Palmquist	402-625-2504 (H)
Orange Coast	Pat Paterie	714-642-9345 (H)



TRACK EVENTS

Aug 26	Metro	Limerock
Aug 27	Schatt	Summit Point
Aug 27-29	UCR	Mosport
Aug 27-29	Metro	Limerock
Aug 28,29	Potomac	Summit Point
Sep 25,26	Car guys	Atlanta Spdwy
Oct 1-3	Metro	Bridgexhamptom
Oct 2,3	UCR	Mosport
Oct 15-17	NNJR	Bridgexhamptom
Oct 23,24	Car Guys	Charlotte
Oct 28	Metro	Limerock
Oct 29,30	CVR	Limerock
Nov 13,14	Potomac	Summit Point

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August Meeting

**WEDNESDAY, AUGUST 25 8:00PM
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Come to our August meeting and learn all there is to know about aligning your car for the street and/or track. A representative from Hunter Alignment will be our guest speaker.

The meeting will begin at 8:00PM. As we've done in the past, the guest speaker will go on first with the business meeting to follow.

Hope to see you there!

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FROM THE DRIVERS SEAT

Pat & Len Herman

As all of you have been reading for month's now, the Photo Contest was scheduled to take place at the August meeting. However, the August meeting is being held at NTW, and they aren't quite equipped to display the many photographs we know will be entered. Therefore, we have **moved the Photo Contest to the September meeting**. The winning photo will be the color cover for the Nov/Dec issue of **DER GASSER**.

Speaking of the September meeting, we will not be at Casa Maria as was previously published. It was announced in the July meeting that Casa Maria will be closing in August and the July meeting was our last meeting at that site. The September meeting site will be announced at the August meeting and in the September issue of **DER GASSER**. Stay tuned.

Those observant **DER GASSER** readers probably noticed that the June Exec Meeting Minutes were missing from last month's issue. They disappeared at publication time last month but have since been found and are included in this issue. We don't want you to miss out on everything the Exec's been doing.

If you already read the President's message, you can skip over this paragraph. If not, read on. The intention of the continuing series titled "Help Wanted" is to let all Riesenötter members know what each Exec position is all about. We figured, if you know up front what is involved in a position, you can make an informed decision about seeking office. There is no connection between the job descriptions that have been published and the current open positions. If you would like to run for any of the Exec positions, do it. Don't let the fact that the incumbent is seeking reelection stop you. The Executive Committee slate will

be announced at the August meeting, so if you are interested in running, call Bill O'Connell or Lisa Carle (these numbers are on the back page).

After talking to a number of Riesenötter's who went to the Parade, it sounded like a great time. For those of you who missed it, check out Dennis Angelisanti's recount of his week in Cincinnati. (Thanks to Ron Lego, the Lyle's, and Dennis for the photos.) A fellow parade goer suggests that we "ask Dennis about the strange women he accosted on the Riverboat Cruise." Sounds interesting - is there something that you left out of your article Dennis?

That's all for this month. Talk to you in September. ❄️

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THE SUNDAY DRIVER Brad Carle

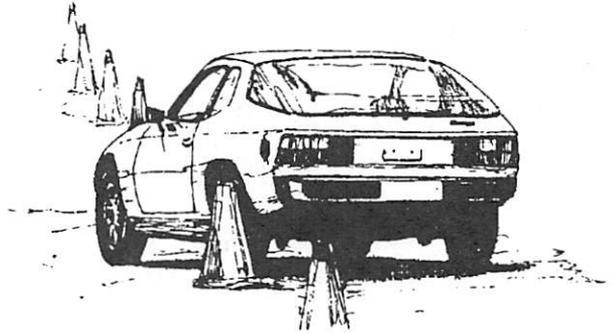
About thirty drivers, most of them in PORSCHEs, participated in our July 18th Autocross at the Penn State Media campus. The turnout was about the number expected, because of nearby events happening the same day, but there were more Porsches than expected. Dave Weld brought out his 356 for a three driver "shoot out", which included himself, seasoned AX'r Walter Harrington, and Dave's son, Brad Weld, a "novice" driver who ran some respectable times.

Another "novice" driver we need to watch out for is Nicolas Betegh. Nick's times made some of us "experienced" autocrossers look slow. We had two other novice drivers who show potential, they are Rob Pace, and Shannon Foster, both driving 944's.

Our editors, Pat and Len Herman were also having a "shoot out" in Len's 911. (Len won.) Judy C. and Greg Lepore both drove the purple 914 to see who could hit the most pylons. Judy was in the lead, until Greg's final run, when he wiped out the finish line in what was up until then, his cleanest run. Dennis and I also had a "shoot out" going in Dennis' 914. I've never seen Dennis drive so possessed; it was a shame someone forgot to set the timer. Bob Patton and John Phillips both brought out their 911S' for our enjoyment. Mike Wolkov, Mr. FTD, snuck out to the event, and won his class. As did Pete Fitzpatrick with his black 944 and Joe Zglinicki with his black 914. Even President Don was there to support his class, and take home a trophy. We also had some non-Porsches, including a '69 Pontiac Trans-Am, which the owner was very proud of, and two Pennsylvania State Police Cruisers, one "unmarked".

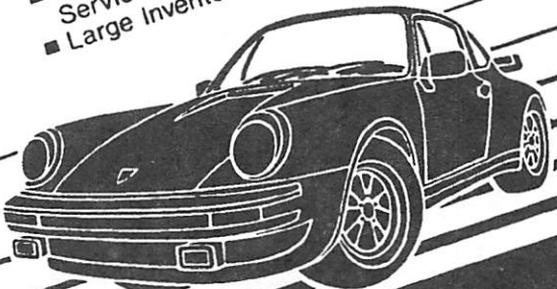
We hope you made it to the August 14th event, and that you can attend the September 12 event. Once again, it will be at the Penn State Delco (Media, Lima) campus. The campus is located on Route 352 west of the Granite Run Mall. From Media, take Route 1 south to Route 352 North (actually West). Campus is on your left as you head toward West Chester, just after you pass the 452 Junction. From the West Chester area, Take Route 202 South to Route 3 East to Route 352 South (East), beyond 926. Campus is on your

right. If you come to route 452, you've gone a little to far. If you hit the Granite Run Mall, You've gone a little beyond a little to far. See you there. 🏠



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AUTOCROSS RESULTS

July 18th Standings

		<u>Class</u>	<u>Time</u>	<u>Multiplier</u>	<u>Points</u>
Ladies Novice:	Shannon Foster	E	48.862	1.127	10
Men's Novice:	Nick Beleggh	B	41.097	1.045	10
	Rob Pace	D	46.620	1.142	8
	Brad Weld	H	48.407	1.206	6
Ladies:	Pat Herman	C	43.519	1.047	10
	Judy Carle LMP	Mod	43.059	1.053	8
Modified:	Greg Lepore MMP		40.875		10
A	Don Applestein		43.625		10
B	Mike Wolkov FTD		39.337		10
C	Len Herman		41.555		10
	Bob Patton		44.688		8
D	John Phillips		40.816		10
E	Pete Fitzpatrick		43.337		10
G	Joe Zglinicki		40.681		10
H	Brad Carle		40.028		10
	Dennis Angelisanti		40.281		8
	Walter Harrington		42.460		6
	Dave Weld		42.567		5

FTD: Fastest Time of the Day
MMP: Men's Most Pylons
LMP: Ladies Most Pylons

Upcoming Events:

Aug 21 SCCA PIR (Sat)
Sept 12 PCA Penn State Media
Sept 26 SCCA Plymouth Meeting

During high speed driving events some participants have asked what tire pressure to use. Unfortunately this is a question that's difficult if not impossible to answer unless you have experience with the same model including the same tire brand/size and same alignment settings. Even with all that detail the tire pressures that work well on one car may not work equally well on another identical car. At best the information can be used as a starting point.

There are various methods to determine the optimal tire pressure for a particular track (more on that later). However only one is repeatable in my judgment. You will find some who will advocate the "seat of the pants" technique. That is you try a few hot laps and conclude the car is "sliding" or "pushing" or some other jargon for over/under steering in the turns. You then return to the pits and add or subtract air. How much? Add versus subtract? Beats the heck out of me, Tanto!! Then there is the classic "chalk the tires" method. Here you steal you local nurse's shoe polish and mark the edges of the tire. Then it's off again for those hot laps and back into the pits. Now you are armed with the seat of the pants' data PLUS you can see how far the tires have rolled onto the side wall. What more could one need? The answer is definitive data. In my experience the only method that provides repeatable data is through the measurement of tire temperatures. It is really quite easy to do. You'll need a tire pyrometer. You can purchase one through the Goody Store for about \$100 or at any of our events you can borrow one from TECH. For the information to have the greatest value you should retain it. TECH has available easy to use printed forms that can help you establish a history for your car, tire, alignment and track combination.

To utilize a tire pyrometer you drive several laps at speed, come into the pits and with the aid of an assistant measure the temperature at the outer, middle and inner third of the tread on each tire. Here is what you can use the data for:

TIRE PRESSURES - The temperature of the middle third of the tread should be midway between the outer

and inner thirds. If the middle third is higher the pressure is too high; if it's lower the pressure is too low. As you gain experience with this technique, you'll be able to correlate a difference in temperature with a change in inflation. After you go through several cycles and get the middle third of the tread temperature between the edges you've established the correct pressure for your car at that track. When the tires are completely cool you can now measure the pressure to determine the amount of air you should run. It will likely be different front to back and it may be different side to side.

ALIGNMENT - Based on the temperature of the outer thirds of the tread you can determine if the camber is correct. For example, if the outer third of the front tires are 25° above the inner third you could use more negative camber. Similarly you may find differences front to back or side to side. If you take the pyrometer data to a repair shop versed in track set ups for your model, they'll be able to translate the temperature information to an alignment setting. Unfortunately, once you have changed the alignment you'll need to reestablish the correct tire pressures.

DRIVING STYLE - Let's suppose you get the tire pressures zeroed in, the alignment is adjusted and yet all the temperature seems to be in the front tires. You compare your temperatures with similar cars and their temperatures are closer (front to back). You may wish to try entering turns a little more slowly and use additional throttle in the turn or upon exiting. Again, collect

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I LOVE A PARADE (CINCINNATI '93)

Dennis Angelisanti

After 650 miles in our 914 equipped with 2-70 air conditioning (2 windows 70 mph) on the previous hot weekend to attend the 914 Owners Reunion in VA Beach, we were hoping for some cool cloud cover for the 500 mile trek to Cincinnati for the Porsche Parade. We got it, at least for the first 300 miles.

With the yellow 914's 2 trunks filled to capacity and a small utility trailer carrying our autocross wheels/tires/tools, Mary Alice and I headed toward the mountains of Western PA and beyond. We arrived in Cincinnati 10 hours later, hot and tired.

The Omni Netherland Hotel, a beautifully restored downtown land mark since 1923, was elegant. For the following week it would be our home and from check in to check out the stay was most pleasant. After registration we found Scully's Tavern, downed a few brews, had a pizza and crashed for the night.

The next day I headed for the parking garage, which was accessible by Cincinnati's unique skywalk system, to have my car teched. The garage was a five story structure filled with Porsche's of every model and vintage. The concours people were hard at work preparing, preparing, preparing etc.



Concours Prep by Debbie Cooper

One of the cars being prepared was owned by Harry Cooper, brother of our own Bill Cooper, you know Debbie's husband. Anyway the entire clan of Cooper's

were cleaning a beautiful light blue 356 Convertible D. This car was driven to the parade, unlike many in its class, from Northeastern PA with Harry's family crammed inside.

The car competed in the concours, autocross, rally and was then driven back home. I like to see a car used that way rather than being stuffed in a trailer and then hidden in a garage till the next show. By the way Harry finished 4th in "full concours".

After having my car teched, I was taking videos of the activity in the garage when I was loudly chastised by the occupants of a silver 911S for blocking traffic. Those occupants were subsequently identified as Vern and Betsi Lyle arriving from their SCCA autocross victory in Harrisburg Pa.

While I was at the garage ogling Porsches, Mary Alice was discovering downtown Cincinnati. All the major hotels, the brand new convention center and a downtown mall with food court are connected via the skywalk. Philadelphia should take notes. 750 Porsches their owners and passengers found the city very user friendly.

Sunday evening we attended the welcoming party at the Montgomery Boathouse, which overlooked the Ohio River and all the recreational boaters thereon. The boathouse served great ribs, chicken and cold beer and because the Parade committee provided chartered shuttle-bus transportation we could imbibe to our hearts content. We ran into several other Riesenötter's including our prez Don Applestein, Ron and Kathleen Lego, as well as the previously mentioned Lyles and Coopers.

Monday morning (5AM) concours competitors began to fill the convention hall, which was thankfully air conditioned. An outdoor concours on that 95+ day with equal humidity would have been brutal. These cars were pristine and some were very rare. Peoples choice was a simply beautiful early fifties Roadster

continued ⇒ next page

continued ⇒ **I Love A Parade**

America in metallic pale green with green leather interior and matching top. Finishing first in street concours with their fantastic 356 was Riesentöter's Scheuermann family. Great car!

Monday afternoon was set up day at the autocross sight, a drag racing facility about 25 minutes from downtown. I worked the autocross set up while Mary Alice worked the goody store. That evening we did Italian with the Legos at a fine restaurant in Newport KY that put us in mind of those found in South Philly. We were greeted at the door with this question "do you want a table inside, or out by the Bocci Courts?"

That same night, Vern and Betsi did a scene from "Bonfire of the Vanities" in downtown Covington KY never able to get out from under the bridge while searching for the ever elusive TGI Fridays. They did better at the Rally.

Tuesday was my driving event day. With hundreds of entrants, three days are needed to get all classes run. Due to quirks in Parade Competition Rules (PCRs) I was unable to use my 50 series TA R1s for this event. However, thanks to RTR member John Phillips a set of worn but serviceable A008Rs were mine (Helen they STILL have 3/32s tread). Greg Lepore, owner of the worlds only purple 914, (why would there be more than one?) offered a set of wheels. Ain't sponsorship great!



Winning Autocrossers

The course resembled an autocross, NOT! With a quarter mile drag strip at the mid point, and slaloms spaced at almost 100 feet, the course was fast. I was



Riverboat Party

first of all the 914s in my class, unfortunately there were four 912Es also in my class three of which finished ahead of me. I was out of a trophy by less than 8/10ths of a second. Wait till Lake Placid!

Other Riesentöter's however, picked up the slack in the driving event. Vern and Betsi Lyle both finished first in their classes I2 and I2L by large margins. Lisa Carle, your past president, finished with ladies FTD and naturally first in class M4L. Her husband, what's his name, (sorry Rex) finished 2nd in M4 driving the family Red Car behind Andy York, a well known autocrosser of national fame, driving his purple 914. (Oh my God, there are two!)

Tuesday evening a table of six Riesentöter's and two unsuspecting guests from Northern NJ partied hardy on a Riverboat cruise down the Ohio River (I think). Other people on the cruise said it was a dull time but our table didn't notice. On the way home Vern and Betsi revisited the bridge in Covington but Rex managed to stay on course to the hotel.

Wednesday and Thursday were sort of non-Porsche days for Mary Alice and me, as we visited relatives and old Air Force buddies in nearby Yellow Springs and Dayton. The Yellow roadster decided to give me heart failure as she stopped dead in her tracks on a lonely stretch of farm road south of Xenia. I worked my hand under the car in the vicinity of the fuel pump and smacked it once or twice and she fired right up. I'm a regular car genius in my wife's mind.

To the best of my knowledge, Vern and Betsi were the
continued ⇒ page 13

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FOR MEMBERS ONLY Judy Carle

New members - Welcome to:

Frank Barone of Chester Springs and his wife Lynda. They have a 1986 911 Carrera and are interested in Technical, Autocross and Rally.

Authur Berry III from Mt. Pocono and his affiliate Arthur Berry Jr. He has a 1980 911SC.

Peter Economou of Philadelphia and his wife Eleni. They have a 1973 914.

Robert Fox and his wife Beverly of Trooper. They have a 1966 912.

Gunther Graber and his wife Crista of Lumberville, PA. They have an 1984 944.

Kevin and Amy Hamilton of New Hope. They have a 1987 911 Carrera and are interested in Social, Concours and Autocross.

Wayne Jefferson of Roslyn. He has a 1983 944.

Craig Kimmel and his wife Stacy from Lansdale. They have a 1986 911.

A. J. Manos of West Chester and his wife Dorene. they have a 1993 968.

Dr. Steven Orman and his wife Dale of Harrisburg and their 1989 944.

Robert Patterson of Morrisville. Robert has a 1975 914. He is interested in Social.

Jeffery Puzas of Trenton, NJ and his 87 944.

Frederick Santucci of Lansdale and his 1990 911 C4.

Richard Thompson of West Chester and his wife Kathryn. They own a 1987 911T.

Transfers:

John Arnold & Suzanne Arnold of Yardley. They were previously with Northern New Jersey and have a 86 911S.



Milestones

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Joan & Frank Harrison Jr.

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What Rule Change?

Vern Lyle

At the July general meeting, the head of the PCR Committee, Dennis Frick asked that anyone who had a problem with any Parade Competition Regulations should write him a letter requesting a change. I applauded his efforts to come down from Lancaster to address this immediate concern.

However, I wonder how many people know what he was talking about. As soon as he finished his plea for our help, people started asking him about next year's Parade location! It was my impression that most everything he said regarding the procedure to get a rule changed went unheeded. Allow me to elaborate. This all came about after a 944 driver was protested at the Parade in Cincinnati for illegal tread depth on his street tires. In part, the rule requires that tires must have 2/32" of tread in the two centermost grooves for the entire circumference of the tire disregarding wear bars, until the end of competition. The tires did not

meet that spec entirely so the car was disqualified. I happened to be serving on the protest committee for that day and agreed with the ruling.

However, on further reflection, I think the wording of the rule needs to be changed since 1) it does not apply to all tire brands, and 2) because the reasoning behind the rule is unenlightened.

1) Some variations of the Yokohama 008, some variations of the Bridgestone RE71, a few Michelins I've seen and probably many other tire models have a center siping groove that is molded at less than 2/32". Under the current rule, that is considered one of the "two centermost grooves", so when it is measured on a used tire, the tire is illegal. Since the protest committee members are not given any leeway in applying common sense or interpreting the rules, any of those tires could probably be protested when they are new!

2) We were told that the reason 2/32" of tread depth was required at the end of the autocross competition was so that the competitor would have safe tires to drive home on: Aside from being an intrusion that PCA National has no right to make, it has no place in the rulebook to limit the tires used in autocross competition.

This rule should be changed to something more reasonable. In SCCA, where most serious autocrossers compete, the tread depth required is "measurable at two points around the tire", with no cord showing. They leave it up to the competitor to run on safe tires, and what he drives home on is his business. The actual wording of a new rule would be proposed by the committee, but it really needs to be changed.

Mr. Frick suggested that each of us who would like to see this rule changed should write him a letter (address in the back of PANO). The more letters he gets, the easier his argument to the rule-making committee. You may only come under the Parade Competition Regulations at an actual Parade, but the PCRs are used at larger multi-region weekends, so this could affect you personally. Do it. ✖

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Rally

Bill Vaughan

Do you enjoy Chester County? Have you ever visited Longwood Gardens? Do you think you might like to do a little wine tasting? How would you like a self guided tour of some of the prettiest roads in the Philadelphia area with fellow Porsche Club members for company? Please consider the fall Riesentöter Rally. This is the plan. We meet at some easy to find spot, like Rex Carle's shop. We spend no more than about two hours sight seeing around Chadds Ford and then we meet up at the Chadds Ford Apple Wine Festival and go wine tasting or what ever. The Chadds Ford Apple Wine Festival is located just north of Longwood Gardens on US Route 1. The date isn't nailed down yet but its going to be late September or early October and it might be a Saturday rather than the traditional Sunday. One thing its not going to be is too long. It is a defined course rally where you know both the beginning and end points before hand and the mileage is kept low so that no one is too pooped to have fun afterwards. Watch for this column next month when we present the date and time details. ❄

continued ⇒ I Love A Parade

only RTR members to Rally. It was HOT. It was LONG. It was...well you get the idea. We were told by most competitors that we didn't miss a thing, a good thing that is.

Friday night found several Riesentöter's at the Drivers Victory Banquet to collect their hardware. A table of eight RTR members attempted to raise an EZ-up over their table to simulate a workers station complete with fire extinguishers, red flags, etc.,(well there was this table decorating contest see) only to be foiled by an overzealous Parade Committee Person. This event was held in the museum of natural history, a beautifully converted railroad station. An omni-vision theater was featured with the movie "Speed" shown

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throughout the evening. I didn't mention the food did I? I still won't.

Other members of our region who made their presence felt were Jan and Jim Hartman and Bill and Debbie Cooper. Jan was on the winning mixed and women's doubles teams in the Parade tennis tournament, while husband Jim was runner-up in mens singles. In the tech competition the Coopers continued to display their expertise in early 911's with Debbie finishing first among women while Bill finished 4th among men.

Saturday's weather was HOT with temperatures at or near 100 for the trip home, some fun. The trip was uneventful if not quite pleasant.

Did we have fun? Do we plan on being in Lake Placid next year? Does a bear.... never mind. ❄



Parade Table Decorating



Job Descriptions Vice President Rally

VICE PRESIDENT: In charge of setting up the monthly meetings, scheduling guests, finding meeting places, and assists the President as needed.

RALLY: Sets up one or two rally's a year, generally in the spring and fall. Rally's range from fun to serious depending on the Rallymaster.

continued ⇒ **President's Message**

car was being shown and he missed first place by only a point. By the way, Alex's car was prepared by another Riesentöter, **Bruce Baker**.

In autocross, Riesentöter certainly made its presence felt. **Rex Carle** took **second** in his class and **Vern and Betsi Lyle** each took **first** in their respective classes. Not to be outdone, our past president, **Lisa Carle** not only took **first** in her class but got Ladies' **FTD!!!** Way to go Lisa!

That's **FOUR** firsts, and two seconds for a single Region that is over 600 miles away!! Our members did very, very well and all of us should be proud of

them. Given the number of members there and the distance involved, I doubt there was another region whose members did as well.

For all of us who went to Cincinnati, it was a great time and a great experience. I hope all of you will try to go to Lake Placid next year. Besides, the Lake Placid Chamber of Commerce has guaranteed cooler weather!

See you out there! 🚗

Don

P.S. From a number of comments, there apparently has been some confusion over who is seeking re-election, and the positions for which job descriptions were published. The job descriptions for all executive board positions are being published in the hope of interesting more people in taking a leadership role in the Region. Just because the job description was run for a particular job does not mean that the incumbent in that job is not seeking re-election. Even if an incumbent is seeking re-election, if you're interested in serving speak to Lisa Carle or Bill O'Connell who are the nominating committee. There's nothing wrong with having a contested office. The Region can always use people who are interested in helping out!

continued ⇒ **Tech 93**

the data and talk to one of the instructors or experienced drivers to help you interpret the information. Then adjust your style, collect additional data and repeat the process.

Tracks are not all created equal. For the really sophisticated individual you can determine the best tire pressure for a particular track. You can even carry it to a specific alignment setting for a track. Personally, I haven't carried the process that far but for those doing the Race Series it may be worthwhile.

Good luck with your temperatures!! 🌡️

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EXEC MEETING MINUTES June & July, 1993

JUNE MEETING

The Herman's house was the site for June's Exec meeting. Those joining us were Don Applestein, Judy, Brad, and Lisa Carle, Debbie Cooper, John Crowley, Pat and Len Herman, Betsi Lyle, Ron Pace, Art Rothe, and Bill Vaughan. Guests in attendance were: Rex Carle, Bill Cooper, Vern Lyle, and Chris Sessa.

The Charity Autocross benefiting Make-A-Wish will be held in October. Research will be done on obtaining seed money from National for the event.

The Autocross school was a great success with lots of new folks.

The current list of Volunteers will be published in **DER GASSER** to insure all those that have chipped in to date get invited to the worker party.

Bill Vaughan's rally will be 6/13. He promises you can't get too lost. (Like we have never heard that before. Sec)

The Pocono event made money for a change, but to offset that, the Glen lost.

We have a new member involved in the 30 years of the 911 rally in Italy. She promises to take lots of pictures and give a good report of the event.

Meeting schedule is: June - Pete Tremper on paint. July - Vince Evans on the latest Porsche gossip. Aug - NTW in Willow Grove. Sep - New member meeting, perhaps starring the new member involved in the rally.

A report on the Zone 2 presidents meeting from Bill Cooper included information on the seed money for charity events, a discussion of the 'theft' of our Summit event by Potomac, the need for a safety chair which national really wants each region to have, and the Zone 2 party at the parade.

The picnic will be Aug 22nd. It was mentioned that we need to promote events more to the newer members. Many old timers know what they are but we need to encourage others to attend by better defining the events and letting our enthusiasm shine. On Aug 20th, there will be an informal gathering at Maple Grove. Nothing formal (no black tie required). Will be a 'just show up' event.

Vintage is on track. The Prosche Marque of the Year field should have plenty of cars. ❄

JULY MEETING

After the hottest week we have seen around here for as long as many can remember, Art Rothe's pool was a great setting for the July Exec. Sitting around the pool were: Don Applestein, Brad, and Lisa Carle, John Crowley, Betsi Lyle, and Bill Vaughan. Guests in attendance were: Rex Carle, Bill Cooper, Vern Lyle, Chris Sessa, and our hostess Debbie in great pain.

Riesentöter did well at the parade in the Autocross area. Congratulations to Lisa, Rex, Vern, and Betsi, are in order!

Betsi has the picnic under control. She is expecting a good turnout and will be devoting a lot of effort toward it - which has become her trademark!

Vintage had a great turnout with lots of Riesentöter members chipping in to make it happen.

The election is coming up soon and a few positions are open. Vice President, Secretary, Editor, Rally, Social and Autocross chairs have chosen not to enter the fray this year. Potential candidates were discussed at length. An article to spur more candidates on will be written.

Much time was devoted to the problem of the workload on **DER GASSER**. Previous editors, Vern and Bill noted many of the problems that face this position. Some suggestions were put forth and will be looked into. Bill Vaughan may become the official labeler/printer as may be the printer. Other options to be reviewed is to add some staff like an assistant publisher, article 'hounder' to gather the required data in a timely basis.

Art and Lisa took a late night dip. ❄

GARAGE SALES

64 356SC Sunroof #130873, eng #812819. Dlvr'd new to Sonauto, Paris. Blk/blk orig int w/NOW houndstooth mt'l, Euro htr, blower, headrests, stereo/tape, chr whls, cover, custom bra. Restored '92. Driven PA to Tahoe for '92 356 W Coast Holiday, Awarded Best C Coupe & to '92 356 E Coast Holiday, Best C Coupe, & to Parade '93, Best C. Resotred by GCC, restorers of 901 prototype in NY Auto Show 4/93. German car trades considered. Call Dennis, 717/774-6302 8AM - 10PM eastern. 9/93

70 914-6 Roadster, #9140432020, Triple black, 70,000 miles, stock and original, tool kit, jack, alloy wheels, excellent body and mechanical, \$14,000. Ken Aaron, 920 Primrose Ln, Wynnewood, PA 19096, 215/665-3921 (day, 215/664-2594 (eve). 8/93

71 911T Coupe, #9111120354, Exceptional Carrera RS type complete quality restoration. Pristine guards red with black Recaro seats and interior. Duck tail with steel rear flares. 7 & 8's with Yoko A008's. Webers, Carrera tensioners, racing exhaust, short shift, pop-off valve, lowered, sways, rebuilt engine. Show car, \$18,500. Pete Adams, 37 Adele Alley, West Chester, PA 19382, 215/344-7559. 9/93

76 911S Targa, Guards red/red interior. Recently rebuilt heads, Carrera tensioners, pop valve, new rotors and brakes, 11 blade fan. New clutch, new Koni rear shocks, early exhaust, lowered and corner weighted. \$13,000. Len Herman, 215/275-3340. 9/93

78 924 Ltd Edition, Collectors item, flawless condition, mechanically excellent. 18,000 miles. Dolomite gray metallic finish, pressure-cast alloy wheels, front seats-silver/black cheched velour inlay trimmed with black leatherette, stereo speakers & cassette, sun roof. Have all service records, mechanically serviced by Rosemont Imports. Call Grace, 215/828-6204. 9/93

83 944, Copenhagen blue/dk br leather, factory delivered, orig owner, always garaged, no smoke. Ltd slip, RE71s, Blaupunkt Tuscon, alarm, full service records. Excellent cond, \$9000 firm. Michael Heavener, 215/527-6369 after Sept 1. 9/93

84 Carrera Cabriolet, Copenhagen blue (dark blue) concours quality hand rubbed paint, white leather interior. New factory dark blue top. 38K miles. 7 & 8 by 16" grand prix white wheels, remote alarm, A/C, no smoke, no

winters & garaged only. Engine and trans prof rebuilt at 37K June 93, new sport clutch, batt/alt, KONI adj gas, lowered. New Goodyear Eagle GSCs 205 & 245/45/16. Receipts/extras, absolutely immac/mint contition, \$28,500 OBO. Joe Fabiani, 1851 Mallard Lane, Villanova, PA 19085, 215/525-7696. 9/93

85 944 Coupe, Black/black. Power sun roof, leather, rear wiper, lmt. slip, factory alarm, 5-speed with new dash cover, shift boot and Sikkens paint. Dealer installed factory 3rd light. Cold A/C, 70,000 mi. Looks and runs great. \$9000. Walt Hafner 215/262-4805. 9/93

85 944, Auto, silver, black leather, 82K, excellent condition. New cambelt & water pump. 1 Owner, all records, \$8750 neg. Call 215/526-9171 after 8PM. 9/93

Tires: Three BF Goodrich Comp T/A R-1 225x50 R16, used one track event. Four Falken 225x50 R16 new. Koni gas shocks to fit rear of 1985 or newer 944. Make offer! Call Rob McLoud, 1-800-253-6365 ext 115. 8/93

For Sale: From 1986 928S, flat dish 16" wheels, \$800. Side view mirrors, black, \$75 each. 911S front brakes, \$325. 23mm rear torsion bars, \$75. Set of Fuchs Alloy 14" wheels, \$150. Steering wheel from 71 911, \$25. Call Jim Purdy, 215/446-5018. 8/93

For Sale: Technilon Cover to fit 911, \$50. 2 pc. bra and mirror covers to fit 87 911 (prior to C2) \$50, \$90 for both. Call Conrad Ambrette, 215/664-4105 eve. 8/93

Storage Space for rent, King of Prussia area. \$45 per month dead storage. Mike Cumow 215/449-9035. 9/93

WANTED

Wanted: 68 912 both horn grills, 2 screw. Good condition, no pits. Terry Huff, 215/736-1915 (day), 215/757-5099 (eve). 8/93

Wanted: 74-77 S Coupe. 78 - 83 Coupe or Cab. Mint condition. Contact Bill O'Connell, 215/640-1675. 9/93

Executive Committee and Appointed Positions

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11 Furness Lane
Wallingford, PA 19086
565-5716 (H) 761-2480 (W)

VICE PRESIDENT

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Deadline for submitting articles and photos for publication is the monthly meeting (last Wednesday of the month), for publication in the following issue.

ADDRESS CHANGES should be sent to the attention of the Membership Chairman.

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