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Porsche Club of America
Sep 83



MEETING : SEP 28

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P-6

P-7

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COVER: It does have something to do with Porsches! Can you find the real Porsche part in this picture? No, those are not Porsche Design sunglasses, and the sneakers don't have a P7 tread. The seat is a good guess, but it's from a FRAUD. Why, it must be the lady, herself. That's Dodie Russo, a dyed-in-the-wool Porsche fanatic, relaxing at the Chesapeake Challenge. (Photo, Melody Lyle)

President's Message

Don Galbraith

There's a message to my madness! By skipping every other Message I can write twice as much in each. But this month there is a lot anyway.

Now that most of us have read or heard about the outstanding driver's school we put on at Summit Point, I want to be the last and the loudest to thank everyone who made it possible. Axel did a good job in naming everyone in his article, but he left out one person - himself. To a large extent, it was his enthusiasm which got us into such an excellent arrangement with Bill Scott and generated such a large number of participants (37) from Riesentoter alone. He did start it off, but all those involved really carried it off together. We have received many, many compliments about the event, about the PATTS concept, and about our club in general.

I would like to thank everyone for his work to make this the memorable event of my second year as President of Riesentoter. Next year the same enthusiasm just might generate two driver's schools as well as other events, and next years members can be very proud.

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Up Comin'

- Sept 28 - Riesentoter Meeting at Casa Maria, Bob Akin to speak - see page 3
- Oct 1 - Tech Session at Rosemont Porsche-Audi, see page 15
- 1 - Brandywine Motor Club's Braille Rally for charity, Harry Smith, 609-299-5308
- 2 - BMC/DVSA AUTOCROSS for charity at Gloucester County, Jerry Fink, 215-566-3891
- 8-9 - NNJR DRIVER'S SCHOOL at Pocono
- 9 - Old York Road/DVSA AUTOCROSS at Gloucester County, Walt Boutcher, 674-4794
- 9 - Schattenbaum Swap Meet at Quakerbridge P-A, Route 1, Princeton, NJ
- 16 - Potomac DRIVER'S SCHOOL at Summit Point, Shine 'n Speed
- 23 - Riesentoter/DVSA AUTOCROSS at Montgomery Mall, Bob Russo, 674-4756 or Al Anderson, 275-9418
- 26 - Riesentoter Oktoberfest Meeting, Elections and Auction, see page 3
- 30 - SCCA SOLO II at Plymouth Meeting Mall
- Nov 5 - Schattenbaum DRIVER'S SCHOOL at Lime Rock
- Dec 10 - Riesentoter Banquet at "It's About Thyme" in Media, PA

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Meeting : Bob Akin

Craig Rosenfeld

Many thanks to Ed Impink, crew chief of the Electrodyne (IMSA) Porsche 934 race team, for providing a great program at the August meeting. By the time we read this we will know how they did at Pocono after their unfortunate experiences in Canada last month.

September 28 - mark it on your calendar in 20/50 Castrol. Bob Akin, one of the world's foremost endurance racers and Porsche enthusiast, will provide our program for the evening. Bob is a fine gentleman and fantastic speaker - the program should be excellent - be there.

Anticipating a large turnout of members who will want to dine with Bob before the meeting, I will have to make special arrangements with the Casa Maria so we can have a Mexican Fiesta Buffet. Time is short so please call me at work IMMEDIATELY (775-0997) if you wish to join in.

October will be our traditional Oktoberfest at the Rheinland Inn. Elections will be held after the usual great feast prepared by Klaus and Liesel. Details in the next issue.

The July meeting at Malibu Grand Prix turned out over 50 Riesentoters whipping around the track with remarkable agility. Competition was fierce for the coveted and revered titles of "Mr and Mrs Hot Shoe". Drivers spent as much time figuring out which was the quickest car as they did smoothing out their lines.

Dodie Russo was the fastest female, cutting a lap of 54.77. Sally Beck and Melody Lyle also spent their \$1.50 in less than a minute with 56.43 and 56.44, respectively. Larry Herman went too fast for us to determine which short cut he used, in 52.77. A.J. Ahrens ran 53.27, while Basil Snyman and Craig Rosenfeld tied for third, one lousy hundredth off at 53.28.

With such enthusiasm we should be able to do it again next year with even more of a turnout - we have a whole year to practice.

Welcome, New Members

Skip Corey

Sheldon Selikson
Phila
'83 944

Roy & Heather Allen
Southampton
'83 944

Ted & Janice Cooper
Lumberville
'72 911T

Alan Brecher/Linda Payne
Phila
'71 911T Targa

Paul Richardson
Phila
'83 911SC

Joseph & Eileen Toogood
Norristown
'83 944

Emanuel Corti, Jr
Morrisville
Transfer, Hudson-Champlain

Rose Mohn
Phila
Transfer, Hudson-Champlain

Alfonso Crook/Donna Cooper
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'79 924

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Elections '84

The Nominating Committee presents these candidates:

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Technical - Larry Bruce
Social - Craig Rosenfeld
Competition - Al Anderson/Bob Russo
Membership - Skip Corey

Nominations are open through the September meeting.



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Porschenalities

Melody Lyle

Little Adam Bryan Bruce almost got a DNF as he appeared in his Mom and Dad's arms three weeks late. He was born on July 15 and weighed in at 7 lb 11 oz, giving Poppa a DNS at the Summit Point driver's school, but proud of it. This lucky lad already is the owner of a 935 and a 956 - pillows, that is. Congratulations, Ruth and Larry Bruce on your new addition.

Though we have seen the Sweigart's, Dick, Connie and Richard at some meetings and banquets, it has been quite a while since they have been out to the competitive events. However, in the last month they have attended the Challenge, picnic and autocrosses. Though it must be unusual to be working at events where they have excelled in the past, Dick says they've been away from it too long and are contemplating putting together a car just so they can get back to driving and enjoying the Porsche folk. We all hope you do, because it sure is great to have you back!

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Late Braking News

Bob Russo

PATTS '83 is history! We had 73 people participate in the two events and the results will be published later. For the most part, people were very enthusiastic about a PATTS for '84, so we will probably try to organize a bigger and better series for next season.

There were many people who helped make PATTS a success. Of course, it was not just Riesentoters who were responsible, but also the support from people in the other regions. It is totally impossible to thank everyone individually and I won't even try: so to ALL who helped "Thanks". However, I would like to thank three behind-the-scenes people who worked over and above the call of duty. Both Gary and Mary Jo Grove deserve a special round of thanks. They were responsible for all the scoring, points keeping, and on the final day, more indexing of times than I want to think about. Dodie, my better (make that best) half, did all the usual rotten jobs such as typing, folding, mailing, etc. and additionally put up with the phone calls, meetings, picking up trophies, ordering food and everything else involved in the series - a super job!

There is one subject I've wanted to write about for some time now, but there was always something else to say and my articles are usually too long-winded as it is! I think this is an important subject and hope that it is taken as constructive criticism. I've been doing driving schools for quite a few years and I've seen good drivers, bad drivers, people with a great deal of potential and people with no potential at all. Riesentoter definitely has a lot of "new blood" with high interest in drivers schools. I think this is really good for the region and I'm happy to see it. However, and this is what concerns me, some of these people are losing sight of what these events are all about. They are schools! Learning to drive is a complex and multi-faceted skill. Just as in a regular school, if you are good in math you still have to pass English and all the other subjects. Likewise a fast lap time is not the only area that determines a good driver. There are a multitude of skills necessary to make a really good driver (notice I didn't say fast driver).

Too many of our new drivers are caught up in moving to higher run groups, when there is so much to be learned in the groups in which they were placed. Regardless of what run group, there will always be someone slower and someone faster. The time to learn to deal with this is early on. Knowing how to pass safely, properly, and smoothly comes from practice. An efficient passing maneuver can mean the difference between smooth driving and erratic amateur driving. Judging braking distances and closing speeds and making a good pass are learned best when you are faster than others - so take advantage of the time you have in the lower groups. I see entirely too much emphasis placed on lap times. If a person is constantly trying to turn his fastest lap, he cannot concentrate on smoothness and consistency, the two basic requirements for good driving. A really fast lap time requires that the driver be at or near the limit at every corner. Driving like this lap after lap is inviting trouble! Instead, concentrate on learning the finer points of driving. "Read" the track, noting changes in the surface, etc. Pick out "spots" that you will use for turn-in points, apexes, exit points and braking points. Concentrate on: operating the controls, feeling how the car responds to various inputs, learning the line, smoothness and consistency (can you hit the same spot at each corner every time?). Trying to master these and dozens of other driving skills is what a driver's school is all about. Master them and a good lap time for a time trial will come easily - and you will lower the risk of getting yourself in trouble.

((



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Challenge '83

Vern Lyle

The Russos, Hollands, Shelanskis, Sweigarts, Corey and the Lyles all participated in the Chesapeake Challenge this year and all had lots of fun, as usual. Some of us checked into the pool party Friday night, but just had to go eat crabs. They are usually hot and spicy, but these were HOT and SPICY.

All of us but the Sweigarts got up early to clean the cars for the concours. Connie, Richard and Dick spent the weekend enjoying themselves and only ran the Audi in the rally (that might have been the best idea of all). Dodie Russo got a flu bug, so Bob decided not to enter the concours and helped everyone else. In the 911 class, Gus Rosenberg from Central Penn won easily with his white Carrera, we were fortunate to get a 2nd (2 weeks of work underneath paid off), Joe and Sharon Shelanski were third and the Holland's 930 was fourth (they only had the car a few days and really didn't have any prep time). Skip Corey had his 912 in the Top Only class and that's real tough competition. An interesting aside: we had a flat rear tire during the concours (after judging, fortunately) and inflated it with a "Penn Jersey special" sealant. One of the judges owns a tire store and took the P7 to repair it, but found nothing wrong so we ran the rally and auto-cross on it without problems. When we got home we had a flat in the other rear tire - you know how we fixed it!

The rally was interesting and involved observing several churches, then answering questions about them after the rally. The Russo's played it smart and stayed poolside, the Sweigart's had a good time (at least two of them did, right, Dick?), we were tied for tenth and the Shelanski's got a great 2nd place.

At the banquet, everyone knew where Riesentoter was - it seemed like we were having a better time than any other table! It wasn't alcohol-induced, but good ol' Porsche camaraderie, with everyone telling war stories and such. Connie Sweigart topped everybody by a long shot. You really should join us next time.

The autocross was on a huge parking lot and was quite fast (like about redline in 3rd gear in a 911). Sharon Shelanski did a marvelous job in her first attempt at autocrossing - and in a big motor 911, no less. Not only did she catch on right away, but she ran some very respectable times and got out of the car saying, "If I could only do that once more." Sharon, all autocrossers feel like that! Hubby Joe's class had all the 944s pulled out of it at the last minute and he won easily. Bob Holland was just getting used to the turbo and was a little off the pace. Since I had P7s on the T, I had to run Modified with Bob Russo, and on a fast course against a good driver - well, there ain't no way. I did manage a second place, beating a few race-tired cars, but not really close to Bob's FTD run. Dodie and Melody ended up indexed against Bob's time. Both drove well, with Dodie winning and Melody second in the class.

Before the final awards banquet, we got together with the Russo's to prepare a trophy for Bob Rassa, who was the event Chairman again this year. As you remember, Rassa donates the FTD trophy each year and since Bob Russo has won it so often he offered to buy it this year, which he did (and brought it back home). Anyway, we wanted to give Rassa an FTD trophy, so we framed a picture of him taken during a concours judging with dirt on an outstretched finger and labelled it as the Famous Telltale Digit award. He loved it and so did everyone else.

When it came time for the First Overall Award for the entire weekend, we all figured that the Shelanski's had it made. But the scoring formula has a lot to do with how many people you beat in your class and how your scores compare, as well as your finishing position. When the winners were announced as being from Riesentoter, we all started applauding for Joe and Sharon, but they called out "Vern and Melody Lyle". We were surprised to say the least. Only later did we fill up the big silver bowl with Heineken, get two straws and properly savor the victory.



Rennfest, Yes

Melody Lyle

Not too long after emptying the car from the Challenge, we packed up and headed for Atlanta for Peachstate's Rennfest. Flying high in 5th gear for about 14 hours (give or take a few stops for necessities, like grits and biscuits) got us to Stone Mountain, GA about 6 pm on Friday. We marvelled at the huge room (only \$49) situated in view of the famed Confederate generals carving on the face of the mountain. We managed to get cleaned up, register, and get a Jack Daniels in our hands by 7:30. Our reluctance at not knowing anyone there lasted all of about 3 minutes as we met Barb and Chris Gellner who introduced us to just about everyone in the club. Conversations and friendships warmed in just a few hours and we got a real taste of Southern Hospitality from the folks in Peachstate, Carolinas, Smokey Mountain and Musikstadt regions. It was pretty late when we realized we needed shuteye before concour prep on TFOR-2 after an 875 mile drive. At 6 Saturday morning we stepped outside to a rainy and pitch dark Georgia morn. Thoughts of scratching the concours entered our heads, but what the heck, we came all this way. So with flashlight in hand, we proceeded to get most of the bugs off, vacuum, and soak up the 2 inches of rain inside the car. (That windshield doesn't fit quite like it should!) If sanity had been with us, we would have gone back to bed after seeing the guy who stayed up all night to do some final "prepping". When our car looked about as respectable as possible, we drove to the base of the mountain where judging proceeded in Porsche style. Though clean, TFOR-2 did not fare well as the competition was comparable only to Parade quality entries. Two memorable cars were the impeccable Targa of Charles Gault, and Drayton James' lovely 356. I think a 944 with some 700 miles on it won 1st Overall (something's wrong with that).

A bite for lunch, and it was off to a TSD rally that was a bit more serious than we Yankees are used to. On the last leg, just about the time we thought we understood the general instructions, lingering ideas from past rallies (which had nothing to do with the rally at hand) took us on a wild and adventurous ride that was no where near the intended route. Fortunately, the

ending allowed some room for error (unbeknownst to us at the time) and we finished the 3 1/2 hour rally with a good 18 second leg and a total error of ten minutes or so. Quite proud of ourselves, we later discovered that these southerners not only can concour, but rally as well, since 1st place had an 88 second error and we finished 27th out of 41 cars. Oh well, it was a nice drive and there is always the autocross. The incredible part is that all these people said "Concours and rallies are fun, but autocrossing is what we do best". We were starting to get a little nervous.

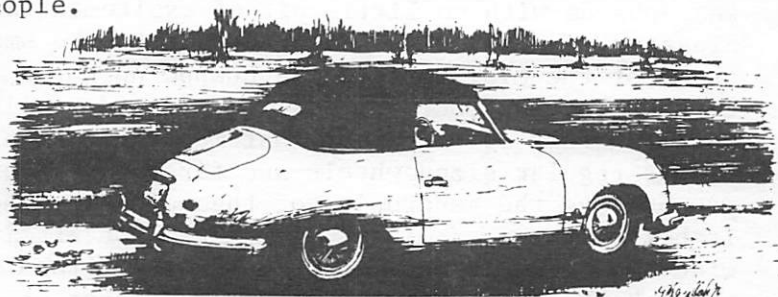
After cocktails where we exchanged war stories about the rally route, Saturday night was dinner out on the town hosted by a region member. Depending on your culinary delight (or pocketbook) you could choose a restaurant offering everything from BBQ spare ribs to elegant dining and dancing. After surveying all the menus, we dined at Quinn's Mill with a most vivacious crowd. We laughed, imbibed and reveled in tales of the ghost who still haunts the Inn's corridors.

Sunday morning and the real Rennfest (race festival) was upon us with no little bit of excitement and anticipation. We had found out that due to the smaller diameter of the P7s, we would be bumped up not one or two classes, but up four to Modified. Incidentally, Dick Kjellson felt so bad about that move that he offered us his regular sized wheels and tires to run on... can you believe the generosity of these folks? Thought it better to use familiar equipment. We examined a wide open course that was bumpy and had grass growing through the cracks, but that was the least of our concern. Torrential rains had the cars running a regatta rather than an autocross. In one short chute lined with pylons, water sprayed 20 feet in the air, occasionally knocking down pylons on its return to earth! Vern was enjoying the rain, hoping that the race-tired cars would slow down a little, but by noon the sun appeared, beat on all those puddles and within an hour there was not a drop on the course. His smile of impending revenge slowly disintegrated.

We finally got to run after a long day and there was TFOR-2 sitting amidst several turbos, a look-alike 935 turbo and almost everything else. I passengered on his drive-through as he took advantage of being the first

car in line and used it like an extra run. My knuckles were white after expecting a leisurely run to "learn the course". He did three quick runs but was some five seconds off FTD by Duncan Power's twin plug 2.8 (there were 7 or 8 cars in between). Ladies Mod class was the last of the day but my adrenalin helped me run respectable times considering the class, 5 seconds off Julie Sharp's FTD turbo.

Rennfest ended Sunday night with another cocktail party and a great Southern-cooked buffet (complete with blacked peas) and the awards. The speaker, Brian Redman, was very entertaining with stories about his adventures in 917s. Trophies, lovely enameled medallions on ribbon, were presented to the weary but ecstatic people who had worked so hard. We received a beautiful silver mounted bowl for travelling the longest distance. We retired with last minute farewells to all of our new friends and promised to return next year, hopefully with more Riesentoters. What a congenial group of people! We think that you would love them too and hope that you will consider the trip as part of your vacation next year. Goodbye Rennfest, Stone Mountain and all the great people.



Al Anderson
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Next Tech Session

Tony Checkowski

Last one of the year! Do it now or wait til 1984. Rosemont Porsche-Audi has graciously arranged for our final tech session on October 1. Get your car teched for the upcoming driver's schools, or winterize it or just come out and meet old friends.

Rosemont is located at 1234 Lancaster Ave, in Rosemont (that's Main Line). Park in the back, please. Parts shop will be open 9 to 12, we will have the service area from 9 to 3.

On behalf of all our members, Bob Patton and I would like to thank

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for their support of the Club's tech sessions in 1983. All of us who have attended these activities have gained a deeper appreciation of the car we drive, as well as the in-depth experience and professional approach to car maintenance found at these dealerships.

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The monthly meeting is the deadline for material to be published in the next issue.

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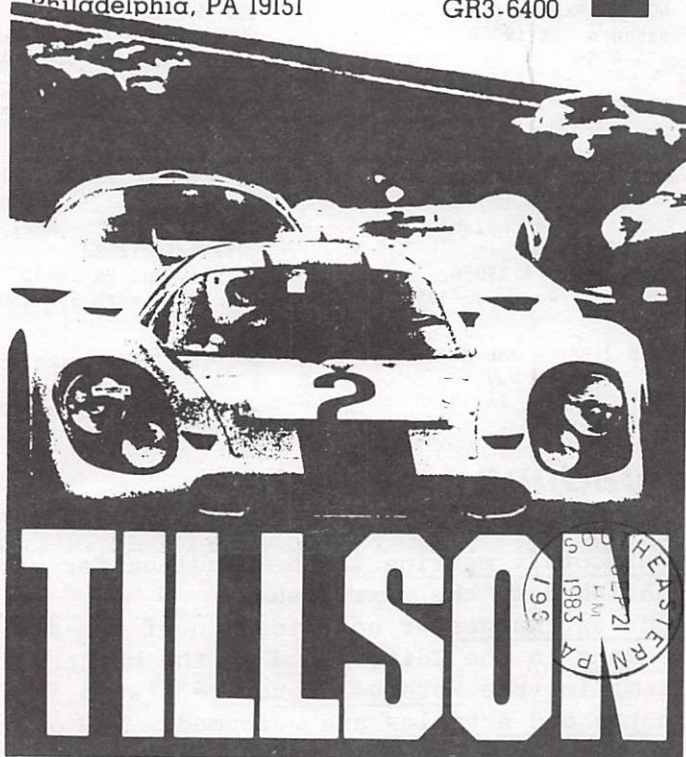
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