

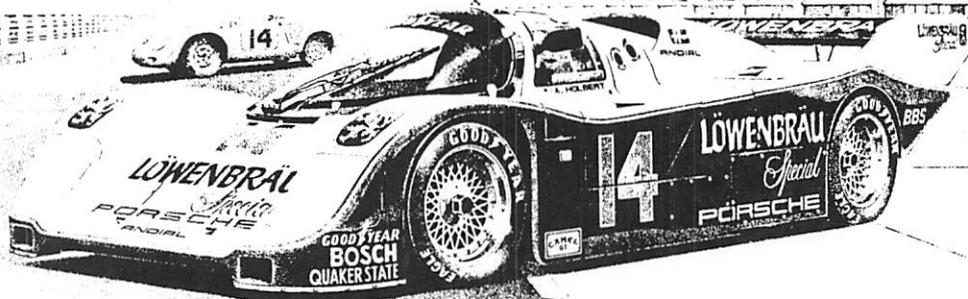
Der Gasser

APRIL 1996



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President's Message

Springtime and Riesentöter are always a good combination. As Mother Nature does her thing with the flowers and the trees, we RTR members do ours by getting our Porsches out of winter storage and into shape for the new season of driving. Of course, if you are one of those courageous owners who drive their Porsches everyday, you may not have as much to do to prepare your car. And for driving your Porsche everyday, I say to you as the Australians say, "Good on Ya!"

Helping us to get into the spirit of the new season will be our April guest speaker, IMSA driver, vintage racer, restorer, and TV commentator, Bob Akin, at the Holiday Inn in Ft. Washington on Wednesday, April 24 at 7:30 PM. Bob is not only very experienced in motorsports but also very entertaining. Be sure not to miss this opportunity to help us welcome him.

Sunday, May 5 needs to be circled on the ol' calendar because that is the date of our Spring Rally and Spring Social. Rally Meister Dennis Angelisanti and Social Chairlady Pat Tillson promise that these events will be nothing less than stellar. John Phillips, RTR's own cosmic connection to TV's The Weather Channel, promises perfect weather. Just hope that it's not your car's dependability that John chooses to sacrifice to the great, mythical Weather Gods in order to ensure his promise. My 914/6 was his victim at last year's Club Race at Pocono. If you'll recall, two things happened there: my car ran like kangaroo crap, and we had perfect weather. See the details on both the Rally and the Social elsewhere in *Der Gasser*, and come join us!

And while you are circling dates on the calendar, circle the following Sunday, May 12 as well. Not only is this Mothers' Day, it is also the date of Autocross II at our huge site in Camden. Autocross Co-chairmen Geoff Ehrman and Nick Betegh have worked very hard to see that our Autocross Program continues to become better and better. So, all you mothers, (fathers, daughters, sons, aunts, uncles, cousins, etc.) come to Camden and celebrate Mothers' Day in style.

With your Porsche now ready for Spring, bring it out, and enjoy your car, enjoy your Club!

Fond regards,
John Heckman



Help Needed

Nazareth Speedway

CART/Indy Car - April 26, 27 & 28

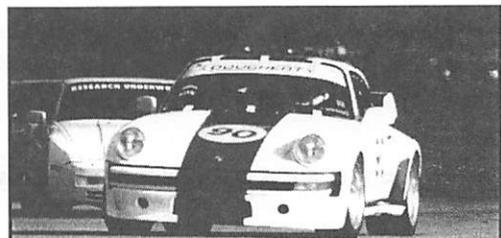
NASCAR/Busch Series - May 18 & 19

NASCAR/Supertruck Series - June 29 & 30

All racing enthusiasts are invited to help out at these races at Nazareth Speedway. As anyone who helped out last year at the Indy Car race can attest, these are the **BEST** "seats" in the house. You won't get any closer to the action without actually getting in the cars.

For info call John Chatley
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Down The Pike

APRIL

24 Club Meeting at Holiday Inn, Fort Washington, 7:30
Topic: Speaker - Bob Akin

MAY

5 Spring Rally, Limerick Diner, Limerick, PA
Registration begins at 10:30
5 Spring Social, Lake House Inn, Perkasio, PA
After the Rally from 3:00 to 7:00
12 Autocross, Parking Lot "K", Camden, NJ
29 Club Meeting at the SpeedZone, Reading, 7:30

JUNE

9 Autocross, Parking Lot "K", Camden, NJ
26 Club Meeting at Dougherty Automotive, West Chester,
7:30 Topic: Vendor Night

JULY

14 Autocross, Parking Lot "K", Camden, NJ

PCA Race at Mid-Ohio May 18 - 19 (Driver's Ed May 16 - 17)

Anyone interested in caravanning to the race and/or the Driver's Ed event? If so, get in touch with Tony Bonanni at (610) 828-9468 (h) or (610) 834-1509.

1996 TRACK EVENTS

APRIL

20-21 Pocono (Driver's Ed, Host - RTR)
25 Lime Rock (Driver's Ed, Host - Shattenbaum)
26-27 Lime Rock (Club Race, Host - Conn. Valley)
26-28 Bridgehampton (Driver's Ed, Host - Metro NY)

MAY

2 Lime Rock (Driver's Ed, Host - Conn. Valley)
3-5 Bridgehampton (Driver's Ed, Host - NNJ)
10-12 Mid Ohio (Driver's Ed, Host - Potomac)
18-19 Mid-Ohio (Club Race, Host - Mid-Ohio)
24-26 Pocono (Driver's Ed, Host - NNJ)
31-6/2 Bridgehampton (Driver's Ed, Host - Metro NY)

JUNE

3-4 Watkins Glen (Driver's Ed, Host - Niagara)
7-8 Mosport (Driver's Ed, Host - Upper Canada)
21-23 Watkins Glen (Driver's Ed, Host - RTR)
21-22 Summit Point (Club Race, Host - Potomac)
28-29 Brainerd (Club Race, Host - Nord Stern)

JULY

6-7 Stapleton (Club Race, Host - Rocky Mountain)
13-14 Putnam Park (Club Race, Host - Central Indiana)
27-28 Mosport (Club Race, Host - NNJ/Upper Canada)

AUGUST

9 Pocono IMSA Course (Driver's Ed, Host - RTR)
10-11 Pocono IMSA Course (Club Race, Host - RTR)
24-25 Portland (Club Race, Host - Oregon)

SEPTEMBER

8/30-9/1 Road America (Club Race, Host - Chicago)
13 Summit Point (Driver's Ed, Host - RTR)
14-15 Jefferson Circuit (Driver's Ed, Host - RTR)
14-15 Hallet (1996 Parade) (Club Race, Host - Maverick)

OCTOBER

5-6 Heartland Park (Club Race, Host - Great Plains)
12-14 Pocono (Driver's Ed, Host - De. Val. BMW Club)
Contact Rich Cole (215) 379-2486
26-27 Formula Motorsports Park (Driver's Ed, Host - RTR) DATE IS TENTATIVE

DECEMBER

7-8 Sears Point (Club Race, Host - Golden Gate)
7-8 Roebing Road (Club Race, Host - Carolinas)

NOTE: Club Race dates are per National info as of 1/23/96 and are subject to change.

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Club Meeting Info

APRIL

Former Porsche racer Bob Akin has been kind enough to agree to come out to our April Meeting to tell us some great racing stories. The meeting will be held at the Ft Washington Holiday Inn on Wednesday, April 24. The mingle is from 7:30 to 8:00, with the meeting getting underway at 8:00. Come out and meet Bob!

MAY

Yes, we are going to SpeedZone in Reading for our May meeting. Mark your calendar for May 29. A brief business meeting will be held from 7:30 to 8:00, with the first cars off at 8:00. Helmets, gloves and driving suits are optional. SpeedZone is an indoor track, similar to go-cart, with cute little sprint cars that you drive in packs of 6 or 7 cars per timed heats. The Club is renting the track for 2 hours and we expect to have a great night. Sorry, due to the expected turnout, this will be limited to Riesentöter members and associate members and you must have a valid state drivers license to drive.

Tech Sessions Schedule

Tech Sessions will be from 9:00 to 3:00 on the posted date. Tech Sessions and Track Inspections are open to Porsches only, others need to be inspected by a professional of that marque. Breakfast and lunch goodies provided by the club. Be hungry! Prizes will be awarded for clean cars and engines.

Saturday, June 8, 1996 at Don Rosen Porsche, 1312 Ridge Pike, Conshohocken, PA (610-279-4100)

Saturday, July 27, 1996 at Mike Tillson Motor Car Service, 2097 N 63rd St., Philadelphia, PA (215-473-6400)

Saturday, September 7, 1996 at Dougherty Automotive Services, 720 E Nields St., West Chester, PA (610-692-6039)

Saturday, October 12, 1996 at Holbert Motor Cars, 1607 Easton Rd, Warrington, PA (215-343-1600)

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**A Roaring Good Time
Was Had By All**
by Melissa Plenzick, VP

Our March New Members (Old members and everyone in-between meeting) was held at Holbert Motor Cars in Warrington. Wow! We had such a great turnout that "new member" Perry Ellis had to direct traffic on 611 around the traffic jam. Honest, that was the name printed on his shirt...

Anyway, we started the evening with a massive mingle around the food and beverage tables and wound around the impressive car display like a giant Conga Line. (Shades of the Christmas party- Eh President Heckman?)

The kind folks at Holbert Motor Cars really rolled out the red carpet for us. Vince Evans of Holberts not only had a picture of the new Boxster on every chair, but he also had created a display of Porsches that topped a recent car show in the area. The fantastic centerpiece to this display (besides Vince) was the Holbert Can Am Car. It really brought back a lot of great memories. When Larry Holbert started the car up, my fellow caraholics and I were in heaven. I especially liked the fun runs I got to drive in the parking lot! Thank you Larry!

In addition to the great cars, Vince had another treat in store for us. Tim Heffernan of Porsche Cars North America was on hand to share the most recent Porsche gossip with the gathering. Tim advises Porsche has a lot of excitement in store for us, so strap in and hang on for a great ride!

The evening was capped with a Porsche Birthday Cake for our own Nick Plenzick, aka Eric Clapton, and we even managed to get in a brief business meeting between all the fun.

Thank you to everyone who helped pull the night together (Larry, Vince, Tim, Shannon, Nick, Doris, Perry, etc.) and especially thank you to everyone who came out for the meeting. The turnout was about 120 people and it was a pleasure to meet so many members and hear about their interests. I look forward to seeing you all again - Have fun with your club, have fun with your car!



Part of the great display of Porsches provided by Vince Evans and Holberts.



Larry Holbert takes to the CRC Can Am car.

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Can You Believe The Odo?
by George Beuselinck, Hudson Valley Region

Are you thinking about purchasing a used Porsche with unbelievably low mileage on the odometer, but wonder whether you can you believe the odo? There are a lot of parts which, if not renewed by the owner, will indicate the true mileage of a car (which can be compared to the odometer-indicated mileage of the car).

I always look at the brake rotors, the clutch, brake and accelerator pedals, carpet, the maintenance records (looking for discrepancies), and the maintenance book in the glove box. Look at signs of wear on the driver's seat, the shift knob, and the steering wheel. Open the hood and look for dust, corrosion, worn belts, fluid leaks. Look in the trunk for wear to the carpet.

If an owner is trying to lie to you about the mileage, he usually won't go to the trouble of getting all of these things renewed. Good Luck!

Porsche Releases Initial Boxster Information

RENO, NEVADA, March 5, 1996 --- At its press conference today in conjunction with the 1996 Geneva Motor Show, Porsche AG distributed the first official information and photo of the eagerly awaited production version of the 1997 Porsche Boxster sports car.

Very similar in design and concept to the Boxster prototype first shown at the 1993 North American International Automobile Show in Detroit, the production Boxster is a unique two-seat roadster incorporating classic Porsche styling with a completely new engine and chassis.

The Boxster will be powered by a 204 hp (DIN), six-cylinder, horizontally-opposed, water-cooled, 2.5-liter engine positioned in front of the rear axle. This mid-engine arrangement ensures excellent front-to-rear weight distribution and outstanding road handling.

In addition, the mid-engine concept allows for two genuine luggage compartments, one at the front and one at the rear of the car. These easily accessible compartments have a capacity of 9.1 cu. ft., unusually large storage areas for a sports car.

From the first drawing on a clean sheet of paper to its introduction, the Boxster's total development and testing period has taken less than four years. This achievement, made possible through the process of simultaneous engineering, is remarkable considering the entire car was created from the ground up.

The first pre-production Boxsters came off the assembly line at Porsche's new plant in Zuffenhausen, Germany, in October of 1995. Standard production of the new roadster will begin in early Summer of 1996, with the launch scheduled for September of this year. Boxsters will begin arriving at North American Porsche dealerships later in the fall. Porsche's international dealer network has already received more than 10,000 down payments for the new car.

While Porsche AG announced the Boxster's German market price of DM 76,500, this figure includes a 15 percent value added tax plus other charges that do not apply to North American pricing. Actual North American Boxster prices will be released later this year.

Courtesy Porsche Cars North America, Bob Carlson, General Manager, Public Relations



Official Photo of the 1997 Boxster. Photo courtesy PCNA, © 1996.

A Ride In The Country-Spring Rally 1996 by Dennis Angelisanti, Rallymaster

The Spring Rally will be held on Sunday, May 5th. It will be a touring type "observation" rally, literally a drive in the country with questions about what you see (or don't) from your Porsche. Bring your Porsche as the roads are curvy, uncrowded and in pretty decent shape. We'll start at the Limerick Diner in Limerick, PA and end at the site of the Spring Social. You'll be able to load up on a good, high fat, diner breakfast.

PLEASE PARK TO THE REAR OF THE DINER AND ON THE LEFT HAND SIDE OF THE LOT. LOOK FOR MY YELLOW 914 OR A WHITE JETTA.

Registration will begin at 10:45am. A driver's meeting will start promptly at 11:30am with the first car off at high noon or maybe earlier as there will be no timed segments. Oh yeah, bring five bucks for an entry fee.

YOU MUST REGISTER FOR THE SPRING SOCIAL SEPARATELY. RALLY REGISTRATION DOES NOT INCLUDE THE SPRING SOCIAL !!!

We encourage our new members to join us for this event as well as the Spring Social that follows. This is an excellent opportunity to meet your fellow Riesentoter Porsche lovers, show your cars, test your skills and in general have a good time on a Sunday afternoon. Don't fret if you are a rookie, as rookies finished on the podium at both the Spring and Fall rallies last year. Again, as always, please bring your Por-sha and leave those BRAND X cars at home.

Directions to the start point: From points East, Take the 422 by-pass out of King of Prussia West to the Linfield/Limerick exit. Turn right on Lewis Rd., proceed to the "T" and turn right onto Ridge Pike. The Limerick Diner is just a short block farther. **From points West, Reading, Pottstown etc.:** Take 422 East to the same exit and follow Lewis Rd. towards Limerick. Turn right at the "T" onto Ridge Pike to the Limerick Diner.



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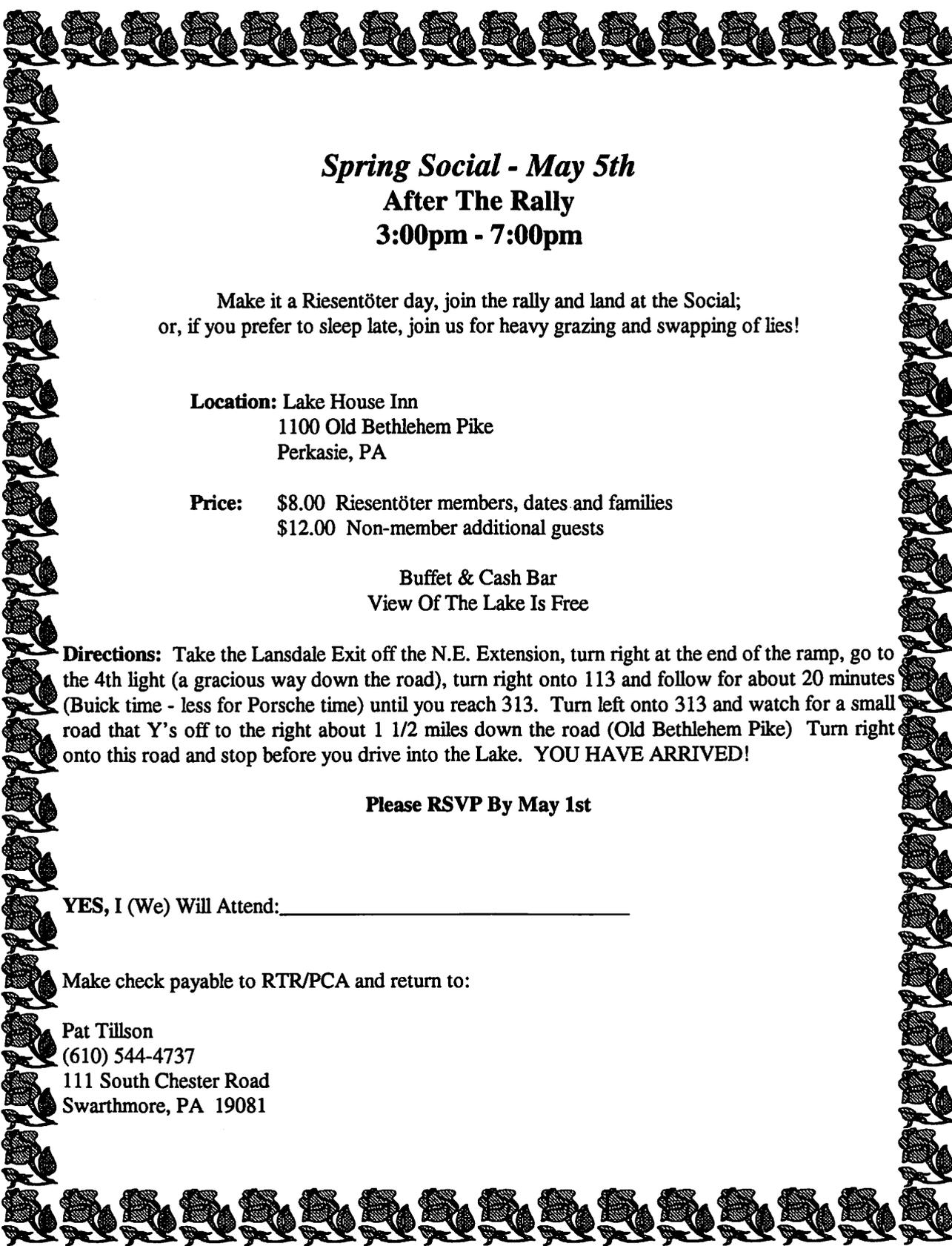
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Spring Social - May 5th
After The Rally
3:00pm - 7:00pm

Make it a Riesentöter day, join the rally and land at the Social;
or, if you prefer to sleep late, join us for heavy grazing and swapping of lies!

Location: Lake House Inn
1100 Old Bethlehem Pike
Perkasie, PA

Price: \$8.00 Riesentöter members, dates and families
\$12.00 Non-member additional guests

Buffet & Cash Bar
View Of The Lake Is Free

Directions: Take the Lansdale Exit off the N.E. Extension, turn right at the end of the ramp, go to the 4th light (a gracious way down the road), turn right onto 113 and follow for about 20 minutes (Buick time - less for Porsche time) until you reach 313. Turn left onto 313 and watch for a small road that Y's off to the right about 1 1/2 miles down the road (Old Bethlehem Pike) Turn right onto this road and stop before you drive into the Lake. **YOU HAVE ARRIVED!**

Please RSVP By May 1st

YES, I (We) Will Attend: _____

Make check payable to RTR/PCA and return to:

Pat Tillson
(610) 544-4737
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Miscellaneous Ramblings

by John Heckman

I love Spring. It always makes me feel replenished. I left my office the other evening much as I often do. It was about 6:20, and the staff had long since gone home. Considering it was a Monday, it had been a pretty good day with a couple of good size deals I had been working on for a while finally coming through. I set the building alarm, switched off the lights, and stepped out into the darkness to find much to my pleasure a soft, warm breeze blowing. "Ahh," I thought. "Spring... It's been a long time coming."

I don't live far from work, maybe a half mile or so. But I almost always drive because I never know when I may have to leave the office to make a call or run an errand or something. Plus, I'm basically lazy. As I fired the Presidential Limo for the "commute" home, I punched on the headlights and the radio. Actually, it was more like a poke than a punch. Whatever, also much to my pleasure, almost immediately on came The Eagles singing *Peaceful, Easy Feelin'*.

Back in the late 60s while in high school, I started attending the races at Watkins Glen with my Radnor buddies, the Sports Car Freaks. The Six Hours Manufacturers' Championship and the Can-Am in the Summer, and the Formula 1 race in the Fall, for about seven or eight years there, right on through college, we hardly missed a one. We had it wired. Food to eat; tents and eventually vans to sleep in, wood to burn, dirt bikes to get around on, lady friends for company, and cases and cases of cold beer. We even had our own camp site, the same one each time and as far away from everyone else as we could get. All the way up the hill from the pit straight, past The Bog and just beyond the tree line, for those Riesentöters familiar with these annual rites of passage.

One year that stands out in my memory a little brighter than the next was the time we were all assembled at "the camp site" for the Formula 1 race in what was probably '73 or '74. Dave Free (now of West Chester Foreign Car fame) and I had ridden up on a sunny Thursday afternoon in his BMW 2002 each wearing headphones plugged into his, at that time, outrageous car stereo. Looking back, it seems as though The Allman Brothers Band played *Blue Sky* for five hours during that trip. Anyway, by Saturday night we counted 25 people and 11 dirt bikes at our camp site. As we all snuggled-in around a nice, cozy fire for a night of competitive beer drinking and a game of "Bullshit" under the clear, autumn night sky, excited about the day of racing we were about to see unfold in the morning, Dave on guitar and I on conga drums sang and played for our friends. We had rehearsed about six numbers, and we took some requests. But the tune that made 'm swoon was our personal favorite, *Peaceful, Easy Feelin'*.

As I pointed the Limo homeward that recent Monday night, I decided to take the long way home. With GM's best stereo turned up, singing and harmonizing through my best range, I felt like I was back at the Glen one more time. I love Spring.

More to come.



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AUTOCROSS: Expert (and other) Views

by Bill Gilbert, Northern New Jersey Region
taken from PCA Editors' Bulletin Board

If you have watched an autocross, or participated in one, you've probably wondered what is going through the various drivers' heads as they come to the line. Let's pick three "typical" drivers and analyze their thoughts while they follow the staging line to the start (any resemblance to drivers you know is purely by design).

First is Harry Hotshoe, an experienced and quick autocross driver. He is sitting calmly in his seatbelts but you notice that he is concentrating, barely noticing people walking by or other distractions, other than occasional responses to one of his competitors, like: "Too bad you hit a cone on your last run". Meanwhile, he is mentally saying, "I'm glad he hit that cone—even though it doesn't matter. All I need to do is shave three tenths off my last run. Let's go back through the course again. Yes, I think it's all in the entrance to the slalom." And it's highly likely that his next run will be very similar to the run just completed in his head, and faster than his previous run.

Next is Mellow Myrtle, an advancing driver in her third season of autocross. She is fidgeting in her seat, alternately tightening and loosening the five point belts until she gets them just right.

She visits with a friend who is walking alongside as the car in the staging line. Myrtle is saying, "That last run was fun! I worked hard and I could really feel the Porsche working. It was great! But, I'm still two seconds behind Harry. How is that possible?" It's likely that her next run will be similar to her previous one, perhaps slower.

Behind Myrtle is Gus Greenhorn, attending his third NNJR autocross. He is sitting in his car with a big smile on his face saying, to no one in particular, "Wow! This is fun. I get to put my right foot to the floor and really use my Porsche the way it was intended. I just wish I could be sure I was following the course without slowing down so much in the middle." Gus' next run is hard to predict: it may be faster or slower.

On the off chance that one or two of you may recognize yourself, I plan to offer some suggestions. For this month, I will concentrate on drivers like Myrtle. These drivers like autocross, but may have hit a plateau and are wondering what it takes to go quicker. Part of the answer may be "seat time"; i.e. experience. However, there are some common pitfalls to avoid.

First is the "crowd favorite": sliding the car, spinning the wheels, and hitting cones. This type of driving is really fun to watch, but unless your name is Villeneuve or Alesi, it is not the fastest way around the course. I feel particularly qualified to give advice to drivers in this category, since I have hit more than my share of cones, and spun my car many times on an autocross course. If you fit in this category, you need to "slow down to go faster". Translated, this means you need to look further ahead and get more of the course ingrained into your mind. You are probably driving each corner while you are in it, rather than

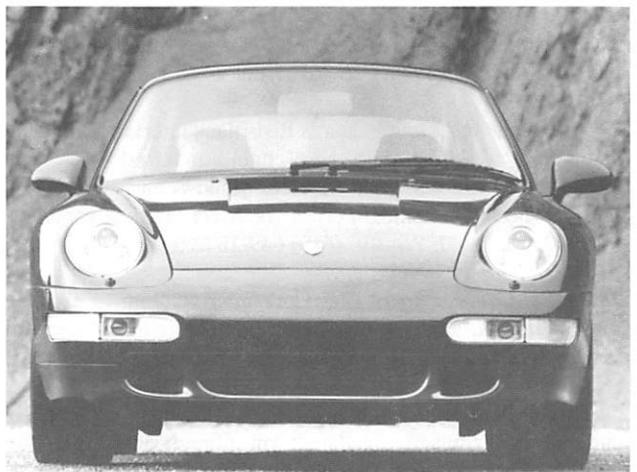
before you get to it. If you want the engineering explanation, remember that a sliding tire does not have as much traction as one that is not sliding.

The opposite is the driver who is never quite fast enough: the one who hesitates slightly when pushing the gas pedal to the floor, or who only steps on the brakes without standing on them. If you are in this category, you are simply not using the car's full potential. It's really quite amazing how late one can brake, or how soon it's possible to get on the power. If you are not sure whether you fit in this category, take this test: when was the last time you slid the car? Or spun it? If you can't remember, this section is for you. To close the gap with the "experts", your Porsche needs to be near the limit. If you are not over the limit once in a while, how will you know where it is? Now, going faster doesn't obviously apply indiscriminately. In particular, you should keep the car under good control for the really tight turns. Otherwise, however, push it!

If you are an advancing driver who cannot identify with either of the previous two paragraphs, keep up the good work! You must be steadily improving, and you will soon be joining the expert ranks (unless you have not learned how to burn the course into your head—but that is a topic for another day).

I hope some of you find these tips useful. There are many more tips available by asking around, including such classics as "you have to go slow to go fast" and "look ahead, think ahead". The most important one I can offer is that: "it's all in the head".

See you between the cones.



1996 Carrera 4S. Photo copyright 1995 PCNA.

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Manuals, 911SC Shop Manual ('72-'83), Reproduction - \$75. 911 Performance Handbook - \$10. 911 Guide to Purchase and Restoration - \$17. Haynes 911 Repair Manual - \$9. All for \$100. Mike Fries, Coopersburg (610) 282-2596 ^{3/96}

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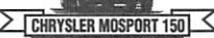
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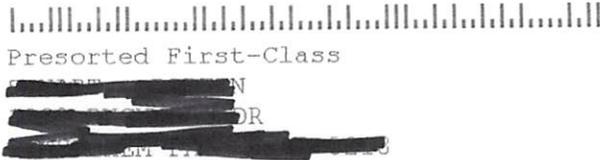
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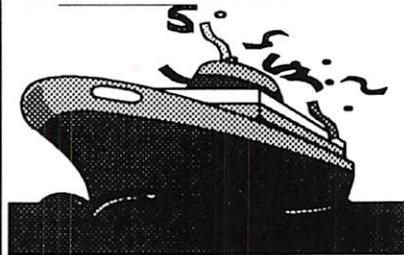
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