

01/86

President's Message

Richard van Zijl

What fun it was to be a member of Riesentoter during 1985! We had about 20 events and every member had an opportunity to participate in an activity of their choice. The year ended with the banquet and a farewell to Caesar. Thanks to all the members and outgoing exec members whom made it possible and thanks to those remaining on the exec during '86. And of course a warm welcome to all our new members and exec members.

The good news for 1986 is that it promises to be an even more exciting year. Porsche, with the re-introduction of the 911 Turbo and the introduction of the technologically superior 944 Turbo, has once again erased any doubt about it's leadership position in the auto arena. We will also see major improvements made to the 911 in late '86 and this should help perpetuate the arrogance of the 911 fanatic that was not lucky enough to secure one of the 200 959s. What a thrill it is to see the leading auto magazines clamouring to do articles on "our" cars.

Porsche dominated the World Endurance Class yet again whilst Al Holbert, followed by a slew of 962s, turned IMSA into a Porsche Parade. New regulations will of course attempt to make Porsches "equals" this year but Porsche and Holbert Racing will find ways to win. The reliable TAG Turbo helped Marlboro win the F1 World Driver and Constructors Championship for the 2nd year in a row - a very rare occurrence in this incredible competitive class. What a year it was for the Porsche marque in racing! All of the above will no doubt ensure Riesentoter a steady flow of new members.

The Porsche Parade will be in Maine this year in July and we will certainly have a very strong contingent from Riesentoter there to represent our region.

The monthly meetings will present a diverse set of subjects ranging from general interest to technical. It was obvious during 1985 that our social events are our most heavily attended functions and we will once again apply special emphasis to these occasions.

Al Anderson and Michael Stolper will take care of our driver education events this year which will include at least one event at the GLEN and two at Summit Point. With these high speed events becoming more and more popular, safety has become a concern to all of us. It is our intention to give this aspect of our activities a lot more attention under the direction of Bob Lamb.

(Continued on Page 2)

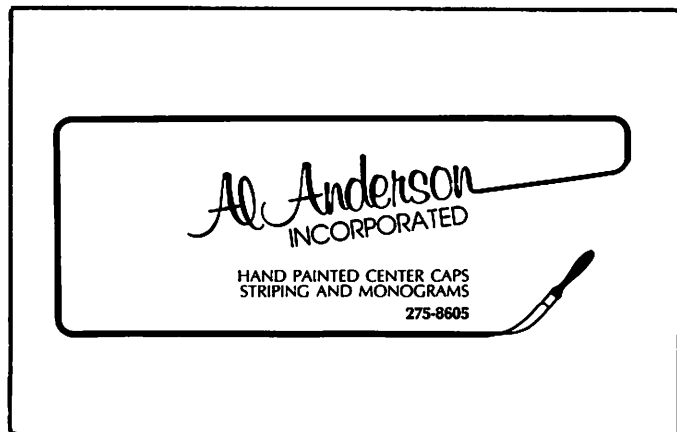


DER GASSER

Autocrosses will be arranged by Russ Hunsberger and will take place at LULU Temple and/or TEMPLE Ambler campus. The Corvette club certainly gave us a run for our money last year and we are awaiting with great anticipation the return of the likes of Mr. Bob Russo et. al. to correct this matter and preserve our honour.

I would once again like to stress that the club is for ALL of us to share and enjoy, and to assure you that the exec is open to any ideas or constructive criticism that you may have.

We will publish a calendar in the February issue which will contain a tentative schedule for all our formal events, I'll be at every event - see you there!



JANUARY MEETING

TONGUE-IN-CHEEK AUCTION

WED 01/29 GEO. WASHINGTON LODGE
NORRISTOWN EXIT, PA TURNPIKE 8:00 pm
by John Heckman

How is your garage? If it's anything like mine you have a supply of old Porsche related items that you don't really have use for, probably never will, but just can't seem to muster the velleity to put them out for the trashmen. Meanwhile, these tidbits of motoring nostalgia are taking up precious space in your beloved home-away-from-home.

Our Tongue-in-cheek auction is just the answer to this problem. Don't throw out those automotive soldiers. Bring them to the auction. Let Chief Riesentöter Auctioneer Bob Russo help you find a new home for this stuff in someone else's garage. Stock 914 torsion bars might bring .90 a piece. But hey, they make terrific bathroom window keeper-openers. Blown out thermal reactors are worth a minimum of 5.00 a pair, and with two notches cut in them they make absolutely stellar ash trays. A couple of auctions ago I lucked into a luggage rack for my 356.

You never quite know what's going to show up at this popular event. However, one thing is guaranteed: a lot of laughs. So come, bring your own parts and some change off the dresser, have a couple of beers, and have a blast. In the past this event has always been a winner. No reason it should be anything else but this year.

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John D. Heckman
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ALL TYPES OF INSURANCE

RIESENTÖTER CHRISTMAS BANQUET
by Tony & Eileen Checkowski

December 7, 1985 - a night to remember for the Riesentöter membership. One hundred thirty five party goers made the most of the 1 & 1/2 hour cocktail hour. There seemed to be a kind of electricity in the air this night. It was great to see and talk to old friends and an equal pleasure for Eileen and I to greet quite a few new members. A handy Christmas stocking allowed each couple to receive a door prize by picking a number, and Dick Sweigart won the grand door prize - a B.E.L. micro-eye radar detector.

The clanging of spoon and glass eventually got our merry group to sit down and enjoy truly a fine meal which was served by our host, Steve Uyerio of the Kimberton Inn. Also a hearty thanks to Steve and his crew for the fine arrangements and decor that accented the Christmas Season.

During dessert and coffee, we took a few moments to thank others who make the banquet possible and presented the annual awards for the '85 season. Lou Hankin, whose enthusiasm and quick line during the autocross season, won the Broken Crankshaft Award. Our own Zone 2 Rep, Bob Holland, who tried to gain some on-the-job experience as a honey dipper at Summit Point, won the not-so-famous Tattered Helmet Award. The Mighty Needo Award was easily gathered by Al Anderson whose creativity in "trophy making" may lead to a song yet to be written called "A Fifth of Anderson". The last award (but far from the least - ed.) the RIESENTÖTER AWARD was given to Eileen and me for the contribution to the club over the past years in several club capacities. Eileen and I would like to sincerely thank those who helped select us for this most prestigious award.

The '86 Exec Committee was introduced by outgoing President Mike Stolper, and Mike Evangelista was proudly awarded his **20 YEAR** plaque from PCA by Betsi March - outgoing Membership Chairperson.

Mr. & Mrs. Dennis Tovson (Dennis is a VP in PCA National) enjoyed the evening with us and we much enjoyed their company.

Our DJ, Bob Wiederwax, started the dancing at the conclusion of the awards and continued on to 1 AM. If you missed this banquet - you missed a good one. Those of us who were there will have good memories for years to come. It was a night to remember.



Mike Evangelista & Betsi Marsh



The Checkowskis & Heckmans

THINK ABOUT IT!

by Larry Herman

With the recent meteoric rise in popularity of competitive driving events, there has been a concurrent increase in the number of articles advising you how to increase the performance of your car. For most drivers, the best (and least expensive) way to get around the track faster is to improve their driving skills. And yet, it seems that this is the least often mentioned when overhearing someone's conversation about how they plan to go faster next year. Honestly now, most people seem to forget that it is the driver that makes the car go, and all the suspension and horsepower mods in the world are not going to help if you are a turkey going through the corners. Besides, it would be very embarrassing to have your super-tricked, godzillion horsepower monster machine passed by a "stock" 914. So don't you turkeys go runnin' off in a fowl mood, stick around, cause I'm gonna help you learn how to gobble up them corners.

Seriously, the whole purpose of drivers schools is to LEARN how to drive your car. Yes, I know that it's fun and I am as guilty as the rest for not going out and driving ten-tenths, but believe it or not, I still am constantly learning or trying something new every time I go out on the track. Driving on the race track is a constant learning experience. The fact that some of the best racing drivers have gone back to schools for refresher courses serves only to prove my point. No matter how much (or how little) you know about driving, you can always learn more. This is the purpose of the series of articles that I am writing for the coming season. I would like to help you learn how to drive your car better. In this article, I will highlight two essential points, and provide the forum for the rest of the series. The first is a very important qualification. I am not portraying myself as an expert on the subject of driving, there are plenty

of people with triple my experience that you would not call an expert and besides, there are far too many "experts" that actually go pretty slow on the track. Nor am I going to tell you what is THE line, The brake point, The turn-in point, The apex, The tire pressure, or a variety of other useless garbage. Your car and your driving style are entities that make all of this unique to your particular situation. Therefore I am not going to expound on how brilliantly I take certain corners as that information may be of little value to you. Granted, there is a safe line around the track for the novice driver to learn, and there are general driving rules that should never be violated. These will be taught by your instructor at the track. Once you have a season of events under your belt though, you are ready for some more advanced thought. It is this that I would like to help you with.

The second point is contained in the previous sentence; I would like to HELP YOU LEARN how to drive your car better. That's right, I am going to help you learn, by teaching you how to figure it out for yourself. The most important thing that I have learned in any endeavor is that you must first understand why you do something in order to do it well. I approached track events with the same philosophy. I wanted to understand why I had to take a late apex, what the reason for trail braking was, and how the dynamics of my car affected the line that I should drive. I found that knowing the answers to these and other questions is what helped me learn how to drive well. There is an old expression that I like to use when I am trying to beat something into someone's head; "give a man a fish, feed him for a day - teach a man to fish, feed him for a lifetime". It's the same way with driving, if I tell you where to drive, you will only drive as well as I tell you, but if I teach you why, you will drive much better.

(Continued next page)

(THINK ABOUT IT, Cont)

This is what I am going to teach you. I am going to give you (or what I feel are) the underlying reasons for driving certain lines, and certain methods of car setup with the hope that you will use this knowledge to formulate your own ideas on what should be done. You may not agree with some of the ideas that I have and I hope you will let me know what you think. I am always receptive to a good discussion, because the whole purpose of this series is to THINK ABOUT IT! Next month - the late apex, and why.

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Avellino's

HIGH TECH FOR YOUR PORSCHE by Bob Patton

Design News magazine recently published its annual automotive issue in which some of the latest High Tech items were featured.

Concerned about tire pressure? Schrader Automotive Group of Scovill has just developed the "Red Alert" tire valve. When tire pressure drops below a set level, a red warning pops up inside a clear plastic valve cap. Guaranteed to get you through tech at Summit Point (well, almost).

Want the ultimate anti-theft system? Micrologic Inc. Watertown, MA has designed and Motorola will soon manufacture a digital homing system - a transponder the size of a blackboard eraser. If your car is stolen, the system is turned on by a signal from the police communication network. A tracking receiver located in a police car tracks down your car. When it is within 3 miles of the equipped police car, the tracking receiver "hears" your car, and displays a 5 digit reply code. A call to HQ provides a complete description. The police can then follow the signal, get a visual and make the collar. Book 'em Dan-o.

Going on a trip? Etak Inc. has developed the "Etak Navigator", a vehicle electronic navigation system that consists of a computer, map data base, compass, motion sensors and a dashboard mounted screen displaying a map generated by a cassette tape of a specific region. Your Porsche will remain at the center of the screen while the streets and landmarks move around you, pinpointing your location within 50 ft. The screen is updated once every second. Hmmm... I wonder if these are legal for rallies?



PORSCHE


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COMPETITION

by Al Anderson

What's new for '86? Mike Stolper and I will soon be publishing a complete list for '86 and at this time you should mark your calendar accordingly. Apply to the events you choose to run and be sure your car is prepared. When you apply to enter a track event be sure to mail your entry form on the **FIRST** day of registration. Track events are VERY popular and fill up during the first days of registration. To insure yourself a spot, mail the entry form early, (i.e. the **MORNING** of the **FIRST** day of registration).

I will continue my articles on step by step preparation of a 944 track car featuring the motor, trans, and a few other assorted goodies.

You will be hearing from our autocross department on up and coming events and the possibility of a new site.

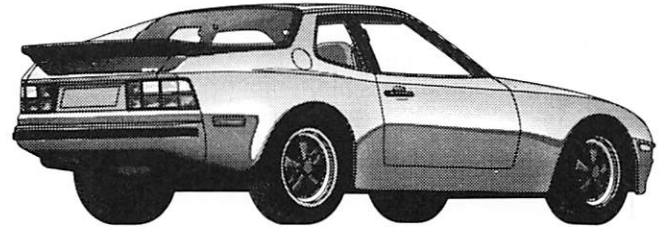
We are planning at least 3 track events this year will keep you posted on upcoming events at Summit Point, the Glen, and a possible new track. We are planning a meeting on track related information, such as registration, safety, car preparation, and driver's attitude toward driver education and run group advancement!!!

Last year was really a great year for Riesentöter; this year looks to be even better. Use this time to work on your car since winter is a great time to analyze your past season. Seek out parts and information that can help improve your driving, your car, and most important, safety equipment (a subject for a future meeting).

I am planning a Sunday afternoon seminar on heel/toe and double clutching for those of you really interested in being smooth on the track and during autocross. Watch for the date, time, and location.

Once again I would to thank everyone who helped make '85 such a success. See you at the track, Al

TECHNICAL
by Bill Cooper



The 1986 technical program will continue the highly successful tech sessions held at selected area Porsche dealers. The sessions permit club members to use the service facilities of the dealer for routine maintenance purposes as well as making small repairs, the type which can be completed within the allotted 6 hours (from 9am to 3pm). The dealer's parts counter will be open and a qualified mechanic will be on hand to answer questions and provide assistance. We hope to have the first session in April and one session before each Riesentöter sponsored track event. This will allow members to prep their cars and to meet the tech inspection requirement for each event in a convenient manner, with qualified Riesentöter inspectors on hand. Watch future issues of DER GASSER for details.

How many of you have looked longingly at the European sales brochures and/or specs, particularly with regard to those higher European power ratings for your favorite Porsche model? For example, a European 911 Carrera has 231 hp while "our" model has 200. Most everyone wishes their car had the European (read higher) power engine. Well, things aren't quite as bad as they seem because the European horsepower ratings are expressed in DIN horsepower, a rating system established by the "Deutsche Industrie Normal", or German Institute of Engineering and Standards. On the other hand, our ratings are expressed in SAE NET, a system established by the Society of Automotive Engineers in the US. These two systems differ in the details of testing although both attempt to provide an accurate value for the horsepower produced at the fly wheel, as installed in the car. Differences which cause variations in the ratings include hook up of power consuming accessories, i.e. power steering, air conditioning, etc.; ambient test conditions, i.e.

temperature, humidity, barometric pressure. These factors cause variations between types of cars, making a direct mathematical conversion impossible. As a rule of thumb, one SAE NET horsepower is about 6% bigger than one DIN. This means that the US 911 with 200 SAE NET produces approximately 212 DIN hp. It is interesting to note that the "early" 944's produced 143 SAE NET or about 152 DIN, while the European 944's have 163 DIN hp. In the later 944 models, the SAE NET rating was raised to 150 or about 159 DIN which compares quite favorably to the European model, which remained at 163 DIN. Using this approximating system, the new US 911 Turbo with 282 SAE NET (about 299 DIN) is virtually identical to the European model rated at 300 DIN.

The power differences between European and US models are being reduced by Porsche as one way to reduce the appeal of grey market cars. This is quite evident in both the re-introduced 911 Turbo (formally the 930) and the 944 Turbo models, in which the power ratings are virtually identical for all markets. There will always be a difference between the two systems which must be considered when making comparisons, but the actual differences aren't as bad as they appear.

In the earlier years it was much worse when the so-called horsepower races of the '60s were in full swing. I remember a '65 fuel injected Corvette with 375 hp (SAE GROSS) which weighed about 2800 lbs. and was not as fast as a new '86 Corvette weighing 3200 lbs. with 240 hp (SAE NET) - but that's another story. In the end, it's the actual performance on the road that counts, and that is where a Porsche always comes through.

Bill

CLASSIFIED

CARS FOR SALE

'84 Targa Carrera, alpine white, black interior, stereo cass, a/c, custom wheels, euro headlights, 18k miles, garage kept, just serviced. \$31,500.00.

Lee Cohen 521-0300

'84 Carrera cpe, red w/black leather & cloth, 7s & 8s w/P-7s, 12k miles, S/R, cruise, climate control, sport susp, bra, custom sound system, 930 order forces sale. \$36,000 or bo.

Jeff Christopher 320-7048(w)
777-4332(h)

'82 911 SC 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

'76 911S Peru red/tan, 50.5k miles, Mich XWX, Sony am-fm/cass, \$11,500 o.b.o. consider '64/5 C or SC cab. Buzz Weidman 977-8423 (aft 6:30 pm)

'72 911T (T for 2) super autocross show street car, burg/black, almost everything redone, all the right stuff in suspension, engine and undercarriage detailed, 1st place

'85 picnic concour, buyer will be a Porsche fanatic & must deal with Melody's tears. \$14,000.00

Vern Lyle 679-9262 (evenings)

'72 911T 2.4 white, 41,500 orig miles. elec S/R, Euro headlights, fogs, leather wheel, alloy wheels w/ 205/60 P-6s, Immac w/no rust, always garaged, only driven in dry, perf mechanically \$12k.

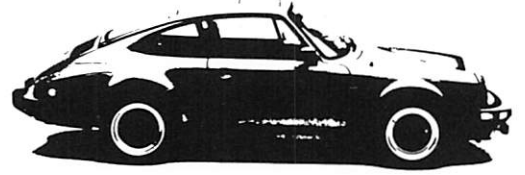
Skip Chalfant 648-0411(h)
696-1862(w)

'76 912E, burgundy, 80k miles, perf. cond, no rust, A/C, NEW: clutch, Comp T/As, Konis, 930 sway bars.

lowered, always garaged and babied since new. Have all records. \$14.5k. Ron Pitkow 788-5777 (d) 885-5944 (e)

'68 912 Targa, rebuilt motor within 2k miles, very solid, exc orig interior, best offer over \$7,000

Craig Ebner 643-4685



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Tom Puschak 222-7914

'75 914 1.8, maroon, carbs, little rust, 68k miles, new: rear shocks, rear springs, front tires, clutch, muffler runs well.

Lewis Maldonado 734-2045 (eve)

'83 944, guards red, black leather, all options, 29k miles, perfect car Michael Goodman 525-2673

A strange mix:

'83 Audi Quattro Turbo, 19k miles, only 500 built at \$37,000 each, excellent condition, "most fun car I have ever driven". \$23,500

'73 MB 450SE, 75k miles, 2nd owner, good condition. \$8,500.

'81 VW Rabbit pickup, Weber throttle body, headers, bypass tube, Pirelli plus-1 mag & P-6 combo, Kamei spoiler, A/C, PS, Blau, Momo leather wheel, plus more! 15k miles, \$6,000.

'78 Ferrari 308 GTS, New Comp T/A, few miles on \$1,900 tune-up, silver w/black Boxer stripe, red leather, super cond, 12k miles

Craig Rosenfeld 775-0997 (Days)

CARS WANTED

'64 or '65 C or SC Cab, clean, not alot of body work, will talk about trade options for '76 911 S above. Buzz Weidman 977-8423 (aft 6:30 pm)



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4 - 7 & 8" cookie cutters with new P-6 205 & 215 Pirellis - excellent condition \$900. '82 targa rear glass b/o. '79 924 rear glass b/o. '79 911 leather seats (poor cond) b/o Tim Holt 642-5940

4 - three piece modular BBS wheels with black centers & polished rims, 9 & 10.5 x 15, 245/50 and 265/50 Comp T/As mounted, 2 - Pirelli P-77s 195/60x15 all weather, will fit 944 etc. (winter is here!)

Michael Stolper 696-6018 (h) 496-2267 (w)

Alloy wheels new 8x16 \$325.00 7x16 \$275.00.

John Maine 854-6109

5 - 914 5 1/2x15 Fuchs alloys, w/lugs \$450.00.

Larry Herman 233-5845

911 parts: Blaupunkt Bamberg AM/FM/SW/LW radio w/cass and recording system, 2 frt and 2 rear speakers; Brown leather turbo wheel, 2.2E ign distributor heads, 5 P/Cs, York A/C compressor York/Sayno adapter Offers.

Bill Cooper 825-5257(w) 362-2770(h)

2 - 7x15 & 2 - 8x15 gold center factory alloys \$1,000, F & R hubs from 930 with long studs (will fit 911) \$200, 930 steering rack with turbo tie rods \$150, 930 wheel spacers (2 rear, 1 front) \$100, 26mm rear torsion bars for 911 or 930 \$100, 930 alloy bananas, 21mm front sway bar, 18mm rear sway bar, alloy front crossmember, pair late 911 lower control arms, pair 930 Bilstein struts \$150.

Bob Holland 436-6577 (h)

2 - 8x15 fact alloys with black centers \$700, '67 912 tach \$25, '72 911 clock \$25, fuel gauge \$20, temp gauge \$20, power locks \$100. Tom Puschak 222-7914

4 Yokohama A001r tires 205/60x15, hot and sticky, 1 autocross (won), less than 1,000 street miles. \$360. Vern Lyle 679-9262

PARTS WANTED

911 6x15 Fuchs alloys.
Larry Herman 233-5845

911SC or Carrera motor, any condition
Bill Cooper 362-2770 (h)

MISC

WANTED: Good meeting site. We are looking for a place to hold our regular meetings. If you can be of some assistance, please contact John Heckman or any officer.

WANTED: Good articles and photos for DER GASSER. We are trying to make this a bigger and better newsletter. And so we are soliciting photos and articles relating to our events and other Porsche areas. Out of 500 people, we must have some creative souls, and I know we have plenty of cameras. The printer said he will not wreck the pictures and they should be 3 1/2 x 5s with good contrast (color is ok). For more info on content, size, etc., contact either Vicki or Bill O'Connell 687-9574 (h) 647-6250 (Vicki, work)

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205-70R14 108 74	195-50VR15 146 42	185-60HR14 70 80	225-50VR15 166 66
185-70R15 106 42	205-50VR15 171 05	185-60HR14 88 81	285-50VR15 248 34
205-60R13 106 42	225-50VR15 192 52	195-60HR14 87 87	285-40VR15 238 30
195-60R14 118 83	245-50VR15 208 42	205-60HR14 101 20	345-35VR15 274 46
215-60R14 123 47	285-50VR15 224 32	225-60HR14 114 26	205-55VR16 196 72
235-60R15 130 21	205-55VR16 205 58	225-60HR14 130 43	225-50VR16 216 41
215-60R15 138 21	225-50VR16 212 95	195-60HR15 101 86	265-50VR16 238 90
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		205-60R15 126 04	
		215-60R15 142 85	
		235-60R15 175 25	
		235-55R15 181 63	

RADIAL 60 **RADIAL 70**

205-60R13 83 16 175-70HR13 74 53
195-60R14 89 84 185-70HR13 77 05
215-60R14 82 53 185-70HR14 80 74
225-60R14 100 32 195-70HR14 83 16
205-60R15 81 47 205-70HR14 88 05
235-60R15 103 54 225-70HR15 104 21

FILDA Y-2000

185-60R13 74 69 195-50VR15 90 37
205-60R13 78 03 205-50VR15 128 17
185-60R14 77 31 225-50VR15 148 90
195-60R14 86 62 205-55VR15 150 80
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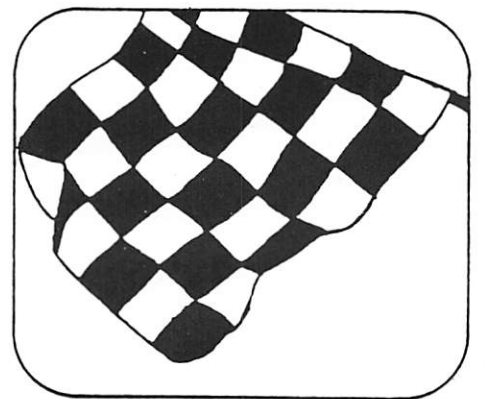
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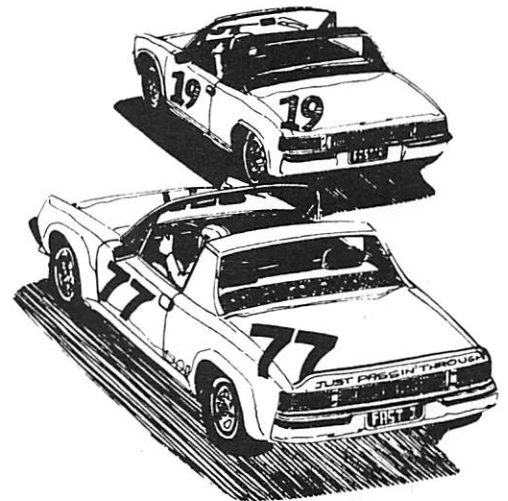
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Calendar

JANUARY						
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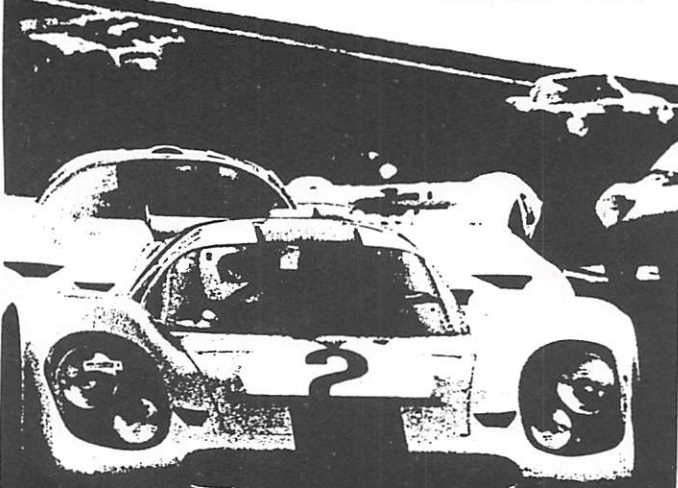
1/29: MEETING, Geo Washington, N-Town
 3/14-15: Instructors, Summit Point
 3/22-23: w/POT, Summit Point
 April: end, autocross school
 5/26: w/POT at Summit Point
 June: early, autocross event I
 7/17-18: w/POT at THE GLEN
 August: mid, autocross event II
 9/6-7: POT Summit Point
 9/28: PORSCHE/CORVETTE CHALLENGE
 11/16-17: w/POT at Summit Point



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