

DER GASSER

JUNE 1984

PRESIDENT'S MESSAGE

Earlier this year I reported to you on the proposed changes in Porsche's distribution system for North America, changes which were subsequently revised. As of this date no final plan for distribution has been adopted, however it is assumed that a temporary extension of the existing agreement with Volkswagon of America will continue the present Porsche and Audi distribution system, until an alternative plan is devised.

This may prove to be a moot point as there may be no products to distribute for some period of time. I.G. Metall, the German metalworkers union who represents the workers in the steel industry and the entire automobile industry in Germany, called a strike at 14 factories which supply parts and components to the German auto industry on May 11th. These suppliers, the largest and most notable of which is Robert Bosch, are essential to the production of automobiles. Because of this, since the 21st of May virtually the entire German auto industry has been unable to continue production. As I write this message the Daimler-Benz, BMW, Volkswagon, Porsche and Opel factories have been closed. Thyssen A.G. (who makes the zinc coated steel which keeps your Porsche from rusting) and Bayer A.G. (who makes plastics and chemicals) expect closings due to lack of automobile related orders shortly.

Most of the time, strikes are economic in nature and can be solved by higher wages, better benefits or working conditions etc. Unfortunately for us automobile fanciers this time the major issue is more social in nature. Due to the advent of automation and other improvements in productivity among other factors, unemployment has increased in Germany. I.G. Metall has chosen to counter this with a demand for a reduction in the work week from 40 hours to 35

NEW MEETING OLD LOCATION JUNE 27TH

By Craig Rosenfeld

We are allowed back. After two months of exile, the June meeting of Riesenotter will be held at our old standby. The George Washington Motor Lodge at Plymouth Meeting is at exit 25 of the Pennsylvania Turnpike. The kitchen and menu have been upgraded to a real class act. So come join us at 6:30 for dinner and give it a try.

The program is a must for anyone going to the Porsche Parade this year. We will feature a film of Road America showing the actual course to be used for the Parade's driver's event. In addition, there will be a film depicting the difficult life lead by an official Porsche factory test driver at Weissach. Slides of this year's Le Mans will be shown as we are sure Porsche independent teams will finish 1, 2, 3.

See you June 27th.

hours with no loss of take home pay for its workers. The aim of this is to create jobs through a commitment from management to restructure its production around a 35 hour standard week. Predictably the employers have refused, insisting the current 40 hour standard is necessary to maintain competitiveness in the world market. To give you an indication of the seriousness of the problem involved, the chairman of I.G. Metall, Mr. Hans Meyer has stated that, "This is the greatest social dispute in (West German) postwar history." Neither management nor labor predict an early end to the strike, so if you are interested in a new Porsche (or other car from Die Fatherland), you may do well to buy now from your dealers stock or end up waiting for a long time for delivery.

Those of you who attended the

SPRING RALLY SUN & FUN

By Skip Corey

It has been a long time but it was worth the wait. Hank, Claire, and Lisa Scheuermann hosted Riesenotter's first rally in two years and judging by the attendance (24 cars) it was a smashing success.

The event was held on Mother's Day and the weather really cooperated for us (78° and sunny.) The start/finish site was the Scheuermann's lovely home in Haverford. Claire provided coffee and donuts for all the early attendees and workers. After the rally there was a full spread of cold cuts and beer and soda. It was a great way to end a rally.

The majority of entrants were Porsches, with an Alfa, a Corvette, and some sedans rounding out the field. Bob Millick gets the Sole Award for driving and finishing the rally by himself after his wife had to cancel out because their son was not feeling well.

The route wound its way through Valley Forge Park and out to Charlestown (Bob Patton country) and Ludwigs Corner then back via

cont on pg 2

Wine Tasting meeting know what a good time was had, coupled with some really outstanding food and wine. Congratulations and thanks to Skip Corey, Bob Patton and the Kimberton Country House staff for a job well done. This month we are back in the redecorated George Washington Lodge in Plymouth Meeting. I have already seen the renovations in the dining room, lounge and lobby and am sure you will agree that the new appearance is very attractive and elegant. Come see for yourself on the 27th.

BILL

RIESENTOTER REGION

PORSCHE CLUB OF AMERICA

IF DR. PORSCHE WANTED IT SIX INCHES SHORTER...

By Paul Johnston

Statistics show that at some time during almost everyone's driving career they have to deal with one of the potentially most aggravating situations with which a car owner (particularly a Porsche owner) will have to deal: an accident. It may be that you are the victim of some wide-eyed pilot of heavy scrap iron crouched at a stop sign with his onboard computer guidance system zeroed in on your pristine petrol blue fender or maybe the road decided to turn a few feet before you did. The end result is the same.

A call to your friendly insurance agent reveals that he is only slightly happier to hear that you wrecked it than he was to hear that you wanted to insure it in the first place. Nevertheless, you have it towed to your local body shop and wait for the insurance appraiser. Once you have worked your way past the insurance company and realized that Nationwide is not really on your side and Aetna is not all that glad they met ya, your next concern is having your car repaired.

What happens next can end up costing you thousands of dollars in lost resale value as well as untold aggravation. This can be particularly true for the owner of an expensive European car such as a Porsche. The higher replacement value of such a car dictates that a much more severely damaged vehicle can be repaired before it is considered a total loss. The problem particularly if your car is severely damaged, lies in the fact that Porsche, like most cars now in production, are of unitized body construction. This means that there is no separate frame, just a one piece welded body unit. The significance of this is that the suspension and steering are attached to the body rather than to a separate frame..

In the old days, which may mean an hour ago to some shops, as long as the sheet metal lined up visually, slight or not so slight variations in suspension measurements were easily corrected by adding a few shims here and there. The majority of today's cars however has little or no provision for major suspension adjustments. This means that even slight distortion of the unibody must be returned to its exact original position to ensure proper steering and suspension alignment.

The key to returning the damaged

sheet metal and unibody structure to their original position lies in having the proper equipment and knowing how to use it. In the last several years a new type of equipment has become available in the US (it has been available in Europe for over two decades) which makes repairing a unibody car easier and more accurate. This type of equipment, referred to as a 'frame bench', falls into two categories: the universal type and the dedicated fixture type. The universal type holds the car to the bench by clamping to the bottom edge of the rocker panel while a series of adjustable pointers are used to indicate the correct position of key 'control points.' These control points are generally the bolts or holes where suspension and steering components mount to the unibody.

The dedicated fixture type uses the same general type of heavy steel platform or bench but instead of universal pointers it uses a series of fixtures which bolt to the bench forming a complete jig much like the one the car was constructed on at the factory. The car is then bolted directly to the fixtures at the control points. Obviously any control point which will not bolt up to a fixture indicates damage in that area. In the event that new panels must be welded into place, they can be bolted directly to the fixtures eliminating the need to constantly check their position as they are welded into place.

While both types of systems have advantages and disadvantages and either type can be used to produce an accurate repair, most European manufacturers recommend the fixture type of bench for repairing severely damaged cars.

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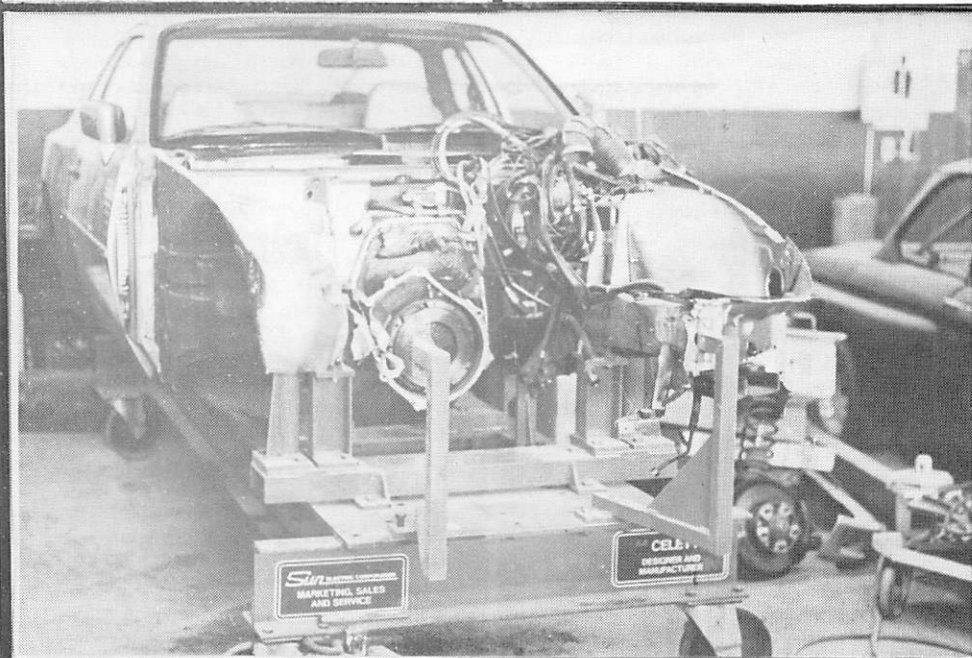
Frazier and Malvern. Hank managed to find both a St. Matthews Church and a St. Matthews United Presbyterian Church on Route 401. "This will keep them on their toes," he said. Hank made an early morning run on rally Sunday and found that Penndot had removed a clue; 4 "No Passing Zone" signs on Route 30, so he had to make a change on the direction sheet. (And you thought setting up a rally was easy." There were some great country roads to cruise and the scenery and those farmhouses made it hard to concentrate on the rally.

The first place plaque went to Stu and Henry Boreen. They had only 589 penalty points. Second place went to Cliff and Regina Murray in their Alfa and third place went to Jim and Jan Janderlich in their super clean 911SC. Everyone managed to get in by 5:30 and sit down and enjoy themselves before the results were tallied. It was a fun way to spend a Sunday afternoon and the club would really like to thank the Scheuermanns for all their work, it was worth it.

Also, thanks to our checkpoint workers, Bonnie and Wayne Flegler, Bill Cooper and Debbie Richards, Carla Leber and our start/finish hospitality workers Tony and Eileen Checkowski.

*944 Porsche on Celette
frame repair bench.*

Photo by Paul Johnston



THE DEADLINE FOR THE JULY ISSUE OF DER GASSER IS JULY 1st. ADDRESS CHANGES SHOULD BE SENT TO THE EDITORS. CLASSIFIED AD SPACE IS AVAILABLE TO MEMBERS AT NO CHARGE AND NON-MEMBERS AT \$10/MO. CONTACT THE EDITORS. THE EDITORS INVITE MEMBERS OF THE CLUB TO SUBMIT MATERIAL FOR PUBLICATION. ARTICLES MAY BE FACT, FICTION OR FANTASY. PHOTOGRAPHS SHOULD BE BLACK AND WHITE OR HIGH CONTRAST COLOR PRINTS.

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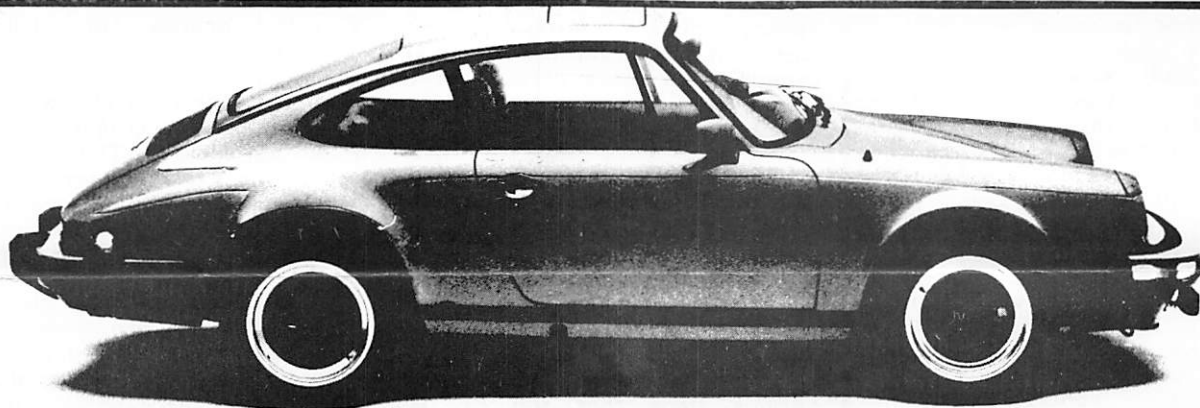
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EVERYTHING YOU EVER WANTED TO KNOW ABOUT TRACK EVENTS BUT WERE AFRAID TO ASK

By Axel Shield

Last month I gave an overall description of the exciting events that will transpire at Riesentoter's 1984 Summit Point event which will be held on July 20, 21 and 22. Elsewhere in this issue of Der Gasser is an application for our event.

Since our club's track event is fast approaching, this seems like a good time to go into a little more detail about the daily activities at a PCA Driver's School. The first order of business is to make your room reservations early, then try to get to your motel near the track at a time which will enable you to get a good night's sleep. Howard Johnsons in Winchester, Virginia (tel. 703-667-3802) is about fifteen minutes away from Summit Point. If you mention PCA you can get a ten percent discount on your room at Howard Johnsons. The track itself is located in northern West Virginia, just to the east of interstate 81 which you can pick up west of Harrisburg.

On the day of the event you should try to get to the track as early as possible to give yourself enough time to empty your car of all loose objects, torque your wheels and adjust your tire pressures. Once you have accomplished this you should proceed to the tech line in the paved pit area right next to the track. Don't forget to bring your completed tech sheet with you. When you register for Riesentoter's event, you will receive your tech sheet as well as a set of directions to the track, complete listings of local motels, track map and a flyer giving extensive details and instructions concerning the weekend's activities.

After you have passed tech, you will be provided with your run group assignment and schedule for the day. At this point you are set to roll. So relax, get a cup of coffee and a danish at the track cafeteria, talk to your friends, or better yet, study the track flag description sheet which was included with your registration package. As the time for the first group to run approaches, you want to be sure that your helmet, gloves and proper (long sleeve, all natural fiber) clothing are ready so that you can be at staging on time for your run group. You also

might want to consider going for a ride with one of the instructors to get a view of the track. The instructors' run groups are always the first ones on the track so that they will be familiar with conditions when they go out with their students. As you ride with the instructor you should notice the line which he takes around the course. You will notice that the instructor usually goes into the corner on the very outside of the track, drives into the apex at the very inside of the track then straightens the steering so that the car goes back to the very outside again after the corner. This line is used to increase the radius or "straighten out the corner."

A race track is more than a series of separate corners so all of the corners must be considered as part of the whole and you sometimes have to slow down more than absolutely necessary at some places on the track in order to increase your speeds in more important sections. Generally, the most important corner on any track is the one leading on to the longest straightaway; the second most important corner leads on to the second longest straightaway, etc. This is because the distance covered in one second at high speed is much greater than that covered in one second at low speed, thus making it most important to maximize the car's capability on those portions of the track where you carry the highest speed.

As you ride around the track you will have the opportunity to locate the various flag stations. Every station should be checked as it is passed on each lap to insure that you are aware of the conditions you will encounter on the next section of track. This is why you should attempt to memorize the various flags that will be used before you go out on the track. You will notice also that a pylon has been placed at the apex of each corner. This is to enable drivers who are new at the track to have an easily identifiable target toward which they can smoothly steer their car from a distance of several hundred feet. One should attempt to pick out other immovable objects which can be used as permanent reference points rather than just relying on the pylons which have a nasty habit of getting run over or bumped by other vehicles. If you have a problem locating such markers ask any instructor what he/she uses.

When your turn comes to go out on the track, first make sure that you have a good seating position. Both your legs and knees should be slightly bent when reaching their fullest extension. As you proceed toward the end of the staging line to go out of pit lane onto the track, carefully observe the worker who will direct you onto the track from the pit out position. When he gives you the signal to go out, proceed briskly onto the track as you may soon be entering traffic which is at speed. Do not cross over to the far side until you have proceeded some distance down the track and have had the opportunity to carefully check your mirrors for other vehicles. Since the first turn at Summit Point is a right hand turn, the approach to the corner is down the lefthand side (remember the longer radius.) As you approach turn one, complete your braking in a straight line. Then release the brake and apply smooth acceleration as you turn in towards the apex pylon. As you pass the pylon, slowly straighten out your steering wheel in such a manner as to bring you parallel at the outside edge of the track again. As soon as the car is straight on the road check your mirrors. It should be every track driver's practice to check his mirrors each time he enters a straightaway. You may also use the straightaway to check your gauges for temperature, pressure, etc.

In PCA driver's schools all passing must be accomplished on the straightaways. The passing areas will be explained immediately prior to each high speed event. Although the car behind has the main responsibility for the execution of a safe pass, the driver in front must also be aware of what is happening. The car being passed should not leave the normal driving line while passing is taking place. Also, the driver in front should use a hand signal to advise the driver behind him on which side he should be making his pass. This further lets the driver behind know that the driver in front is using his mirrors and that he has been seen. One should point straight out of the driver's side window if one wants to be passed on the lefthand side, and out his window and over the roof of his vehicle if the pass is to be executed on the right.

Remember while you are on the track, the only contact between you and the road are your four tire patches. In order to maintain a maximum amount of rubber on

the road, smoothness must be your main goal. By applying steering, acceleration, and braking in a smooth manner you are not lifting the right or left side of the car or the front or back. For example, if you punch at the brakes, the nose of your Porsche goes down and the back raises up. This stretches the rear tires narrowing their contact patches with the road, thus making the car feel loose in the rear. Similarly, any lack of smoothness in steering input will effect one or more tire patches making the car unstable while cornering. Work on learning and consistently hitting the correct line as you drive the track and on smooth use of all controls. If you start the weekend in this manner you are sure to be driving much more quickly when the weekend finishes. Those who start aggressively without learning the track or developing smoothness end the weekend driving the same lap times which they were turning when they started.

When your run group is over, a checkered flag will be shown. When you see the checkered flag at pit out you should make one more cool down lap, usually driving a gear higher than you would be driving in order to cool down the engine. Also, you should use the brakes as little as possible on the cool down lap. If you don't give your brake fluid time to cool before pit entry, it may boil. Approximately one turn before pit entry, you should raise your hand out the window straight up into the air making a fist. This is an international signal that you are going into the pits. This signal should not only be used at the checkered flag but anytime you plan to enter pit lane. You have to slow down to enter the pits for obvious safety reasons, which means that if you are going into the pits in the middle of a run group you will be traveling much slower than other cars on the track. By using the proper signal you can insure that the other drivers know your intentions and also will recognize the fact that you are progressively slowing down to enter the pits. Finally, you should never put on your hand brake after coming directly off the track. Your brakes are so hot at this point, that application of the emergency brake may well result in warped rotors.

If you have any questions about a line or driving technique while you are at the track, do not hesitate to discuss these items with an instructor or instructors. They are there to help you. They are

also there because they really love high performance driving, so believe me, they won't mind discussing it at any time with you. Remember to drink plenty of fluids during the day and to get a good lunch. If you feel a little tired or find yourself thinking a little slowly while you are on the track, pull into the pits and relax for awhile until you feel well up to going out again. During a track weekend you will have plenty of time behind the wheel so you don't have to worry about losing a lap or two here or there. Always bear

in mind that the most important thing about one of these weekends is that you and everyone else comes home safely. Only if we all use our native intelligence and don't let our enthusiasm and 'the red mist' overcome us can this be successfully accomplished. Smoothness, concentration and consistency are the hallmarks of a good driver. Properly applied they will make you not only faster but a safer driver on road and on the track. I hope all of you make it to Summit Point Raceway for Riesentoter's event this year.

Al Anderson
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**HECKMAN'S MEMBERSHIP
MUTTERINGS WITH
THANKS TO SCHEUERMANN
RACING**

By John Heckman

On behalf of the 1984 Executive Committee, as well as all those who were in attendance, I would like to take advantage of this space to offer a sincere word of thanks to Lisa, Clare, and Hank Scheuermann for preparing an outstanding rally much to the benefit of the membership of Riesentoter Region on Mother's Day, May 30th. The day, as you may recall, was beautiful. It was matched, however, by an equally beautiful rally course through Montgomery, Delaware, and Chester Counties over marvelous roads, many of which I wasn't aware existed. Bully to the Scheuermanns and to those lucky enough to attend. To those who missed it, better luck next time.

This was a first class affair, and this brings me to a subject I only touched on last month. INVOLVEMENT. Our club offers an extensive number of programs for all to get involved in including, but not limited to, rallies, autocrosses, tours, concours d'elegance, driver's schools, time trials, dinner meetings, picnics, tech sessions, banquets...

HEY! You ladies in the club! Tired of your old man spending all his free time with that dumb car? Why not join him? Why not get involved in the car club? Tell him you would like to come to the next meeting. Let yourselves be heard. Talk to me, or any member of the Executive Committee. We'll listen. What about a cocktail party? A tour to your favorite museum or public attraction? This club is only as exciting and interesting as you the membership makes it. Get involved. Let it be known what you would like to see happen. You won't have to do everything yourself. There are lots of people who would love to help out. They just need to be guided.

I, for one, would like to see Riesentoter become the vital type of PCA region so prominent in our western states. A region where the majority of the members are involved. Involvement leads to success. But we can't spell success without you.

I challenge these new members, as well as all members, to come out and get involved. Don't be shy. Gemutlichkeit!

Gloria Jean Auer
Holland, Pa.
1984 944

Michael & Julie Broennle
West Chester, Pa.
1984 944

Ron & Karen Diduch
Radnor, Pa.
1984 944

Dennis Goloveyko & Rich
(his son)
Lansdale, Pa.
1969 911T Cpe

John & Nadia Cuckler
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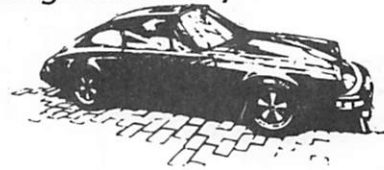
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attractions cont from pg 8

- July 1: Brandywine Motor Club DVSA Autocross at Gloucester County Comm. Coll. Call Jerry Fink at 566-3891.
- July 2: Schattenbaum Region Driver's Ed at Pocono. Call Pete Tremper at 215-339-6379, days.
- July 8-14: Porsche Parade.
- July 15: SCCA Autocross at Exton. Call Ellen Fogg.
- July 20-22: Riesentoter Region Summit Point PATTS. Application inside.
- July 22: SCCA Autocross at Northampton County Comm. Coll. Call Ellen Fogg at 867-0399.
- July 25: Regular meeting. See next issue for details.

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 15 16 17 18 19 20 21
 22 23 24 25 26 27 28
 29 30 31

COMING ATTRACTIONS

- June 22, 23: Potomac Region Driver's Ed. at Summit Point. Contact Steve Schiff at 703-941-1579.
- June 23: Central Pa Region Zone 2 Autocross. Contact Don Meluzio D-717-846-2222 or E-717-764-1016.
- June 24: SCCA Autocross at Plymouth Meeting. Call Ellen Fogg at 867-0399.
- June 27: Regular meeting at George Washington Motor Lodge off exit 25 of the Pa Tpk. (pg 1)

cont on pg 7

PAUL K. JOHNSTON
325 WESTTOWN RD.
WEST CHESTER, PA.
19380 215-696-2164

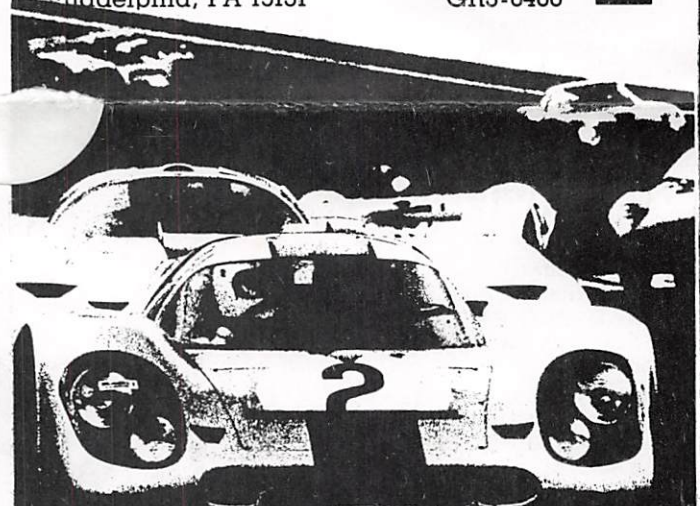


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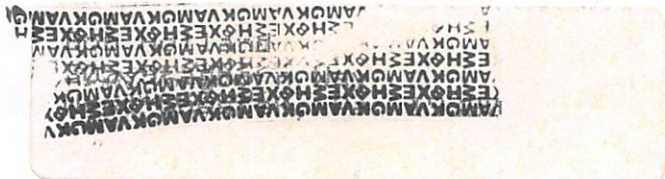
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FIRST CLASS



U.S. POSTAGE
0.37





RIESENTOTER REGION, PCA
 DRIVER'S EDUCATION AND TIME TRIALS
 JULY 20, 21 & 22, 1984

DATE: Driver's Ed., Friday and Saturday, July 20 & 21 - Driver's Ed. & PATTS III Time Trials, Sunday, July 22 (Registration opens June 11th. No earlier postmarks accepted, no metered mail)

PLACE: Summit Point Raceway, Summit Point, West Virginia

ENTRY FEE: \$65.00 per driver

MAKE CHECK PAYABLE TO: Riesentoter Region, PCA

SEND CHECK TO: Gary Grove, Registrar
 46 St. Davids Road
 Springfield, PA 19064

FOR INFORMATION CALL: Axel A. Shield, Event Chairman
 (215) 279-1809 (E)
 (215) 659-9000 (D)

REGISTRATION FORM
 RIESENTOTER/SUMMIT POINT JULY 20 - 22, 1984

First Driver

Second Driver

NAME: _____
 ADDRESS: _____
 TELEPHONE NUMBER: _____
 PCA REGION: _____
 CAR INFO. Year _____ Model _____ Modifications _____

DRIVER INFO: No. of high speed events attended: (1) _____ (2) _____ Give details:
 (1) _____
 (2) _____
 How would you rate yourself? Novice (1) _____ (2) _____
 Beginner (1) _____ (2) _____ Intermediate (1) _____ (2) _____
 Advanced (1) _____ (2) _____ Instructor (1) _____ (2) _____
 Have you ever instructed previously? (1) _____ (2) _____
 Give details (including Instructor Workshops Attended):
 (1) _____
 (2) _____

Would you prefer a particular car number: First Driver _____
 Second Driver _____

Information packet will be forwarded upon registration.
 Riesentoter Region PCA reserves the right to refuse any entrant.

I hereby certify that I have no physical or mental problems which jeopardize myself or others if I participate in this event.

 Signature, First Driver

 Signature, Second Driver

