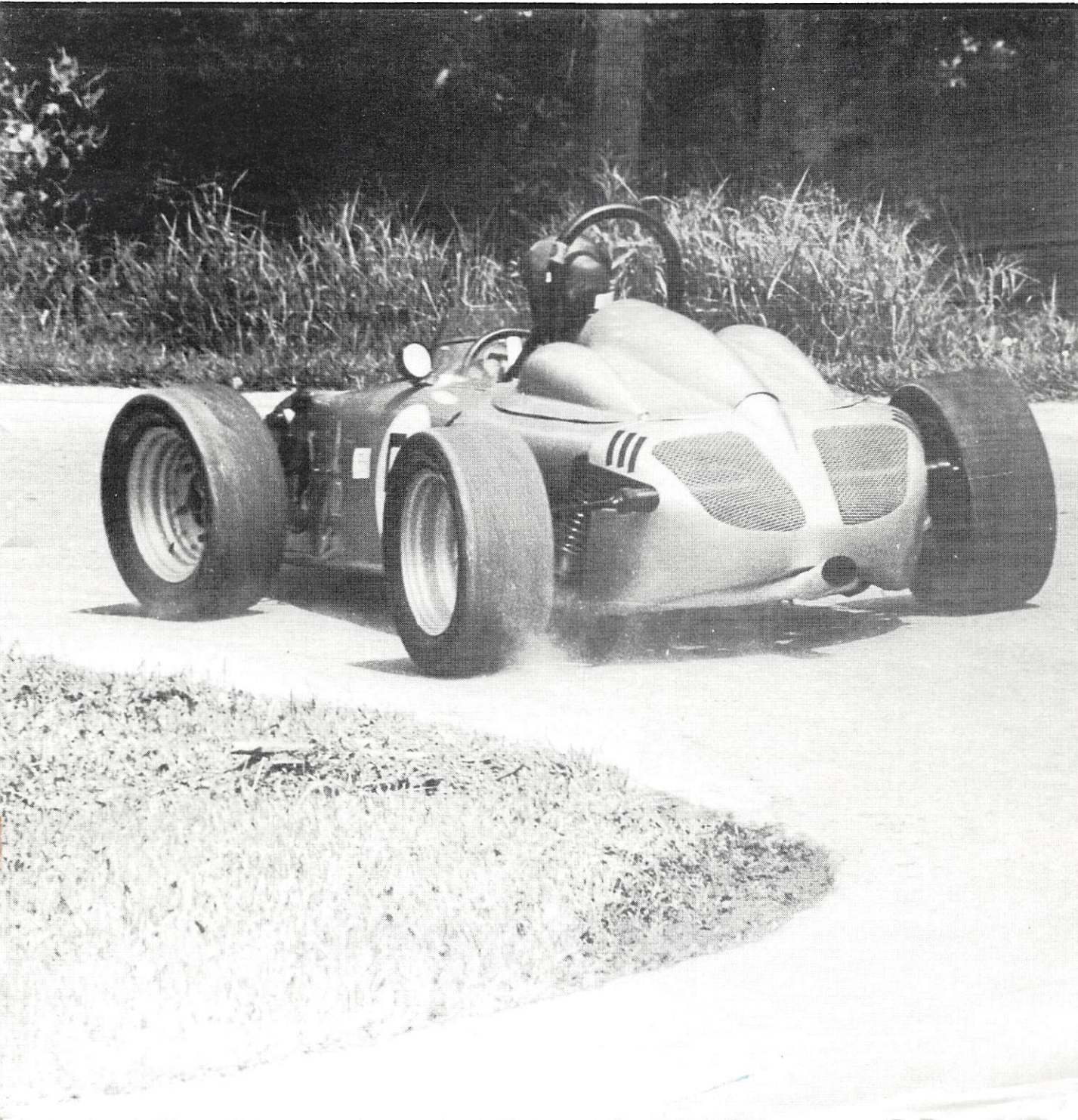


DER GASSER

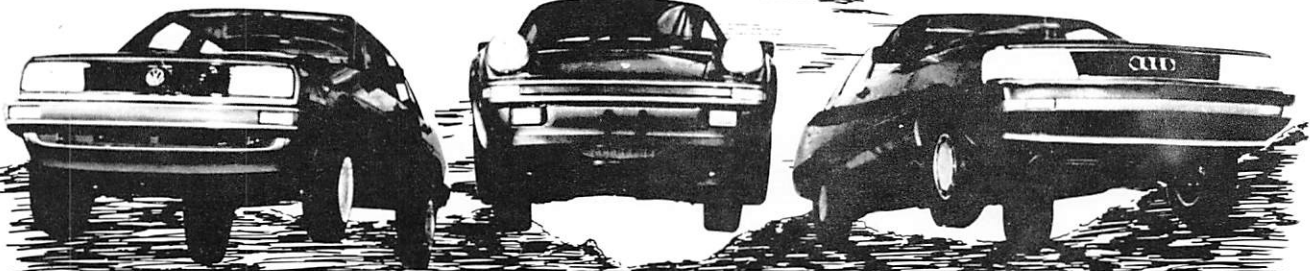


Riesentoter Region PCA

July 89



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President's Message Bob Russo

Well, 1989 will be just about half over by the time you read this! I guess the only complaint that I could have so far (I would hate to think of the complaints you might have!) is that it would have been nice to have had larger turnouts for the events to date. We have had people come to each event, but a larger number would have meant more fun for everyone. Remember, the Exec Committee wants the Club to serve its members, so if there is something we are not doing to attract you to the events, please let us know. We have tried to vary the types of events, we have tried to advertise them early enough, and we have tried to keep them reasonable. If you have a "beef" with anything that we have done, talk to us. You can always write a "Letter to the Editor" if you want to air your complaints.

We have several good events planned for the coming months. Our "Day at the Drags" should be a lot of fun!! Come out and see how quick your Porsche really is, and more importantly - how quick YOU are! Of course, Watkins Glen is always a treat. Not only is the track a ball to drive, but if you have never taken a walk through "The Gorge", you're missing a truly breath-taking natural wonder! As always, the Annual Picnic is shaping up to be more of the usual fun when Riesentoters gather - volleyball, softball, baking contest, and plenty of good camaraderie. Come out and be a part of Riesentoter - try it, you'll like it.

If you've been following Porsche's progress in CART (Indy car) you know that they're finally making progress! A third and a 4th, and the best news so far, the pole at Portland! I'm sure that put a smile on the faces of the people at the factory. Although still down on horsepower, at least the chassis seems to be working better and better. I'm quite sure that the boys at Weissach will be waving their magic wand over the engine and it is only a matter of time before the horsepower will be found.

On June 15, Don and Christine Galbraith, Irene, Sawn, and Recharge van Zijl (boy, those South Africans sure spell funny), Richard and Linda Tyson and myself went to Montreal for the Formula 1 Grand Prix. For those who haven't had the pleasure of visiting Montreal, it is quite a city - plenty of interesting architecture, old and new, great French restaurants, corner boullangeries and open-air cafes. The drivers, cars, and teams are touted to be the best in the world and the aura surrounding the whole event serves to reinforce that belief. But closer scrutiny leads one to realize that, as in any form of racing, there are a few top teams, some good teams, and a large number of mediocre ones, and then some where the driver really doesn't belong in the field, but has enough money to be there! Senna (not my favorite sportsman, but a hell of a driver), Prost, Mansell, Boutsen and a few others are definitely the class of the field, but there are others (names withheld by request) that really

ON THE COVER: Sandy Sadtler, piloting his Porsche Formula 2 car at a Riesentoter autocross in the early 70s. This IS Cornog Go Kart track. Photo by Editor.

Message (continued)

are not world class drivers. I'm not saying that they couldn't make us look like we were going backwards, but I didn't expect them to do some of the things they did!! The race was interesting because they had to start on rains, switch to dry tires and then back to rains, which made for great team strategies. Senna was brilliant in the wet, (though I hate to compliment him) driving almost as fast as the others had in the dry! However, he lost an engine just a few laps from the end and had victory snatched away. Personally, I much prefer the practice and qualifying to the actual race, so I thoroughly enjoyed the entire weekend. There is little to compare to the sound of ten and twelve cylinder 3.5 liter engines spinning at 15,000 rpm - music to the ears!! Next year, make the trip, you won't be disappointed.

Don't forget to start thinking about officers for next year's Executive Committee. Volunteer and get the Club running the way you want it.

Important Info

ARTICLES AND PHOTOS submitted for publication are encouraged. We do reserve the right to edit for space considerations.

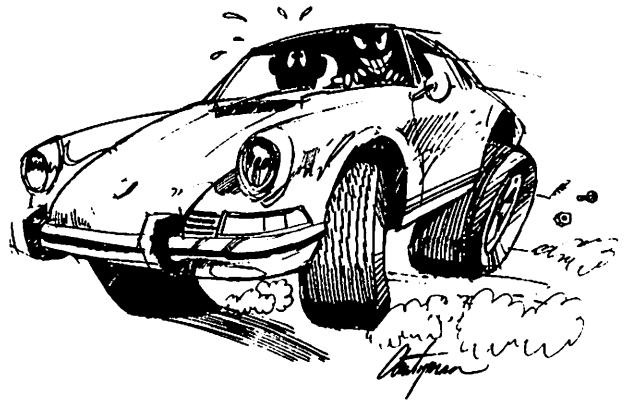
DEADLINE IS THE MONTHLY MEETING, FOR PUBLICATION IN THE FOLLOWING MONTH'S ISSUE. TO ASSURE THAT DER GASSER CAN BE MAILED IN THE THIRD WEEK OF THE MONTH, THERE WILL BE NO EXCEPTIONS TO THIS POLICY.

ADDRESS CHANGES to be sent to Jim Hartman, the Membership Chairman.

Buddy System Working

Thanks to these members who agreed to "Be a Buddy" to a new member:

Fred Bernardi, Tony Bonani, Al Derecola, Dennis Eskey, Barrie Essner, Tom Gattone, Michael Goodman, John Harkins, Joseph Henshaw, Bob Kingston, Michael Klein, Larry Lewis, Terrence Mallory, Chris Mowry, Nancy Morgan, Mike Murray, Bob Oriel, Richard Reber, Don Reinhard, Bill Rodgers, Jim Schmoyer, Bernie Sitron, Stephen Syderman, Scott Sylvainus, Bill Vaughn, Wyatt Vorters, and Marc Weingarten.



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A publication of Riesentoter Region, Porsche Club of America, DER GASSER may contain author's opinions which are not necessarily those of RTR or PCA.

NEXT MEETING , JULY 26 , 8 PM

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Up-Comin

JULY

- 26 - RTR General Meeting at NTW
- 29 - Tech Session Cancelled
- 29 - RTR at Atco Dragstrip, see page 10
- 29-30 - Pro Solo AX, Cincinnati
- 30 - Riesentoter Autocross

AUGUST

- 2 - Track Inspections, Dougherty Automotive, 6-10 pm, page 9
- 5-6 - RTR at Summit Point
- 5-6 - SCCA Div Champ, Harrisburg
- 20 - RTR Picnic, Camp Hideaway
- 20 - SCCA AX, Ply Mtg
- 26 - Tech Session at Rosemont
- 26-27 - Duryea Hillclimb
- 27 - SCCA AX, Harrisburg
- 27 - BMC AX, Gloucester County
- 27 - Lehigh Valley AX, Trexlertown
- 30 - RTR Meeting - Tech Quiz from the Parade

SEPTEMBER

- 9-10 - RTR at Pocono
- 12-17 - SCCA AX Nationals, Kansas
- 17 - Riesentoter Autocross
- 15-17 - Chesapeake Challenge
- 16-17 - Zone 1 AX, Wallkill, NY
- 17 - Pro Solo Finals, Kansas
- 17 - BMC AX, Gloucester County
- 17 - Lehigh Valley AX, Trexlertown
- 23-24 - Giant's Despair Hillclimb
- 27 - RTR General Meeting - Swepco

OCTOBER

- 1 - SCCA AX, Plymouth Meeting
- 1 - Gathering of Friends Concours, Jersey Shore Region
- 7-8 - Weatherly Hillclimb
- 7-8 - Zone 2 Gathering at Summit Point Vintage Races
- 8 - BMC AX, Gloucester County
- 14-15 - Autumnfest Weekend, Blue Ridge Region, Roanoke
- 15 - Riesentoter Autocross
- 15 - SCCA AX, Plymouth Meeting
- 22 - SCCA AX, Plymouth Meeting
- 25 - RTR Oktoberfest, Auction, and Election of Officers

DECEMBER

- 2 - Christmas Banquet

Club Contacts

AUTOCROSS EVENTS

Local SCCA, eight of ten events at Plymouth Meeting Mall (behind Ikea) and two at Pennsylvania Int'l Raceway - Kim Fleischer, 935-1993

SCCA Harrisburg, Farm Show Complex, Lynn DeHart, 717-859-2957

SCCA Hershey Park, at the Visitor's Center of the Chocolate Factory, Dave Walter, 717-432-4018

Brandywine Motor Club, Gloucester Co. Comm. College, South Jersey, Harry Smith, 302-836-3304

Pro Solo, a very special game, call Vern Lyle, 368-1062

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Welcome New Members

Lewis Broyles Warminster	73 914 2.2
William Combs III Wyomissing	85 930
Nagle Bridwell Berwyn (Welcome back)	64 356C & 81 911SC
Stephen Cranage Fort Washington	84 944
Fred Denenberg Philadelphia	87 911 Carrera
Nance Dicciani Macungie	87 911 Carrera
Weston Hamilton Philadelphia	87 924S
Kam S. Ho King of Prussia	87 924S
Russell Kaller Wyndmoor	79 930 Ruf
Eugene McCoy Slatington	80 924
Paul Marchetto Penn Wynne	86 928
Edwin Rosenberg Penn Valley	87 911 Targa
Vito and Sandra Secundo Richboro	80 911SC
Martin Zapf Yardley	89 911 Carrera
R. Nim Ejatt Phila (Transfer from Northern NJ)	86 911 Carrera

Member Revs

At mid-year, Club membership stands at 769. On the one hand, I feel quite pleased that membership has increased since the first of the year. On the other hand, I wonder if Club people talk up the Club with all Porsche owners. Dennis Thovson, PCA President, estimates that only 10-15% of all Porsche owners are members. Applying the midrange of the estimate, the Delaware Valley could cough up over 5,000 additional Porsche owners. Query: how many of those can we bring into the Club?

The recent TSD Ralley enticed a new member, David Shatzman, to bring out his black 87 911. David said he had fun. Bob Crowe tried his luck with his son as navigator, and wasn't sure if his 86 911 simply wouldn't follow the directions, or if genetics were at work.

2nd Quarter Milestones

20 years: Bob McCullen and John Tiedeck

15 years: Bob Olewine

10 years: John Durocher, Donald Galbraith, and James Schmoyer

5 years: Gloria Auer, Mike Broennle, Robert Brown, Fred Brubaker, Stu Cerato, Lisa Lutz Confer, Jim Confer, Craig Ebner, Tim Everett, Tom Fabian, Richard Fehring, Robert Field, Ted Forman, Richard Hettich, Bob Lamb, Archie Pergolese, Anthony Puglisi, Art and Lynn Rothe, Paul Schwarzbach, Bernie Sitron, Michael Steinberg, and Alan Weisberg.



Exec Committee Minutes

The June Exec meeting was held at Bob Russo's house and attending were: Rex Carle, Jim Confer, Lisa Lutz Confer, Bill Cooper, Deb Cooper, Jim Hartman, Betsi Leidy, Vern Lyle, Sybil Margaritis, Bill O'Connell, Bob Patton, Bob Russo, and guest, Lisa Carle.

Betsi will send a copy of the revised By-laws to the Exec for review prior to the general meeting, so they can be mailed to everyone in July. They will be discussed at the July meeting and voted on at the August meeting.

Mail-in balloting was voted down and will not be in the proposed changes.

Rick Marshall, our former Social Chairman, recently sent Vicki, as Club Secretary, his letter of resignation. Rick's new job kept him from giving the time he felt the job needed. The Coopers have agreed to fill in for the rest of the year.

Track events: the \$2,000 lost at Mid-Ohio would have been about \$1,900 if we had cancelled, due to the down payment required. Pocono and Summit will be monitored to prevent this from happening again.

Autocross: still going well. The Porsche/Corvette Challenge didn't go all that well, due to their inexperience running an event like this. We did well - as expected.

Membership: 770 and still climbing.

Tech Session: July 29 at YBH was cancelled, new dates are August 2 at Dougherty Automotive for track inspections and August 26 at Rosemont.

Social: Spirit of Philadelphia on 7/15; Atco on 7/29, Bob Russo to run event. Annapolis, will ask at meeting if anyone is interested. Holiday Banquet at Homestead Inn, 12/2. Coopers will check it out and still look for another place.

Ralley: June 18, to start in Fort Washington, party at end.

Tech inspector stamps: Bob Russo still looking into stamps to identify them.

Raffle: looking into prizes for the most tickets sold.

General meetings: June at Paul Johnston's; July at NTW in Willow Grove; August at the Hilton with the Tech Quiz from the Parade; September, at the Hilton with Cal Cutter from Swepeco Oil.

Mailing list: discussion put off til next meeting at the Hartman's.

Dick
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PORSCHE

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Annual Softball Battle, Air-Cooled vs. Water-pumpers
Annual Volleyball Skirmish
Concours of Course, People's Choice
Tarot Card Reading by Frauen Ansa und Koni Bilstein
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The Winning ticket will be drawn for the 944 Raffle!
You Must Buy a ticket to Win!
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Map in August Issue

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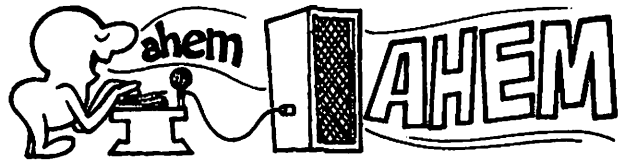
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TECH SESSION

DATES CHANGED !

**The July 29 date at Rosemont
has been cancelled.**

**Tech inspections for Summit
Point will be done at Dougherty
Automotive on Wednesday evening,
August 2, from 6 to 10 PM.**

**The next regular Tech Session
will be at Rosemont Porsche
on Saturday, August 26, 9AM-3PM.**

**Call Bob Patton at 935-1725;
Bill O'Connell at 640-1675,
or Bob Russo at 674-4756,
with any questions.**

Upcoming Social Events

Bill and Debbie Cooper

By the time you read this, you will have either enjoyed the cruise on the new Spirit of Philadelphia or wished you had partied with us. We'll fill you in on the details next month.

SATURDAY AT ATCO DRAGWAY - it's as close as we could get to the words we remember hearing, "SUNDAY, SUNDAY, SUNDAY AT ____!" For us the blank was filled in with Pocono (Bill) or New England (Debbie). If you have never had the chance to participate in a drag race, now is your chance!!

On Saturday, July 29 from 8AM til 2PM, the dragstrip will be ours exclusively. I guess that needs to be qualified a bit by saying that out of the extreme kindness of our hearts, we have invited the Corvette club to join us. Given the fact that we came out on the short end of the trophies at the endurance Challenge recently, let's whip their gluteus maximi. Since this was scheduled after we had registered for the Parade, Bob Russo has volunteered to take charge of the event. If you have any questions, don't hesitate to give him a call at 215-674-4756.

The day will begin with practice runs that will establish your time bracket. You ask why that is important? It determines your "boundary of competition". Bob (our resident drag race expert) explained the principles like this. For example, let's say that your best time to the finish line is 20 seconds (Car 1 bracket). In competition, you may be running against someone whose best time is 22 seconds (Car 2 bracket). Car 2 will get the green light 2 seconds

before you, and in theory, it should be a dead heat. Now come the terms of disqualification. If either car crosses the start line before he/she gets the green light, he/she red lights and the driver is disqualified. Additionally, if either car has "sandbagged", and reaches the finish line faster than their bracketed time, 20 and 22 seconds respectively, this would also result in disqualification. Before the practice runs begin, the bracketing system will be explained to everyone and if you have any questions, ASK THEN. We don't want to lose to any of those plastic cars by disqualification.

Atco Raceway is located on Jackson Rd in Atco, NJ. Travelling south on Rt 73, go past the NJ Turnpike til you come to an intersection with an 84 Lumber Outlet and an Exxon gas station. Make a left and the track will be on your left about 5 miles away. Price for this event is \$15 per driver. Snell 80 or later helmets are required, but there will be some "loaners" available. Cabriolets must have a rollbar.

So, tune those engines and have a great time!

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944 Charity Raffle

Bill O'Connell

Hi there, perhaps you remember me from last month. Since we last chatted, I became a local TV star. For those that happened to miss it, I presented St. Chris with a check for the proceeds of last year's raffle during the telathon on June 3. They wouldn't let me mention the raffle, so I talked a bit about the region and our commitment to helping the little kids. Good press for all.

I have some bad news about our grand prize for selling the most tickets. Since the "buy a 944 and go to Skippy" deal is over in June, I wanted to get the one assigned to the car and give it as the prize. Well, the lawyers had to get involved (sorry Axel), and surprise, surprise, they said NO. Seems that liability concerns prevailed. Oh well, I tried. Speaking of prizes for sales, they are not what I had hoped for, so far we have only sold 100. It appears that everyone is holding off until the last second. Don't do this folks. Other regions are starting to send checks after their newsletters printed the ad, but we are really dragging. As you read this, we will be down to the last month and we don't want to flop, or have all the tickets sold to other regions!

Help out the little kids, and remember, your odds of winning are better than anything the states are running. Someone out of 944 people is going to be zipping around in a bright red '89 944! If anyone has some bright ideas to spur sales on, please give Vicki or me a call.

Oh yes, one more thing - BUY YOURSELF A TICKET!

Weekend in Annapolis

Bill and Debbie Cooper

The social event for September will be a trip to Annapolis, Maryland, September 30/ October 1. We will caravan down on Saturday morning and spend the time doing whatever we wish to do. All the available activities are within walking distance of the hotel and include: shopping; visiting the US Naval Academy, botanical gardens or museums; sipping the beverage of your choice or consuming some of the finest seafood you've ever tasted at outdoor cafes or other restaurants in the area; walking to the city dock and taking a sightseeing cruise on the water; or just relaxing at poolside. I'm sure there are a few fun things that I've left out.

We have reserved a block of ten rooms at the Radisson Annapolis Hotel at a rate of \$85/night for a single or double. If you want to be pampered a little more, you can spend \$120 and receive evening hors d'oeuvres, a continental breakfast and some other extra amenities. Parking will be \$3/day, but you get 2 spaces for that. If you are interested in attending, please let us know by the end of July. Only 10 rooms are reserved and if we need more, we'll need to let them know ASAP. Please call us at 215-362-2770 and leave a message if we're not at home. This is a terrific time of the year to be on the Chesapeake, with lots of fun things to do, so why don't you come join us for a weekend of Porsche camaraderie?



Porsche/Corvette Challenge

Lisa Carle

As you may have already seen, this year's event has been subtitled, "The 12 Hours, and 2 minutes of Pocono". The Corvette Club strategy appeared to consist entirely of wearing the Porsche drivers out, broiling in the sun and making us wait and wait and wait...

All kidding aside, this event had great potential which was never realized. The opportunity to drive the south course at Pocono seemed to justify the \$20 price of admission (\$30 if you were late). However, first impressions can be deceiving. The "Two Minutes" came when we learned that we would only be getting 2 runs. Translation: \$10 (\$15) per run is rather exorbitant for an autocross.

Upon our timely arrival at the track, we proceeded through tech and made our way to the south track to observe the course. As we had expected, it followed the track with a few strategically placed pylons to keep the speed below the Vette Club's maximum of 80 mph for a low speed event. We soon learned that the two car timer was out of commission, and this put them about an hour and a half behind schedule. OK, we'll have lunch.

Four hours later, they were ready for us to stage. After what seemed like an impromptu drivers meeting, the powers that be spent another 15 minutes deciding in what order to run the groups. After much deliberation, they allowed their Porsche guests to run first.

Well, enough rhetoric. Over 150 cars competed, with just over 30 Porsche drivers. Results below. Wayne Holmes of the Corvette Club came to our June meeting to present trophies. Congratulations to Melody Lyle and Betsi Leidy for their 1,2 finish in Ladies Class E, and to Tom Cross for his win in Class D. A couple of bright spots in an otherwise murky business.

10th - John Williamson (A)	55.19
5th - Vern Lyle (B)	53.07
6th - Rex Carle	53.81
7th - Mike Murphy	54.28
8th - Bill Cooper	55.02
9th - Mark Rubin	55.28
12th - Tony Bonani	55.89
16th - Chris Beery	57.72
17th - Ernie Fink	58.16
18th - John Hlywak	58.62
20th - Jim Hartman	61.14
21st - Ed Arnold	62.30
DNF - Raffe Amarian	
3rd - Don Paterson (C)	54.15
8th - Darwin Ottolini	58.98
11th - Luigi Cianci	67.56
DNF - Tony Checkowski	
1st - Thomas Cross (D)	57.46
4th - Art Rothe (E)	57.41
5th - John Crowley	57.58
7th - Fred Matolicz, Jr	60.13
8th - Scott Sylvainus	61.00
4th - Bob Kingston (F)	57.48
2nd - Lisa Carle (LB)	56.27
4th - Debbie Cooper	58.96
4th - Kim Fleischer (LC)	57.99
1st - Melody Lyle (LE)	58.74
2nd - Betsi Leidy	60.19
5th - Gloria Auer	65.75
13th - Barbara Delnero	73.03



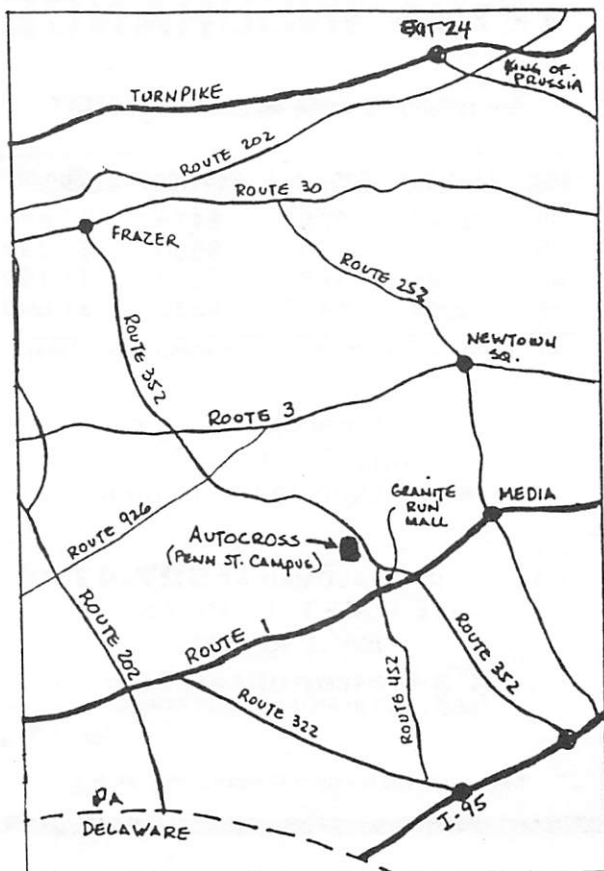
Some of you may never have seen our President, Bob Russo, in an autocross car, but let me tell you, he is one of the smoothest and most experienced of all. This is the green car in turn 5 at Christmas Village, about...well, some years ago.



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RTR FTD at Weissach

John Rosenblum and Mark Schnoerr were the only Riesentoters who made it to the Central Penn and Chesapeake Region's "Wee Little Weissach Autocross" at the Farm Show in Harrisburg recently, but they made a good impression.

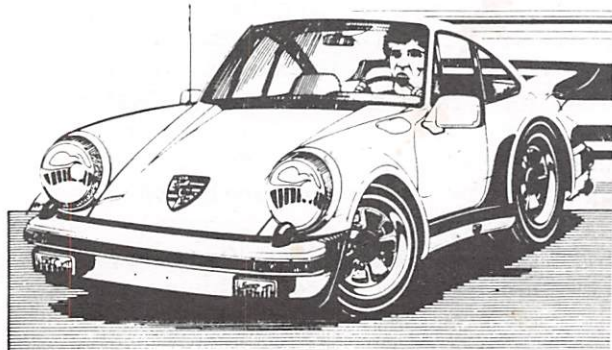
Mark reports that it was a very fast autocross course, with 3rd gear (80 mph+) straights. John took 3rd in Class D, and Mark was the only car to break 60 seconds, winning Class E and taking Fastest Time of Day. In the words of the event Chairman, Bob Gutjahr, "it was truly inspirational to see Mark toss, turn and manhandle the big Porsche to First Overall, as the quick 911 crowd hung their heads in shame."

Nice going guys!

Track Dates

DATES	TRACK	REGION
7/22-23	Watkins Glen *	RTR
7/24-25	Watkins Glen	POT
7/28-30	Bridgehampton	FOX
8/5-6	Summit Point	RTR
8/5-6	Nazareth	NNJR
8/18-20	Watkins Glen	NNJR
8/26-27	Summit Point	POT
8/28-29	Watkins Glen	CVR
8/30-31	Lime Rock	SCHATT
9/1-3	Bridgehampton	FOX
9/7	Lime Rock	METRO
9/8-10	Porscherama	CVR
9/9-10	Pocono	RTR
9/11-12	Watkins Glen	NNJR
9/18-19	Watkins Glen	NNJR
9/23-24	Summit Point	POT
9/23-24	Rockingham	BLUE RIDGE
9/29-30	Bridgehampton *	METRO
9/30	Pocono	NNJR
9/30	Mosport	Rennsport
10/1	Mosport	Rennsport
10/1	Pocono	NNJR
10/1	Bridgehampton	METRO
10/19-20	Lime Rock	CVR
10/20-22	Bridgehampton	NNJR
10/26	Lime Rock	CVR
10/27	Lime Rock	H-C
10/28	Lime Rock	SCHATT
10/28-29	Mid-Ohio	POT
11/2-4	Lime Rock	CVR
11/3-5	Bridgehampton	FOX
11/10-11	Bridgehampton	METRO
11/18-19	Summit Point	POT

* - Professional Flagging



Club Contacts

Connecticut Valley, Jim Russel,
203-456-7316 (8 to 10 pm)

Ron Fox Enterprises, 201-736-9592
(evenings 8 -11, and weekends)

Metro New York, Len Deutsch,
212-628-1704

Hudson-Champlain, Frank Ambrosino,
518-377-9292 (days)

Potomac, T.R. Pierce
703-370-1994 (evenings)

Schattenbaum, Bob Carrington,
215-321-0767 (days)

Northern New Jersey, Bob Winer,
201-292-9681

Rennsport, Michael Moss,
613-726-0999

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SATURDAY AND SUNDAY

COST: \$105 per driver. Make check payable to Riesenotter PCA.

REQUIREMENTS: Valid driver's license; PCA member; Porsches only; minimum age 18; one novice driver per car

ENTRY DATE: August 7. No earlier postmarks. No metered mail.

SEND TO: Jim Confer, P.O. Box 1631, Southeastern, PA 19399

REFUNDS: Refundable if notification received prior to Sept 2. Call 215-962-2264 (days) or 215-687-1339 (evenings)

OTHER: Registration materials and information on accommodations near the track will be mailed 3 weeks before the event. Professional Flagging.

First Driver

Last Name _____
 First Name, Initial _____
 Street _____
 City _____
 State, zip _____
 Home # (____) _____
 Work # (____) _____
 PCA Region _____
 Porsche model _____ Year _____
 Preferred car number 1st _____ 2nd _____

Second Driver

Last Name _____
 First Name, Initial _____
 Street _____
 City _____
 State, zip _____
 Home # (____) _____
 Work # (____) _____
 PCA Region _____
 Modifications _____
 Preferred car number 1st _____ 2nd _____ 3rd _____

FIRST DRIVER EXPERIENCE

Years this car _____ Other Porsches _____
 Last school: When? _____ Where _____
 What run group? Beg-Inter-Adv-Instr _____
 # Pocono events? _____ All tracks _____
 Other High Speed Experience _____

SECOND DRIVER EXPERIENCE

Years this car _____ Other Porsches _____
 Last school: When? _____ Where _____
 What run group? Beg-Inter-Adv-Instr _____
 # Pocono events? _____ All tracks _____
 Other High Speed Experience _____

COMPLETE ONLY IF AN INSTRUCTOR

Regions for which you instruct:

Tracks where you have instructed:

Instructors' schools attended:

COMPLETE ONLY IF AN INSTRUCTOR

Regions for which you instruct:

Tracks where you have instructed:

Instructors' schools attended:

RIESENTÖTER REGION reserves the right to decline any application.

I PLAN TO ATTEND SAT _____ SUN _____

Checkpoint

Paul Margaritis

Well, Father's Day 89 has come and gone, and with it the RTR Spring Rally. Eleven cars competed, and most were in the non-handicapped class. Those running in the handicapped class enjoyed having the Rallymaster's mileage and elapsed time for each of the route instructions. Fun was had by most. The rally proved particularly challenging, since I inadvertently failed to distinguish an intended sign/route instruction from two before it. But in spite of this obvious twist, Bob Patton and his navigator, Linda Estock managed to hit every checkpoint within the 1000 second maximum. I take some solace in Bob and Linda's finish. An old maxim of Rallymasters: "If at least one car completes the rally, then the instructions were adequate".

The first four places were:

Bob and Linda Estock	1455
Jim and Jan Hartman	1907
Don Paterson/Kim Fleischer	2056
David Shatzman	2543

Lost Place went to Tom Sclafani who failed to get to any of the three checkpoints while they were open. It turns out he drove past the first one BEFORE it opened. (Ed. note: Sounds like FTD to me!)

Thanks to all who came and braved the route. Special thanks to Tony Bonani, Janet and Jerry Weger, and Ree Daugherty (my mother and also page 18). Yes, the Rallymaster was hanged in effigy. It is a tradition and I did goof. The food was good, the beer was cold, and we had the first watermelon of the season. Cars represented: 911s, 944s, 930, oh, and a green 72 Chevelle.

A Letter Home

Appalachicola, FL

Dear Folks,

I'm sorry I haven't written or called since Father's Day, but I went on a Riesentoter Rally/Rally/Rallye. Wow! The people in the Club are nice and friendly, and their cars are gorgeous. I think it was a wise move to trade the Hudson in on the Karmann coupe, but I'm still not really sure about Rallye/Rally/Rahly.

The event started off OK. The hotel is no longer a Sheraton, but a Day's Inn. That was tricky, I couldn't even find the start. Those Rallymasters are tough. There is some pretty countryside in Pennsylvania, and I saw some of it over and over and over. The couple tending the last checkpoint were really/reallye/realley nice.

Well, that's it for now. The Club is sponsoring a Driver's School at Watkins Glen, and I think I'll go, but this time I'll take a navigator.

Love,
Your offspring

(Thanks Paul and Sybil Margaritis)

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22 Hours of Bridgehampton

Bill O'Connell

It started about a month ago with a phone call from Tony Bonani: "Hey Metro is having a Drivers School at Bridgehampton and I want to go back there. If you want, we can drive up in my car early Saturday morning, swap driving at the event and be home Saturday night." It sounded good, Bridgehampton is my favorite track. I have driven my Escort Series VW Golf, the Red Car (the late 944), and my 911 there, and the thought of driving Tony's 930 on 2.85 miles of pavement was too good to pass. I mentioned it to another member, Joel Bender, who had only done one run group at our Pocono event in his 924S, and he decided to go along. Paul Johnston went up on Thursday night to do it the "right" way - the sissy. Now switch to Saturday morning at 3:30AM. Fog, rain, and the two cars are on their way. I drove Tony's at the start to get the feel of it prior to the track, and Tony was going to sleep. Joel got to follow with his radio for company. The car was great and after what seemed like an hour or so, we were in the Hamptons. Tony never did go to sleep. Knowing Joel would be all keyed up, I spelled him at the wheel for the last bit of the ride.

We breezed through tech, and about now, two of us were getting a bit apprehensive - Joel about his real debut, and me about driving a very expensive car on a very demanding track, plus instructing a friend. First up was Red Group so I rode with Tony. Next was Black so Tony and I switched seats and off I went. What an amazing car. Within two laps I was very comfortable and holding my own. All my fears about the turbo kicking in at the wrong time were for naught. Then came

Blue so Tony went out with Paul while I got Joel ready. Green's turn and off we went. The contrast in driving his 924S and the 930 was strange. I should mention here that the 924S is an automatic, a compromise to Joel's wife. You get the impression that you can't get it moving. The big difference is 95 and 140 mph at the end of the straight - and in the corners, skinny stock tires with no bars vs. HUGE tires with HUGE bars. Two laps and it was Joel's turn. He was like most of us at our first event, overloaded with questions, info and the fear of the unknown. Like it does for most of us, this soon gives way and your confidence picks up. By his third lap, he passed a 944 Turbo - no greater joy. Then it was out again in Tony's car. Still can't believe the difference. Found myself going through the corners faster than I do with the 911. Back into Joel's car, now he is trying to remember all the stuff he learned and where the 13 turns are. Doing better, got passed twice but passed two 944s and a 911. The grin goes from ear to ear. My next session, I took him out in his car to show him it could go faster. He was simply astounded that it could go that fast and not be out of control. I was astounded at how slow I was going. Tony followed that up with a ride in his car. Joel was truly amazed now. He had never gone that fast in his life! That's how it went the rest of the day, riding, driving, instructing, etc. I took Paul out for a session in the turbo and he decided it was OK, but not as fast as Tony - surprise, surprise. The event ended promptly at 6PM, local laws, and we adjourned to a picnic and some much needed rest.

About 7PM we headed back and after only getting lost once, pulling into a \$4.00 exact change lane (oh, sure,

(continued next page)

(continued)

we have 16 quarters here somewhere), I got home at 1:30, after driving all the way. Only 22 hours after we had started the journey. Was it worth it? You bet. I got to compare 2 very different cars in an environment few of us get to use. We got a non-active member out and about, and made a believer out of him. Tony got his second event at a great historic track, and Paul got to drive for 2 days at a track he loves. Aside from being a little tired the next day (where I got to drive another 200 miles helping Vicki on a Photo assignment), the biggest problem will be the Glen. You see, the Red Car went away for the 911 after deciding I wanted to go faster on the back straight at the Glen - now I know about turbos!

Technical Tidbits

Get Belted (Edited from Larry Sheldrick in TOBACCO ROADS) In a previous article about the 944 timing belt, I made it sound pretty horrid when I described all the things that can happen when this belt breaks. Just so you have no misconceptions, let me tell you, it IS horrid! Death of the head assembly is inevitable; and bent valves, damaged head and sometimes ruined pistons are some of the things you can expect when the timing belt breaks.

To avoid this, simply adjust the belt every 30,000 miles. (Ed. Note: some recommendations say to replace at 30,000, and adjust every 15,000.) Check with the repair facility of your choice to see if they have the factory tension gauge and standard to set this gauge. Do not let someone mislead you into thinking that they are capable of performing a belt replacement without this special gauge, for it cannot be done successfully.

When you have the belt replaced, make sure to readjust it after 1,000-1,500 miles, since new belts do stretch. Any of the belts on a 944 or 928, if removed but will be reused, need to be marked with a crayon or grease pencil indicating the direction of rotation to prevent premature failure. This includes not only the cam and balance shaft belts, but also the poly rib belts for the alternator, power steering and A/C. Next time you have the belts checked, ask what the tension values were before adjustment, to give you a clue as to how loose they were.

The correct tension values are 4.0 +/- 0.3 for new belt installation, and 2.7 +/- 0.3 for a used belt.



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Thanks to Vicki and Bill O'Connell for these photos.



Or a hard-working Charity Car Wash Chairman. Nice job, Larry.

Well, Chairman Larry Herman said we would wash ANY kind of car.



Or dirty old men?



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Rap at Idle

The Editor

Bill O'Connell reminded me of the support one of our members, Joel Bender, gives to the Club. Joel owns Fotorama at 1831 Chestnut Street in Philly, and has been supplying Bill with lots of film and processing of same that has been shot at our events. Bill does a good job of recording our members in action, and Joel's support is certainly appreciated. Of course, we can't publish all the prints, but we will begin bringing them to the meetings, so that everyone can share them.

Jim Hartman's idea of publishing the milestones of Club membership is a good one. Seems this Editor did not print the first quarter info, so here it is now:

10 Years - Tony Checkowski and Skip Corey

5 Years - George Bukovsky, Jeffrey Christopher, John Crowley, S.C. Dunn, Linwood Haith, Jr, Alexander Kerr, Richard Koschmeder, Betsi Leidy, Kevin Pykkonen, Richard Reber, Sandy Sadtler, Jay Several, Paul Somers, Jr, Earl Toltzis and Robert Worrell

Our hearty "Thanks" to Paul Johnston for hosting the June general meeting at his shop in West Chester. As usual, there were enough exotic-looking cars around to make everyone drool.

Track drivers, please note: At any upcoming Northern New Jersey Drivers Education event, tech will require brake pads to be 50% of original thickness. Be prepared.

A few more comments about the Porsche/Corvette Challenge: Seems that two basic things were wrong. First, Pocono was too far for most people to go for an autocross. And second, they were trying to put on two or four (or more it seemed) simultaneous events, with separate courses, separate rules for Vettes, separate rules for the Challenge and even more for anyone else who showed up. Had it all been a simple organization, they probably could have pulled it off. But as it was, it seemed that everybody was very frustrated in one way or another, not the least of whom were the organizers, who probably found out early in the morning that it was going to be an Excedrin kind of day. They did a good job under the circumstances, but nothing could have saved such an over-ambitious project. Even they have admitted that it was not a real autocross, and that the Challenge got lost along the way. So my modest proposal is to scratch this event off the record and not use it in our calculations of the standings of the annual Porsche/Corvette Challenge Autocross. This was the year that wasn't. So the standings have not changed, Porsche is still ahead 41-40. We'll get it back on course next year when we host the Challenge the way it should be done.

Our friends "down South" want to see everyone at the 21st Annual Chesapeake Challenge on September 15-17. There will be a full and top-only Concours, a low pressure rallye, a high speed autocross, and everything is within a 5 minute drive of event headquarters. Call Steve Koves (301-893-1528) or Anita Del Corro (882-6665) for details.

Camber Trusses

Bob Patton

Over the years, the front shock towers of a 911 or 912 will sag inward. This will seriously deteriorate the handling qualities built into your Porsche. Dynamic movement occurs under hard cornering or braking, and the front end becomes "loose". The towers will tend to separate under cornering as the outside front wheel tries to tuck under; then the towers will come together as the cornering load is removed and weight transfer takes over as the dominant force.

It can happen to newer cars, too, if driven hard. Some people feel that hard bushings will accelerate the sag. Alignment settings become difficult or impossible to obtain. You will not be able to get both the correct camber and caster at the same time. The front towers of my 911 were 3/8 inch closer together than they should be (factory "minimum" is 38-3/4 inches between shock absorber nuts).

There is only one way to prevent this from happening (besides never driving the car). Add a camber truss which forms a solid brace between the two towers, preventing them from moving, even under hard cornering and braking. This is not necessary in the 914, because the bulkhead for the fuel tank essentially places a wall from one tower to the other. The rear, however, will benefit from bracing. (The 924 and 944 will also benefit from a front truss.) Conversely, the rear of a 911 does not require bracing.

The remedy for already sagging cars is to move the towers back to their original positions with the aid of a Porta-Power or other hydraulic device, or even by using the adjustable triangulating members of the truss itself. The truss will keep everything in place once it's there. If the towers are moved, be sure to have the car realigned.

The best units on the market are StablEnergies, and Performance Product's Starker Stutz. Both of these are triangulated, which keeps the towers from moving at all, rather than moving back and forth in unison, which can happen with a straight brace. They are also easily removable.

So why would you want to remove it? If you run SCCA autocrosses, trusses are not permitted in Stock classes, and only "simple" (i.e. non-triangulated) braces are permitted in Street Prepared. You will need to remove everything (for Stock), or the triangulation (for Street Prepared). You can then easily reinstall it for the drive home. For Riesentoter autocrosses, these only give you a few mod points. PCR's at the Parade allow simple braces in the Production car classes, and with no other mods, you will remain in the same class as without them.

(Ed. Note: I'd be real careful about putting these back after removal. You need to index the triangulating members somehow so that it all goes back together the same way you had the car aligned. Too loose and the towers sag a bit, too tight and you just added some positive camber. Don't do yourself more harm than good; modifications must be done carefully.)

Garage Sales

88 911 Carrera coupe, Grand Prix white, dark brown partial leather; raised hub, limited slip, sport shocks, elec sport seats, short shifter, sunroof, 16" forged alloys, hi-fi package, 7,500 miles, excellent condition, \$41,500. Call Paul Somers, 215-640-0680 weekdays, 935-1974 evenings before 9

68 911L, rare model; new paint, rebuilt engine, good condition, \$6,300. David Drechsel, 345-9417

86 944; Guards red, lea interior, AC, Blaupunkt, Clifford alarm, power locks and windows, cruise, balance of 5-year warranty til Feb 91, 19,000 miles, \$18,900. Call Herman, 357-2961

64 356SC Coupe #217107; Signal red, original Blaupunkt AM/FM, chrome wheels, black leatherette seats. Owned and maintained in meticulous condition since 1970 - detailed photos available to serious buyer, \$25,000. Norm Robinson, Box 388, Bryn Mawr, PA 19010, 215-649-6820 days, 525-7185 evenings

76 912 E; India red (close to Guards) with black int, polished alloys, AC, AM/FM cassette, lea seats, 3-spoke wheel and console, 911 front and rear sway bars, Konis, professionally lowered and aligned, bumpsteered, headers, Bursch exhaust, 1988 RTR Class G Autocross Champion, always stored winters, a beauty - \$13,000 neg/911 trade, John Heckman 836-1592

57 356A Coupe, sil/red, original rustfree Texas car, Super 90 motor, nice driver and great vintage race candidate. \$12,700 negotiable or 911 trade, John Heckman, 836-1592

74 914 2.0, Grand Prix white with black int, rustfree Carolina car, street legal track car, 6-cyl suspension, 930 brakes, 7" cookie cutters w/RE71Rs, roll cage, tow bar, much more, call for details. Can't be duplicated for \$8,750, negotiable or 911 trade, John Heckman, 836-1592

1600 Normal motor complete in car, Solex carbs, heater boxes, less muffler, \$2,200. Fred Brubaker, 215-434-8778 days, 797-9298 eves

Four excellent, low mileage Dunlop SP Sport, 215/60VR15, \$100. Call Bruce Berlinger, 251-9922 days

TRACK TIRES, slightly used but with a lot of "good times" remaining; Comp TA/R1 245/50x15 shaved to 5/32 and run in 2 autocrosses, \$275/4; RE71 215/60, shaved to 8/32 and still "new", these have won FTD at the last three Porsche/Corvette Challenge events, and that's all they've been used for, \$300/4; set of four P6s with spare, 185/70 and 205/60, 5/32, \$175/5; four 7x15" Centerline wheels, solid centers, standard 911 offset, great for rain tires, \$300. Vern Lyle, 368-1062

Colgan 3-piece bra for 944, like new, \$50; phone dial wheels for all 944, 87-up, 2 7x16, 2 8x16, \$1100; from 86 944 turbo, front struts and rear shocks (O.E. by Sachs), will fit 944 85-up, \$300. Jerry Weger, 649-6618

86 3.2 liter with brain and wiring harness; complete flywheel to exhaust system, \$6,500: many 911 parts, brakes, suspension, tires, rims. Tim Everett, 862-9191

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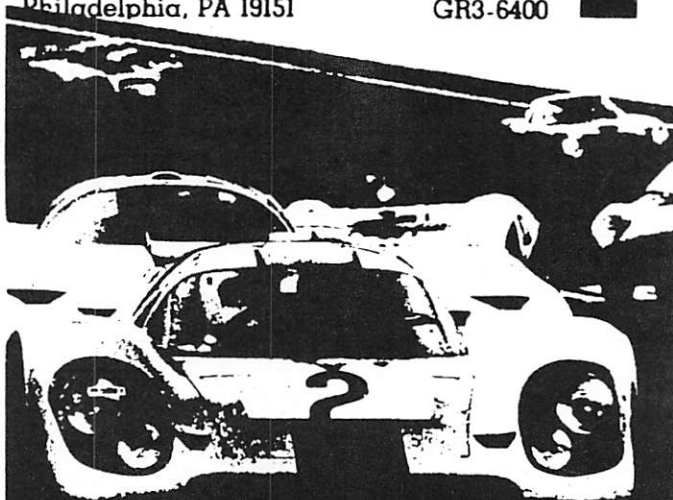
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