

10 /85

Oktoberfest

VEREINIGUNG ERZGEBIRGE NOVEMBER 1, 1985 7:30pm
by Richard van Zijl



DER GASSER

Due to the proximity of November 1 to the hunting season, we were unable to secure the Radnor Hunt Club for our OKTOBERFEST. The good news, however, is that the event will now be held at Vereinigung Erzgebirge in Warminster, PA. (See directions below)

This site was chosen for it's central location and authentic German character so as to entice you, the membership, to attend.

Vereinigung Erzgebirge is a private club founded by German immigrants from the Erzgebirge region, during the early part of this century. The menu will consist of saurbraten, spatzle, and red cabbage. Appetizer and salad will also be served. The price will be \$10.00 per person. A group of four musicians will supply the entertainment by playing German music from eight 'til midnight.

This is one of the last meetings of the year, and we would like to encourage everybody to attend. It promises to be a lot of fun, and in this case the more the merrier certainly is true.

Ample and spacious parking is available, so plan on running the Porsche that evening, weather permitting of course.

Please call Richard or Irene van Zijl for reservations before 10/25/85 at 854-6483(days) or 296-8862(eves).

DIRECTIONS

It's simple: take PA Turnpike to Willow Grove Exit #27. Take 611 north to the first light and make a hard right onto Mill Rd. at the Sunoco station. Cross York Rd. Mill Rd. becomes Warminster Rd. Follow it to the dead end turning right onto County Line Rd. at another Sunoco station. Follow County Line Rd. for about one mile. Turn left onto Davisville Rd. at the WAWA. You are going to 130 Davisville Rd., and Vereinigung Erzgebirge is approximately 1/4 mile up on the left. It is not marked, but look for the Rotary International Sign at the beginning of the long lane. Drive between the stone pillars, and watch out for the speed bumps. Gemutlichicht!

675-5380

PRESIDENT'S MESSAGE by Michael Stolper

Driving in the Porsche/Corvette Challenge reminds me of the time I accidentally rode my luggage laden bicycle into the middle of a world class hill climb (bicycles only) near Trieste. Both were moments in history characterized by incongruity.

I motored my purple pylon magnet around the course at LULU Temple while surrounded by autocross junkies, some of whom were shuttling back and forth between the Challenge and a nearby SCCA event. Every time I

would engage the boost, another 190 degree turn would pop up. But what better venue in which to be humiliated than in front of your friends, their children, their dogs, and the Corvette Club. My responsibility as President included dispensing with Mrs. Weatherall -- an irrate neighbor (one who could not "weather" the Corvette side pipes I guess, aye? -ed.) -- and her boys from Brazil.

At the end of the ordeal I drove our Club van full of mutilated pylons back to West Chester. We're having a good time now, right Jane?

Speaking of Jane, my marriage to the Club's unofficial registrar has meant a surge in popularity for me. We have fielded no less than 5 calls per night since September 1 regarding the Watkin's Glen event. We have also folded, licked, stamped, and stapled over 1600 pages of applications, forms, and letters since August. I'm still pulling staples out of my tongue.

Richard van Zijl has finally overcome the obstacles to a spectacular Oktoberfest. It was necessary to sacrifice the pig (so to speak). But, as you know, pigs are forever, and they will be back. Richard has a very German evening planned for us, so just add Porsches and stir.

We mailed applications to the November 16-17 joint Riesentöter/Potomac Summit Point drivers' school to all of you. It is an open event and will fill quickly. We look forward to seeing you at The Glen on October 19-20 and at the Oktoberfest on November 1 (when the new Executive Committee will be officially elected).

MARK YOUR CALENDAR
by Tony Checkowski

Our annual Christmas Banquet is scheduled for December 7 at the Kimberton Inn, in Phoenixville, PA. The cash bar will open at 6:30pm, and dinner will be served at 8:00pm. We will again have a D.J. who will provide the dance music, but this year on an expanded dance floor. Door prizes will be received by everyone and, of course, the 1985 Awards presentations will be made. Look for your invitation with R.S.V.P. card in November.

Mark your calendar now to join us on December 7. Eileen and I are doing everything we can to make this December 7 famous.

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WANTED: 911 Cpe. '67, '69, or '70 S preferred, '69-'71 T or E 2nd choice. Cosmetics not too important, but underside must be sound. Prefer without engine. Vern Lyle 679-9262.

FOR SALE: '82 911SC Cpe. Triple black, S/R, Cruise, remote alarm, wheel locks, new gatorbacks on alloys, front & rear spoilers, rear defrost, 19K miles, showroom condition. \$27,900 Tim Lombardi 376-2966.

FOR SALE: 911 car cover, canvas, never used. Best offer. Alicia Somers 527-6565.

WANTED: Meeting site. Riesentöter Region is looking for a place to hold our regular meetings. If you can help, please contact Richard van Zijl or any officer.

cond on pg 6

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LOCAL AUTOCROSS ACTION
by Russ Hunsberger

1985 Tentative Track Event Schedule
WATCH HERE FOR UPDATES
by Al Anderson

<u>DATE</u>	<u>CLUB</u>	<u>SITE</u>	<u>DATE</u>	<u>REGION</u>	<u>TRACK</u>	<u>COMMENTS</u>
08/25	AACC tentative	LCC	08/24-25	POT	SP	T.T. & PATTS III
09/08	SCCA (Phila.)	PMM	09/05	MNY	LR	
09/15	SCCA (Blue Mtn.)	NCC	09/6-7	NNJ	LR	
09/15	BMC	GCC	10/18	CVR	LR	
09/29	SCCA (Phila.)	PMM	10/19-20	RTR&POT	WG	
10/06	AACC	LCC	10/19-20	NNJ	PO	Short Course
10/20	BMC	GCC	11/01	H-C	LR	
10/27	SCCA (Phila.)	PMM	11/02	SBM	LR	
11/03	SCCA (Blue Mtn.)	KZN	11/08	CVR	LR	
			11/16-17	RTR&POT	SP	

CODES

PMM=Plymouth Meeting Mall-Rte. 422 just North of PA Turnpike Exit 25.
KZN=Kutztown-College parking lot, Rte. 222 in center of town.
GCC=Gloucester County Community College-In Gloucester, NJ. From Walt Whitman Bridge Rte. 295 South to NJ Rte. 47 Delsea Drive, South to 4th light. Right then left onto Tanyard Rd. Site is 1.2 miles down on left.
NCC=Northampton Community College-In Bethlehem, PA. Rte. 22 to Rte. 191 North to Brodheadsville Rd. Right at T onto Hecktown Rd. The college is on the left.
ESM=Exton Square Mall-Routes 100 and 30, Exton, PA.
LCC=Lehigh Community College-In Schnecksville, PA. Rte. 22 to Rte. 309 North. At 4th light, turn left to college.

CLUBS & CONTACTS

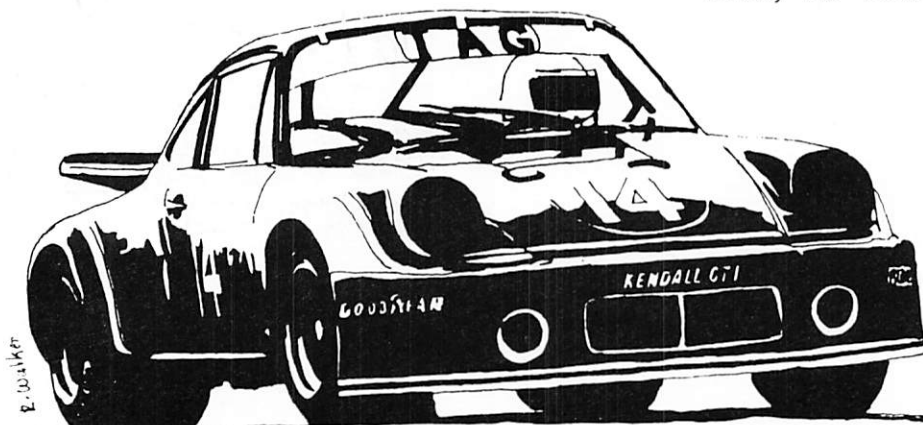
SCCA=Sports Car Club of America-Ellen Holtz (215) 867-0399.
BMC=Brandywine Motorsports Club-Jerry Fink (215) 566-3891, Mark Weidel (215) 399-1764, or Joe Gonzalez (302) 731-7906.
AACC=Allentown Area Corvette Club-Mike Martucci 432-2150.

CODES

LR=Lime Rock
SP=Summit Point
PO=Pocono
WG=Watkin's Glen
MO=Mossport
RTR=Riesentöter
CVP=Conn. Valley
POT=Potomac
MNY=Metro. N.Y.
H-C=Hudson-Champlain
NNJ=Northern New Jersey
SBM=Schattenbaum

REGIONS & CONTACTS

CVR=Wally Simon, Simon Sports Car Center, Routes 6 & 44, Bolton, CT 06044 (203) 647-0000(W).
H-C=Frank Ambrosino, 210 S. 3rd Ave., Mechanicville, NY 12118 (518)664-5289 (H).
MNY=Doreen Ventura, 84 Berglund Ave., Staten Island, NY 10314 (718)698-0428(H)
NNJ=Dick Fell, 14 Juniper Drive, Cedar Knolls, NJ 07927 (201)538-4648(H) (201)773-5051(W).
POT=Steve Schiff, 7900 Schuyler Ct., Annandale, VA 22003 (703)734-3429(W) (703) 941-1579(H).
RTR=Al Anderson, 1015 Thomas Rd., Norristown, PA 19401 (215)275-8605(W).
SBM=Pete Tremper, 450 Glassboro Rd., Clayton, NJ 08312 (215)339-6379(W).
PATTS=Bob Russo, 400 W. Monument Ave., Hatboro, PA 19040 (215)343-3131(W).



MEMBERSHIP
by Betsi Marsh

As you may have noticed, last month's Der Gasser lacked a list of new members. My apologies, but I was in the midst of moving and had no idea what box the membership files were hidden in. I've since unboxed the files and herein provide you with a list of our new members. Also, for the remainder of my stint as Membership Chairman, here are my new address and phone number (plus answering machine!) should you need to get a hold of me: 1008 Cowpath Rd., Hatfield, PA 19440; 855-0360.

Welcome new members!

John & Kathleen Williamson
Harleysville, PA
'79 930

Paul Margaritis & Sybil Peet
Elkins Park, PA
'73 911S

Glen Mast
Reading, PA
'77 924

William Boys
King of Prussia, PA
'59 356

Mark Diener
Frackville, PA
'73 911T

F. Frank Pilotti, Jr.
Coatesville, PA
'85 944

Glenn Allan
Bethlehem, PA
'74 911S Targa

David Azar
Penn Valley, PA
'83 930

Art Pilla
(dual member)
Ridgewood, NJ
'79 930

Christopher & Susan Krajnik
Collegetown, PA
'85 944

Marc & Marylee Albanese
Allentown, PA
'84 911 Carrera Cabriolet

Roshen N. Irani
Philadelphia, PA

Gerald & Janet Weger
Haverford, PA
'85 944

Dale T. Landis
Reading, PA
'85 944


Edward E. Mazer
(dual member)
Montville, NJ
'84 Carrera Turbo-look Cpe.

Andrew B. Kappy
(dual member)
Rochester, NY
'83 944

James V. Nelson
(dual member)
Mt. Kisco, NY

Ron Fox
(dual member)
West Orange, NJ
928, 924 Turbo, 944, etc., etc., ...

With the addition of these new members, our current membership total is 467.



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FOR SALE: '75 914 1.8, maroon, carbs, little rust, 68K miles. New: rear shocks & springs, front tires, clutch, muffler. Runs well. Lewis Maldonado 734-2045(eve).
FOR SALE: 914 motor -- '73 1.7, 55K miles, new rings, all fuel inj. parts and sheet metal included. \$400./obo. Also A/C unit for 914. Complete \$350./obo. Lewis Maldonado.

FOR SALE: Automobiles of Great Historical (or is it Hysterical? -ed.) Value:

- 1) '83 Audi Quattro Turbo, 19K miles, only 500 built at \$37K ea. Exc. cond. for \$23.5K. Most fun car I've ever driven.
- 2) '73 Mercedes 450SE, 75K miles, 2nd owner, good cond. \$13K.
- 3) '81 VW Rabbit Pick Up Truck. Weber throttle body, headers, bypass tube, Pirelli +1 P-6 and wheel combo, Kamei spoiler, A/C, PS, Blau., Momo lea. wheel, much more. 15K miles. \$6K.
- 4) '78 Ferrari 308 GTS. New Comp T/As, 100 miles on \$1.9K tune up. Silver w/ black Boxer stripe/red lea. Exc. cond. 12K miles Craig Rosenfeld 775-0997(days)

FOR SALE: 4 Yokohama A001R tires size 205/60x15, hot and sticky. One autocross win & less than 1000 street miles. \$360. Vern Lyle 679-9262.

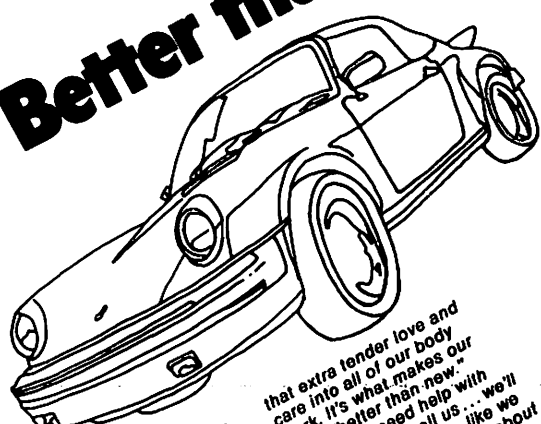
FOR RENT: Condo at Cable Beach, Nassau, Bahamas. Fully furnished and equipped duplex, 2 bedrooms, 2 baths, kit., liv. rm., sleeps six. Includes 2 pools, tennis, beach, club house, laundry room. Walking distance to major casino, great entertainment. Available Jan. 25 to Feb. 1, 1986. \$1K. Bruce Berlinger 337-7222(day) 646-1159(eve).

FOR SALE: '68 912 Targa. Rebuilt motor within 2k miles. Very solid. Exc. orig. interior. B/O over \$7K. Craig Ebner 643-4685.

FOR SALE: 4 wheels/tires (new car take-offs from 911 Carrera): 2 6x15 & 2 7x15 ATS cookie cutters mounted with Dunlop SPD4 (no miles). 2 185/70VR15 & 2 215/60VR15. List \$1.8K, sell for \$900.obo. Paul Cohen 947-3707.

FOR SALE: '84 Carrera Cpe. Red/black lea. & Porsche cloth, 7s & 8s w/P-7s, 12K miles, S/R, climate control, sport susp., bra, custom sound system. \$36K /obo. 930 order forces sale. Jeff Christopher 320-7048(w) 777-4332(h)

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205-70VR14 108-74	195-50VR15 109-42	185-65HR14 70-80	275-50VR15 194-08
185-70VR15 108-62	205-50VR15 131-08	185-60HR14 80-91	285-50VR15 248-84
205-50VR12 100-82	275-50VR15 182-63	195-60HR14 81-87	285-60VR15 220-80
195-50VR14 118-83	215-50VR15 208-42	205-60HR14 101-20	345-28VR15 274-08
215-50VR14 123-67	205-50VR15 230-22	195-60HR14 114-36	205-60VR15 180-72
205-50VR15 130-21	205-50VR15 208-30	275-50VR14 130-63	275-50VR15 230-41
215-50VR15 130-21	275-50VR15 212-96	195-60HR15 101-00	285-50VR15 230-80
RADIAL 80	RADIAL 70	205-50VR15 180-25	205-50VR15 128-84
205-60HR12 83-16	175-70HR12 74-53	215-50VR15 162-82	275-50VR15 175-26
195-60HR14 89-08	185-70HR12 77-06	275-50VR15 175-26	275-50VR15 161-62
215-50HR16 89-52	185-70HR14 80-14		
225-50HR16 100-22	195-70HR14 83-16		
205-50HR15 91-67	205-70HR14 88-08		
275-50HR15 103-58	275-70HR15 100-21		

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DRIVING THE GLEN
by Alan Friedman ,,
Reprinted from Der Vorganger

Now that you've taken the plunge and signed up for our Watkins Glen event, you're probably wondering what the track is really like and what to expect. If you've never been to the Glen before, you're in for a neat experience!

First of all, the Glen is big, over 3.5 miles long, and a track surface that seems three times as wide as Summit Point. Note also the dramatic elevation changes, and the fact that there are only 11 turns - lots of straight! Also, note that most of the turns have very large radii (read fast). The combination of big radius and large elevation changes means one very key thing: Most of the turns are large, fast and blind. You can't begin to see the apex area for virtually all the turns until you are well into the turn. That is, you must establish your braking, downshifting, entry point and initial turn-in attitude without the benefit of seeing the apex area. This is in sharp contrast to our experience at Summit Point, where most of the turns are relatively flat, and the turns that are sort of blind, like 1 and 5, are relatively slow. Look at the Loop/Turn 2 on the Glen map: A high 3rd or 4th gear, down hill, falling away - when you drive it, it seems like you're in the turn for 10 seconds before you can physically see the apex!

The other big difference between the Glen and Summit Point is the ARMCO. Let's lay it out right up front: the Glen is a paved tunnel between two continuous ribbons of Armco barrier. Care is definitely required. In most sections, it's well back from the track edge (20' - 50') and doesn't intrude too much, but you know it's there and must respect it by having something in hand at all times. One way is to use the track width to provide an extra margin of comfort. The track is so wide and big that there is no need to "use every inch" of road in the corners (like you're used to doing, and have been taught to do, at Summit). You can stay well in from the track edge in the entry area for the turns, thus reducing to zero the chance that skittishness on braking will cause a wheel to drop off the edge, get sideways, etc. The other thing that definitely helps is to be very smooth, and patient with learning the lines. The size and blindness of these corners will astound you on your first laps, and the trick is to learn both the entry point and the initial wheel angle which, after some number of seconds, will carry you right to the apex and then to the proper track out point. It's easy to see why the Formula 1 pilots liked the Glen. It's definitely a drivers' track, with a real premium on smoothness and precision at high speed.

Looking at the map, a lap around the Glen goes something like this:

- Going down the wide, smooth pit straight, stay well to the left for Turn 1 which is downhill, 3rd gear, and requires careful braking and entry. Early apexers beware!
- Through the short bowl straight, the partially banked right hander gets fast, lots of stick, late apex so you're well to the right of the track center line for the left of the Esses. 3rd - 4th gear.
- The Esses left is tricky: fast, uphill, but leveling slightly in the middle. Need for precision while hard accelerating and minimal steering inputs. Late, late apex.
- The Esses right is easier. You can see it better, but with the speed that's been acquired since Turn 1, you need a light, precise touch.
- The main straight is uphill. A good opportunity to put another tape in the stereo if you've got a tired 1.7 914!

- Turn 2/The Loop: The braking area has a hill crest, then the entry is sort of in the middle of the road. Smooth turn in, apex off in the distance somewhere, very fast, downhill, King's Dominion roller coasters pale in terms of fun.
- Turn 3: Uphill before the entry areas, downhill in the turn, blind apex with the road falling away. A definite precise late apex required, no run-off room for early apexers! 3rd gear.
- Turn 4/Toe of the Boot: This is it. A corner so steep that you know you could use 600 hp and still not be in trouble. The braking area and entry point is downhill, then as you turn in the road goes straight up and off the line, and you must back off and collect things (and scrub off a lot of precious uphill momentum). Of course the apex it totally blind, as is the the track out area once (if) you get to the apex, so this corner is won or lost in that instant of turn in at the bottom of the hill. For cars with long 2nd gear, use it, else 3rd and keep the speed up.
- Turn 5 is similar to Turn 1. Flat entry, downhill as you turn in, then you can see the apex. 3rd gear.
- Turn 6 is real cute. Uphill in the entry area (and very wide), leveling off at the apex (totally blind of course), then the road flattens very abruptly, which does your grip absolutely no good at all. Precise, smooth late apex please, 3rd gear.
- Turn 7: A fast, flat sweeper, with the apex pretty visible in the entry area, but 4th gear and fast.
- Turn 8: One of racing's optical illusions. The pit straight is maybe 3 times wider than the road entering Turn 8, and thus it seems like a big radius turn from the car. In fact, the road width increase is all on the inside, and the radius is much less than Turn 7. Flat, 3rd gear.

All that takes around 2min.30-40secs. It's an exhilarating ride, with lots of straightaway time, and some of the most challenging corners you'll ever encounter. A weekend at the Glen will definitely improve your high speed driving skills, and our instructor attention and expertise will get you smoothly on the line from the first laps. Don't miss it!

