

# DER GASSER

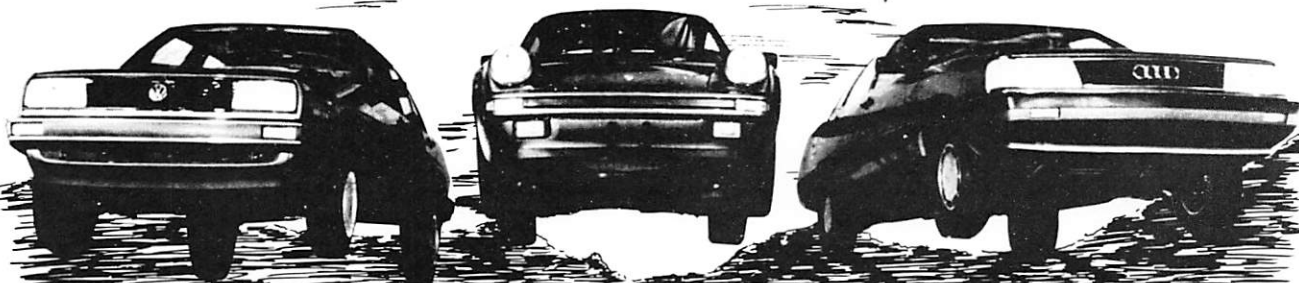


Riesentoter Region PCA

Nov/Dec 90



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# HOLBERT'S

1607 Easton Rd.

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# President's Message

By Bob Russo

Whew, my thirty-third and hopefully last President's Message (is that a sigh of relief from the membership?) Actually it will probably be the easiest to write because mainly I want to thank all those who made the past two years so successful. My goals when entering office were to involve more people and make the Club a "Fun Thing". I think we accomplished these things. I know I didn't please everyone, but that would have been an unrealistic and impossible task. To those who feel that I was unreceptive to their suggestions, I apologize. I did appreciate your ideas, but I was not always able to implement them for one reason or another (sometimes the reason was just me!).

They say that some good comes out of everything and quite possibly, my stepping down will bring about a further increase in participation. Those of you who avoided meetings or events because of my "style" can come to the new administrations events with those who were active already, insuring greater numbers.

My thanks to Bill O'Connell (Vice and Past President) for his work on the raffle and all the monthly programs. Especially his many "recoveries" from cancellations, with replacements equal or better than the original! Vicki O'Connell (Secretary 89) for "hanging in" through thick and thin; Janet Weger (90) for adding her humor to the minutes and not talking anywhere near her extraordinary capacity. Al Anderson and Jim Hartman, 89 and 90 Treasurers, for keeping the books straight and handling our rather sizable cash flow without a hitch. Jim Hartman (89 Membership) for his "hand holding" of our new members, which played a large part in our increased participation.

John Williamson (90) who continued and improved Jim's programs and gave new meaning to the phrase "Oh no, it's time for the Membership Chairman's report!" Jim Confer (89 Track) for continuing the tradition of great Riesentoter track events. Bob Lamb (90 Track with the help of Registrar, Bill Miller) going the extra mile to make our events well-run, organized, fun times and cementing our ties with the track personnel, insuring us fantastic, enviable dates for years to come. Bill and Debbie Cooper (89 Social) for coming to the aid of the Club yet again when the elected chairman had to resign. Paul and Sybil Margaritis (90 Social) for their outstanding social calendar, with the upcoming banquet at the Bay Pony Inn quite possibly their best effort yet. Bob Patton (89 Tech) for giving one more year of his time to organize our ever-popular tech sessions. And Gerry Weger (90 Tech) for continuing the tech sessions and implementing the tech inspection "committee" at track events, which handled large numbers of cars quickly and efficiently. Lovely Lisa and Rapid Rex Carle (89/90 Autocross) for securing the great NADC site and doing a marvelous job with autocross in general and the Charity event in particular. Paul Margaritis (89 Rally) for giving us both a new spelling of the word and also the shortest rally in history. Betsi Marsh (90 Rally) for two super events, with the last one (that taught us all how to count) ending at the Lake House Inn; also the countless hours that she spent reviewing, re-writing, and making recommendations on the By-Laws revisions. Debbie Cooper (89/90 Historian) who continually reminded us of our roots. Sybil Margaritis (Goody Store) for her entertaining

(continued next page)

## Message (continued)

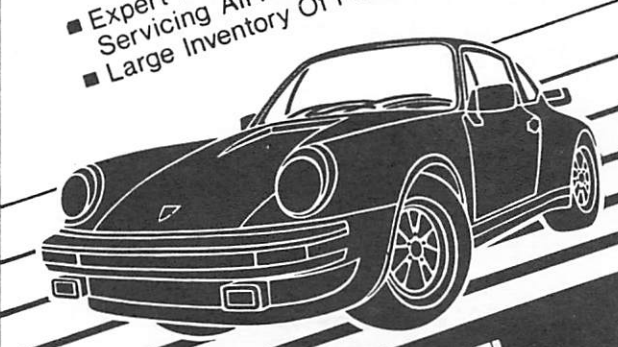
recounts of the store's inventory and "specials", and for raising more money in two years than all the previous ones combined. Vern Lyle (89/90 Editor) for taking the Club's most thankless job and keeping us informed of the Club's happenings in spite of people like me missing his deadline more often than not.

But the people that I want to thank the most are all those members who participated in all the activities.

So to all of you, I say, Thanks for making these past two years so successful - 1990 definitely was "The Year of Involvement".

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## 3rd Quarter Financial Report

By James. P. Hartman

### RECEIPTS

National Reimbursements	\$7,597.50
Advertising	7,610.00
Goody Store	6,087.46
Member payments for Club Activities	55,118.09
Miscellaneous	518.01

TOTAL RECEIPTS \$76,931.06

### DISBURSEMENTS

DER GASSER	\$12,011.10
Goody Store	6,057.17
Club Functions	4,323.97
Club Car Activities	43,760.99
Miscellaneous	106.45

TOTAL DISBURSEMENTS \$66,259.68  
NET CASH GAIN (LOSS) \$10,671.38

Cash Balance 12/31/89 8,307.00  
+Net Cash Gain 10,671.38

Ending Cash Balance \$18,978.38

## Up-Comin

### NOVEMBER

NO PORSCHE/CORVETTE CHALLENGE!

16 - Summit Point, call Bob Lamb  
17-18 - Summit Pt, Potomac  
25 - Hershey AX #4

### DECEMBER

9 - Hershey AX #5  
9 - Annual Christmas Banquet,  
Bay Pony Inn, Lederach  
14 - Summit Point

## Track Event Contacts

Car Guys, 703-774-5066

Connecticut Valley, Bob Wolf,  
203-488-7312 (7 to 10 pm)

Metro New York, Len Deutsch,  
212-489-8600 (W), 212-628-1704 (H)

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

Potomac, Chuck Perilli  
301-843-3569

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

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

Ron Fox Enterprises, 201-669-9650  
(evenings 8 -11, and weekends)

RCCA, 914-636-9233

Rennsport, Michael Moss,  
613-726-0999

Tracktime, 216-793-1159

Ottawa Region, Chris Kirby,  
613-835-2587

## AX Club Contacts

Local SCCA, majority of ten event series at Plymouth Meeting Mall (behind IKEA), remainder at PIR in Nazareth - Jim Mitchell, 362-2205

SCCA Harrisburg, Lynne DeHart,  
717-859-2957

Hershey Park Visitors Center, Dave Walter, 717-432-4018

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

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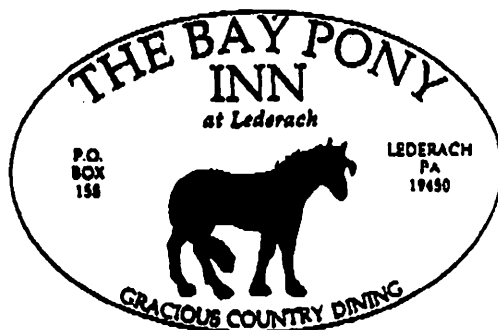
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MEMBER

**You are cordially invited to the Holiday Banquet  
Sunday, December 9, 1990**

**at**



**Hors D'oeuvres and Cash Bar 4:30 'til 5:30**

**Dinner at 5:30**

**Dinner Menu**

**First Course: Fresh Fruit Plate**

**Salad Selection: Mixed Greens**

**Entree Selections: Entrees include fresh vegetable & potato, rolls  
& butter, coffee & tea. Please choose one:--**

**Roast Prime Rib of Beef with bordelaise sauce**

**Sauteed veal with Shitake Mushrooms and cognac-flavored  
demi-glace**

**Baked Norwegian Salmon in Puff Pastry with basil cream sauce**

**Dessert Selections: Please Choose one--**

**Chocolate Chip Fudge Cake**

**Apple Turnover with Cinnamon whipped cream**

**Wine will be served with dinner.**

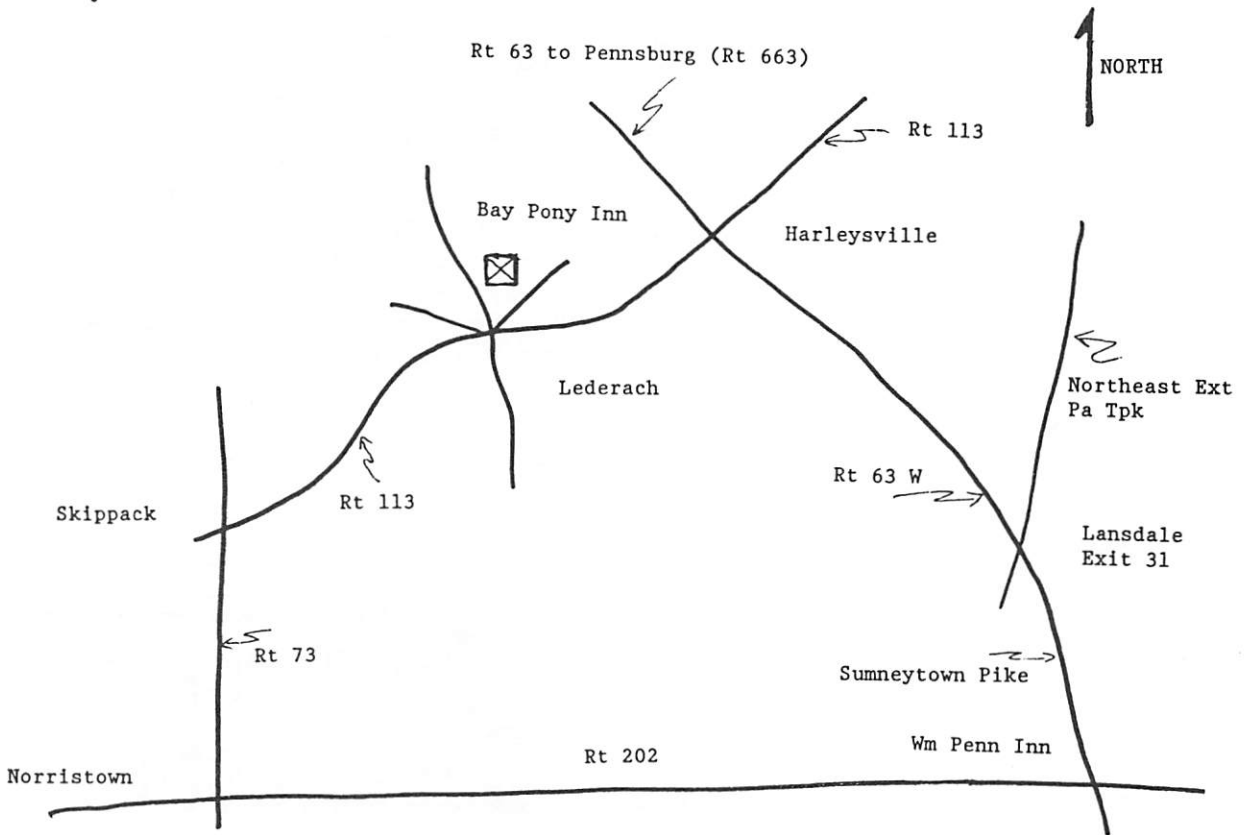
**Dancing to the Music of all eras provided by a DJ**

**Cost is \$20 per person.**

**Reservations will be limited to 140.**

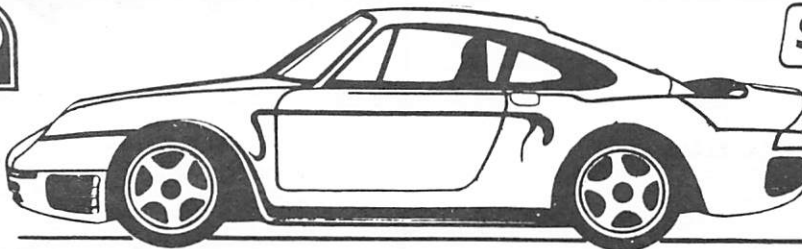
**Please call Paul or Sybil, 215 635 4022, by  
November 28, 1990, with your selections.**

Bay Pony Inn: just off Rt 113 in village of Lederach, about 3 miles from downtown Harleysville



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## Membership still at 814!

By John Williamson

Bill and Kathy Deger West Chester	79	911SC
John Deikis/Carol Blotter Newtown Square	77	911S
Edward Durell, III Lumberville	89	911
Ray/Patricia Giambuzzi Havertown	78	911 SC
John/Vivian Gilliam Wynnewood	84	911 Targa
Bruce Hendrixson, III Wilmington	87	911 Targa
William/Jean Hyland Bryn Mawr	86	911 Turbo
Stephen Luce Media	70	911T
Milton/Mary Martyny Pottstown	90	944 S2
Gary/Betty McElroy Reading	82	911 Targa
Terrence/JoAnn Mischler Wayne	88	944
Gordon/Francis Nagle Cressona (Dual member, Suncoast)	89	944 Turbo S
Steven Rothenberger Perkiomenville	72	914

## 4Q PCA Milestones

CELEBRATING 20 YEARS IN THE PORSCHE CLUB - Donald Schaub

15 year Members - R.D. Joslin and Michael Sonstein

10 Year members - Thomas Baker, Tony Bonanni, Neil Cornell, Dale Dries, Edward Falso, and Philip Fleck

5 Year Members - Marc Albanese, Glenn Allan, Joseph Antanavage, William Boys, Thomas Brobyn, Edmund Butch Jr, Stanley Cohen, Roger Colehower, S. Cori, David Drechsel, Roshen Irani, John Irvin, Steven Kanoff, Christopher Krajnik, Dale Landis, L. Gie Liem, Glen Mast, James Mehling, John Parrish, Frank Pilotti Jr, Scott Rankin, William Sneed III, George Sprengle, Gerald Weger, and John Williamson

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# CONTEST FINISH LINE

by John Williamson

The National and Riesentöter membership contests are nearing the checkered flag! Our region contest ends the day of the annual Holiday Banquet, December 9, and Don Galbraith continues to hold a narrow lead over John Crowley and Jim Hartman. The National contest, however, will continue through the month of December. The National winners will be decided on percentage growth from the end of last year, with all Regions divided into one of two categories: 1) Regions with 200 members or more, and 2) Regions with less than 200 members. The winner of the over 200 category will receive \$2000, the winner of the under 200 category will receive \$1500, and the Region, regardless of size, with the largest percentage growth overall, will receive an additional \$500.

As of September 30, our Region was in 10th place among the 43 Regions with over 200 members, showing a 3.2% increase over last year. Upper Canada leads with 661 total members, a 10.9% increase. The under 200 member Regions are led by either Polar, with a 50% increase to 39 total members, or Fox Valley (unchartered at the end of 1989) up 560%, with 28 new members this year.

Finally, Riesentöter has slipped one notch since the end of June, to 9th largest region overall. San Diego has 2 members more than we do, and Golden Gate is also within reach, ahead of us by 7 members.

Give a club membership to a friend for Xmas!

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**Riesentöter has  
slipped one notch  
since ... June**

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## Election Notes

Bill Cooper

The election of officers was held at the Oktoberfest on October 27. A new feature of the election procedure was the newly-enacted availability of the absentee ballot. A total of 84 ballots were counted, 61 of which were cast during the election. The 23 absentee ballots were opened and inserted into the ballot box by your election officials as stipulated in the By-Laws.

The results were as follows:

President - Bill O'Connell  
Vice President - Paul Margaritis  
Secretary - Janet Weger  
Treasurer - Don Applestein  
Membership - Connie Sweigert  
Editor - John Williamson  
Social - Barbara & Dennis Perler  
Track - Bob Lamb  
Autocross - Lisa & Rex Carle  
Tech Chairman - Bill Dougherty

As your appointed election official, I would like to thank all members who voted. It is interesting to note that even with the absentee ballot, less than 10% of the eligible members participated in the election.

My thanks to my wife Debbie who assisted in the voter check-in and counting, and Paul Margaritis who assisted in counting.

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# Exec Committee Minutes

The October meeting was held at the home of Sybil, Paul, Asti the dog, and Russo the cat, Margaritis. In attendance were Lisa, Rex, and Amy the dog, Carle, Bob Russo, Betsi Marsh, Bob Lamb, Janet and Jerry Weger, Vern Lyle, Debbie and Bill Cooper, John Williamson, Bill O'Connell, Sybil and Paul, and guest Vicki O'Connell.

Bob Russo received a letter from Club member Bob Holland suggesting that we initiate an event whereby the Club raises money for a scholarship fund. The pros and cons were discussed with a seeming preponderance of various problems associated with the concept. This will be discussed further, and suggestions from the membership would be appreciated.

Decisions were made for the annual awards with the exception of the Mighty Nitto and Riesentoter Awards. Since nominations are needed for these, the week after Oktoberfest we will have a phone-in to Bob Russo with any late-breaking ideas. Bob suggested, and it was agreed, that we should return to our original awards selection process rather than have the entire Exec select the recipients.

Treasury indicated that we will end the year with a \$14,000 balance.

John "Mr. Membership" Williamson started his usual lengthy monologue but succumbing to peer pressure, mercifully did not deliver his entire 6-page report. He did say, however, that at the Christmas Banquet we will announce the winner of the membership contest and present the newest member with free membership renewal.

Bob "Mr. Track" Lamb reported that the Potomac/RTR Mid-Ohio had 125

entrants, 15 from RTR, helping them break even. He also indicated that many participants were from the Midwest, lured by the comparatively reasonable entry fees. Next year's schedule should be similar to this year's; Nazareth is not definite, but with leanings toward a 1-day event. We have a Glen date in contrast to other regions, which cannot get a weekend date for years.

Driver's Ed instructor's liability was discussed. Bob Russo talked with Dennis Thovson about this and it appears that our coverage is very broad. We will get a further clarification from the National Insurance Committee chairman.

Fifty-eight members have signed up early for Oktoberfest, probably because they heard about Chef Butch! We're hoping to have as distinguished guests the Director of St. Christopher's Hospital and Porsche's East Coast sales manager, Tim Hefron. Absentee ballots will be counted by the Coopers.

The Christmas Banquet will have one hour of piano music at cocktail time and three hours of DJ music. The intended favors have turned out to be too expensive.

Once again, Jerry Weger had to be awakened to give the Tech report. YBH is the site for the final session and Jerry is anticipating at least one more oil spill.

Sybil displayed a mock turtleneck pull-over, to be purchased for the track events pending "Mr. Track's" approval, which was duly granted. Graphics for the shirt may include track maps.

Minutes subject to approval at the next Exec meeting. Respectfully submitted by Janet Long Weger.

# Driver's Education

By Robert E. Lamb II

The Potomac/Riesentoter promoted event at Mid-Ohio was a roaring success. There were about 125 entries. The real news was the geographic dispersion of the participants: at least 12 states were represented, as well as 2 or 3 Canadian provinces. As Potomac's track chairman said at the drivers meeting - it was like a mini-Parade. Riesentoter Region was represented by +/- 15 members.

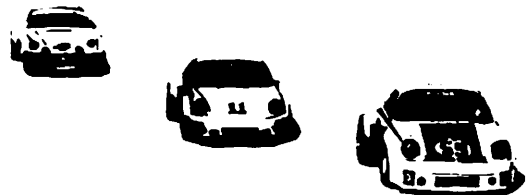
The quality and appearance of the participating Porsches was very high, considering that it was late in the season. The drivers were diverse and most pleasant.

The weather was wet and dreary both mornings, but nobody seemed to care. As Jim Miller said to me, "Mid-Ohio is just too nice a track not to drive on just because it was wet". Both afternoons were dry; thus, speeds built during the day.

The most interesting change in the track surface is the incorporation of concrete on the line in the corners. The purpose is to prevent high-powered cars from tearing up and washboarding the asphalt in the areas of rapid acceleration. The effect on the dry asphalt was not noticeable. On the wet track, however, the concrete sections had more grip. Thus, all you had to do was aim for the concrete in the corners. When you hit the concrete, it was like someone turned on the ground-effects switch. The wet line was the same as the dry line and you could motor right along. The Potomac people were very pleased with the joint promotion of the event and want to talk about doing it again next year.

If you stayed home and did chores, you really missed a fun time. I know it sounds far away, but it is not a bad ride.

There is not much new news about our 1991 Drivers Ed program. I hope to learn about a firm date for Summit Point in the next few weeks.



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## Autocross Season ends

By Lisa Carle

It's hard to believe, but the 1990 Autocross season is now complete. Our last event was held on the NADC runway, due to some last minute changes at the base. However, our patience with the situation is likely to pay off with a freshly paved parking lot for next year.

Sorry about the gravel, but we swept as best as two people could before each heat. Next time, come out a little earlier and grab a broom, some extra manpower on the cleaning patrol makes a world of difference!

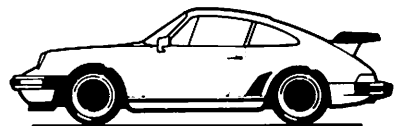
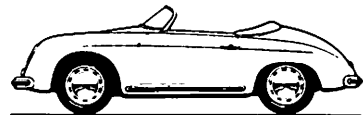
The course was exciting and fast, though the gravel made some corners unpredictable. By the third run, it was apparent just where you could and couldn't drive. Kudos to Vern Lyle and Betsi Marsh who arrived late from an autocross at Hershey, and, without knowing the course conditions (read: no walkthrough), proceeded to turn men's and ladies FTD respectively. Quite an accomplishment!

The results are on the next page, along with the Series Class Champions. Remember that you must have run at least three events (in the same class) to qualify for a series award. Your best four finishes counted toward the final point totals. Trophies will be presented at the Holiday Banquet.

The Broken Crankshaft Award will also be awarded at the Banquet. This prestigious award is presented annually to the most improved novice autocrosser, and recognizes a serious effort by the recipient. Some of the club's best drivers have their names on this plaque. Come to the Banquet to find out who in this season's novice field has demonstrated the most improvement.

One last item to address! That is a big thank you to the people who helped us consistently throughout the season to make this year so successful. "Most Dedicated" awards go to Vern Lyle and Bob Russo, both of whom braved wind and rain and early morning hours to help us with course designs and pre-event set-ups. Thanks also to Jerry Weger and John Williamson for making tech go. Many others helped us out and I want to let you all know how much we appreciate and depend on you to make these events happen!

## THANKS!



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# AX Results, Event #5, 10/21

		<u>Class F</u>	
		Nick Plenzick	51.241
<u>Class A</u>		<u>Class G</u>	
Tim Everett	42.951	Brad Carle	46.312
Rex Carle	42.971		
<u>Class B</u>		<u>Class H</u>	
Larry Herman	45.576	Joe Zglinicki	49.409
Chris Beery	45.939		
John Crowley	46.278	<u>Ladies - Indexed against average of</u>	
Mike Wolkov	46.430	<u>two fastest times in Men's class</u>	
Don Applestein	47.123	Janet Weger	(E) 48.999/0.9987
<u>Class C</u>		Betsi Marsh	FTD (C) 45.383/1.0332
Vern Lyle	FTD 41.900	Lisa Carle	(A) 45.419/1.0570
John Heckman	46.027	<u>Ladies Novice - Indexed as above</u>	
Jim Confer	50.343	Kirsten Flegler	(F) 54.107/1.0559
<u>Class D</u>		Emma Welhaf	(B) 55.060/1.2030
Walter Harrington	48.169	Maribeth Brodowski	(C) 58.139/1.3876
Kam Ho	52.897	<u>Men's Novice - Indexed as above</u>	
<u>Class E</u>		Dennis Angelisanti	(G) 47.919/1.0347
Fred Matolicz	48.435	Mark Winkle	(B) 49.375/1.0792
Jerry Weger	49.688	Bruce Brodowski	(C) 51.559/1.2305
		Herman Plenzick	(C) 53.645/1.2803

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## 1990 AUTOCROSS CLASS CHAMPIONS

**Novice - Dennis Angelisanti, Sr (21)**

**Ladies Novice - Maribeth Brodowski (22)**

**Ladies - Melody Lyle (27)**

**Class A - Rex Carle (33)**

**Class B - Chris Beery (30)**

**Class C - Vern Lyle (36)**

**Class D - Walter Harrington (27)**

**Class E - Fred Matolicz (27)**

**Class F - Nick Plenzick (33)**

**Class H - Joe Zglinicki (36)**

# On Backroads: Rally Wrapup

By Betsi Marsh

Those of you who have organized an RTR driving event know that the PCA Insurance carrier must be notified prior to each event. What none of you know is that there is a special form for Rallymasters only, where for an extra premium, one can insure superb weather and fall foliage for the Rally date. Having opted for this extra coverage for the Last Great Pumpkin Rally, K&K Insurance came through with flying colors - and two flying elephants at Elephant Path.

Twenty-nine intrepid rally teams showed up to take on The Last Great Pumpkin Rally. While counting RTR Great Pumpkins hiding along the rally route and cemeteries that they encountered, the rallyists were also answering 18 questions about things they might observe. And, to give them a taste of real rallying, there were a few traps thrown into the course-following instructions. To be sure, no one who participated in The Last Great Pumpkin Rally will ever forget what "execute in numerical order" means! There was even a rumor that the devious Rallymaster and her equally devious assistant were parked along Route 202 watching the aimless rallyists search for the 2nd right at "Burnt House" - while eating lunch, no less!

However, forsaking such heartless entertainment, and trusting in the highly-developed course-following capabilities of RTR rallyists (or alternatively, their ability to open a Bail-Out envelope) the Rallymasters proceeded to the Lake House Inn to welcome the arriving rallyists. A final "proceed as straight as possible" trap led most teams into the restaurant parking

lot the wrong way, thus missing the very LAST Great Pumpkin, but thankfully, the lot was not large enough to get lost in.

While the road-weary rallyists partook of refreshment, the results were calculated. First Place honors went to the newly-formed rally team of John "do you have any aspirin" Crowley and Janet "isn't the scenery nice" Weger, with only two questions wrong. No doubt their success was due to venting their frustrations by stopping along 202 and mercilessly jeering the Rallymasters. Second Place, with 4 incorrect answers, went to Bill Vaughan and Dave Horan. If RTR had an award for "Most Improved Rallyists", then Bill and Dave would certainly be the winners, as they had previously distinguished themselves in the Fool's Folly Rally by taking the Dead Last But Finished trophy. Nice job, Bill and Dave. First-time rallyists Bob and Alan Efron walked away with 3rd Place with only 5 questions wrong, one of which was a misspelling - as Bob said to Alan: "I told you Popp had two P's on the end!" What would a rally be without the prestigious Dead Last But Finished Award? Newly-elected Social Chairman Dennis Perler told everyone that wife Barbara stayed home to paint the deck - but word leaked out that his navigator, Dick Spillman was a ringer - an experienced rallyist. Yes, folks, I could see Dennis and Dick coveting that 1st Place trophy at registration. Well, they certainly got a trophy, but not the one they were hoping for - the dreaded DLBF. Just goes to show you what experience will get you in a RTR rally!

As with any rally, there are lots of stories to tell after all is said

(continued next page)

## Backroads

(continued)

and done. An honorable mention goes to Richard and Cindy Shenk, new transfers from Florida, who were the only team to spot all the RTR Pumpkins with the exception of the final one, when they entered the parking lot off-course. This was no small accomplishment, as the pumpkins were difficult to see. Speaking of spotting things, the Rallymasters pre-drove the course eight times and failed to see two cemeteries that were observed by Jim Confer and Lindsay Henkels, resulting in one question being thrown out. The "maybe if we keep driving up and down 202 long enough, we'll magically get back on course" award goes to Jay and Carol Hayes, who despite their infatuation with repetition, finished with a very good score. Defending RTR rally champion John "these Reeboks were made for walkin" Kingham and navigator Kathee Callan have me worried - the only team that needed the Bail-Out envelope PLUS a map to get to the finish. Good luck as Rally Chairman next year, John! Congratulations to Paul and Sybil Margaritis, whose 356 actually made it through the rally despite all predictions to the contrary.

Some people took their score sheets with them when they left, so we can't give you the exact finishing order. Half a dozen teams were only 1 or 2 correct answers behind, then the scores dropped off dramatically. Another large group had high scores but came in after the time limit. Then there were the four cars that we never saw again! And lastly, where, oh where, are John Dietterle and Suki Kazahaya, last seen blithely cruising west on Street Road, lost at route instruction number 5?

In closing, I would like to thank my co-Rallymaster Vern Lyle for the 800+ miles, gas, suggestions, ideas, driving and patience. I couldn't have put this rally together without his assistance. Hats off also to Bob Russo for helping "goof-proof" the route. And thank you all who supported the RTR rallies this year.



Margaritis tightening his muffler bolts - again. Ask him why.

*Dick*  
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## The Duryea Hillclimb \*

(\*or How I learned to love the wait)

By John Crowley

I have just finished my first SCCA sponsored hillclimb, a mix of an autocross and a high speed event.

Timed runs were supposed to start at 1:00 but Bell Telephone had not located the problem with the timers. (Did I mention that the course is 2.5 miles long and the timer lines ran through telephone wires?) To forestall a riot, the stewards opened the hill for more practice. At 3:15, the runs began.

The start line is at the bottom of a hill (Ed. note; somehow I knew you would say that.) and you accelerate to a 180 degree left that lets you out on a short straight before a right 180 and then an immediate 180 degree left. Another very short straight brings you to a decreasing radius right followed by a 90 degree left onto a long left hand sweeper. The next left is a "tap and go" (sometimes known as "OH S\*\*T, you don't have to brake") followed by a left, a right, then a very tight left 180 that has a stone abutment at track out. The next right has a rock cliff face and a drainage ditch at track out; you've just passed the Pagoda and are about halfway. As you crest the hill, the road dives away to the left and a very nasty rock wall is on your right. Riding the ridge of the hill, two more turns are taken flat out, and the finish line and fire tower flash by.

You'll see lots of Formula cars, etc, but not many Porsches. At least 20 people stopped in the pits to say how glad they were to see 911s back on the hill.

(Bill finished 3rd and John 4th out of 7 cars in A Street Prepared.)

## Car 54, where are you?

By Betsi Marsh

I would like to reiterate my thanks expressed elsewhere in this issue to those who participated in the Rally program this year. This missive, however, is directed to those who didn't. I want to say right from the start, that I enjoyed setting up this year's rallies, having been an avid rallyist before autocrossing took top priority. Yet this enjoyment was tempered by the turnout of 29 cars at the Last Great Pumpkin Rally, in a region of 814 members.

Setting up a rally, particularly a gimmick-type like this one was, requires many miles and hours of preparation. I gladly did it, but would not do it again, and I certainly would not recommend the job to anyone else, given the less than enthusiastic turnout. It's just not worth the effort.

My thanks to the Exec members who did support the event. But where were the rest of you? And where were the members who come out for general meetings, autocrosses and track events? Both rallies this year were largely supported by newer members who had never attended any RTR activity. I was repeatedly asked, "Is this a typical RTR event?" With only 29 cars, what do I say? The unfortunate consequence of this lackluster support is that newly participating RTR members perceive RTR as a mediocre Club at best.





# Tech Musings and Ramblings

By Jerry Weger

Now that my tenure as Tech Chair has ended, I will allow myself the luxury of reflecting on the Year of Involvement. The first thing that strikes me is the laughs, and there were plenty of them.

I learned that there are infinite ways in which to spill oil - every one of which is a crowd pleaser. Of course, all oil spills are not created equal, so I will share the highlights. The one that affected me directly was the time Jeff Wright asked me to check a fuel line. Unbeknownst to me, he had also replaced his oil filter and neglected to remove the old gasket, resulting in two gaskets in place. Anyway, as he started the engine I got a faceful of oil when the double gasket let go. By the way, the fuel line was just fine.

I can't mention oil spills without mentioning Fred Matolicz. Feckless Fred managed to spill oil at most of our five tech sessions. I think he only missed at our last YBH meeting and even then the floor was not spotless. There is nothing quite as funny as someone draining hot oil onto the floor, especially if it runs down an arm on the way out. Attaboy Fred!

Fred gets the award for frequency, but not for quantity, since he was hampered by the 944's limited oil supply. Unfortunately that didn't apply to Jeff Brock who emptied the entire contents of his 911's sump into an already full container, and thus depleted YBH's entire supply of oil-dry. Nice going Jeff!

Almost everyone eventually got involved with their brake systems. Originality abounded as everyone

seemed to develop their own methods of brake bleeding. Many utilized wives (rarely) or children (most often). There were many variations of the open-down-close-up cadence. Some people used the high tech brake bleeder tool, a fiendish device that seemed to distribute brake fluid over everything and everyone. Once again Fred was involved; he was being coached by Bill O'Connell who really had the device wired. The details are unimportant but the results were spectacular. Somehow the duo managed to vaporize a pint of brake fluid which ended up coating them along with a lot of surrounding territory. Way to go guys!

My favorite brake story involves Don Applestein and his 6-year old daughter. It was really fun listening to Don explain the intricacies of fluid dynamics to Melissa. Something about sipping milk from a straw. Can't start them too early I guess.

Speaking of brakes, look out for Tony Bonanni next year in his getting-lighter-by-the-tech-session 944 turbo. Everytime I look he's eliminated another part from his brake system. First went the wear sensors, and most recently, the anti-squeal devices. Hopefully the pads won't be perceived as too heavy. Tony and Joe Long get the award for getting to the tech sessions early. They consistently got there before yours truly.

I could rattle on and on about the many amusing events this year. They really are legion and there is not space enough for them all, so please forgive me if I neglected you. Try harder next year.

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## Musings

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Personally, I found this year very rewarding. It really was terrific seeing people become more and more involved in their Porsches. People who had never turned a wrench before were comfortable doing their own routine maintenance by year's end. Money was even being saved! In spite of the number of inexperienced mechanics, there were no disasters. I was also gratified by the amount of help I received, both at tech sessions and track events. All I had to do was ask, and nobody turned me down. A special thanks to John Williamson in this area.

I'd like to ask all of you to consider participating next year. We all started out with minimal knowledge or expertise, so please don't be shy about coming out and asking for help. All you need is a little curiosity and pretty soon you too can be covered in sweat, oil and brake dust. Nuff said.

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## Final Rap at Idle

Vern Lyle

All of us should thank all of the **ADVERTISERS** in DER GASSER for their support of our newsletter. Most of them are well-known to most members and really don't have to advertise, but do so to show their enthusiasm for the Club and to help in a very positive way. Publication of this newsletter would not be possible without their help, so let's all make a sincere effort to support these businessmen when we need the services they offer. And tell 'em Riesenotter sent you.

A belated thanks to **DAVE REITER** for doing much more than a fill-in job at the September meeting. The scheduled speaker, Bob Akin, could not make the meeting, so Bill O'Connell called Dave, who took over and entertained us all with slides, videos and hilarious tales about Vintage Racing and the people involved. Well Done, Dave!

Those of you who chose not to do the **RALLY** missed a beautiful day with the fall foliage near its peak. This event was a step above the simpler type of rallies we've had before, attempting to educate our members a bit. Consequently, a lot of people saw much more of the countryside than we intended. But most said they had fun, and hopefully the experience they gained will serve them well in the future. Mucho thanks to Betsi Marsh who developed this devilish tour. A twenty-nine car entry is a record for one of our rallies, but it is somewhat baffling considering we have over 800 members supposedly interested in driving their Porsches on back country roads. Don't miss the next opportunity - your new Rallymaster John Kingham already has the first one planned for 1991!

My personal congratulations to ALL of the **NOVICE AUTOCROSSERS**. It can be very intimidating to display your undeveloped driving talent in front of the rest of the Porsche Club, and especially in competition. The men and women who took this giant step have it behind them and can now practice, practice, practice for their shot at a class win. My helmet's off to you, welcome aboard!

What follows is not intended to denigrate track events, they have their place. It is only to point out, especially to newer members, that you shouldn't get carried away too quickly with your desire or ability to **DRIVE A PORSCHE FAST**. Some longer-term members go off the deep end as well and it can be done in a logical manner. It is not my opinion alone that the proper way to learn to handle your Porsche is to start on the autocross course.

First, a little advice about that autocross practice: it doesn't mean 2 or 3 events a year, and you'll eventually get better. Most likely you won't because you're not using the skills often enough to develop them. If you want to become a good autocross driver, you have to "sacrifice" your weekends and go as often as you can. There is an event close by almost every Sunday, and sometimes on Saturdays as well. It's true that you spend a lot of hours at an event, but drive for less than 3 minutes - and some people see that as a waste of time, perhaps better spent at a track event. You'll never get a more concentrated dose of valuable driving experience anywhere, if you are able to learn from it. The difference is the quality of the time - you are in competition. Winner gets the gold, loser tries again next time.

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## Rap

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Drivers Ed events are fun, up to a point, but you have something like 100 laps with an instructor to try and find the line, then 100 more to practice it, then 200 more laps the next day. The following week, you can look forward to 400 more laps on the same track. Sorry, but to me, THAT is a waste of time. Many people do that for years and years and never learn how to drive their car anywhere near its potential. Of course, some do.

In comparing the two types of events (I used to do both), I think that too many people do 1-2 autocrosses, then rush off to Watkins Glen and form a "racing team". Racing? Against what? Seems to me that this attempt at ego gratification is self-defeating. Don't you need to learn to drive first? Well, maybe not. Lots of people that I have talked to in this region go to lots of track events and do not have the faintest idea about vehicle dynamics or driving techniques. Seems to me they're just driving around wearing out tires, and cars. It's easy to confuse high speed with driving skill. You can tell that by the people who put down autocrossing as "too slow". They are the "racers" who can't drive very well in either event, but realize that drivers schools are easier, thus more to their liking. Will these people ever learn to drive? Probably not.

Witness the articles in DER GASSER for the past few years; rarely do they talk about driving as such, or about some new teaching techniques. They're mostly about the efficiency of the schedule, the weather, the profits, and the great fun. Oh, and occasionally the hilarious tale of someone trashing a \$40,000 car. Track outings are fun events, and you do get hours of track time, but

I submit that the challenge of a different course every week, the concentration required to try and make it perfect in 3 runs, and the fact that you're in competition are the differences that make autocross a more valuable learning experience. While there are some very good drivers doing track events, it is rare that anyone has come to an autocross and challenged for a class win. Don't get me wrong, some are capable, but generally they are the people who autocrossed for years before they went to the big tracks. Sorry, but I can't see track events making anyone, especially a novice, a more precise driver in the real world of street driving or autocrossing, which is very similar. A better driver overall, probably; but only in the same way that running 25 miles a day might get you into condition and make you better able to do the 110-yard hurdles. The running doesn't teach you how to do hurdles. In a 95-second, 10-turn lap at Summit Point, how much time do you spend at max lateral g, and how much time do you spend just going straight to get to the next corner? The last autocross I ran was a fairly typical course, with 21 precise turns in 49.276 seconds. Enough hurdles for you? Or too many? It makes more sense to me to learn all the driving techniques, how to control your car and your level of concentration and how to pace yourself first, then when you are ready to go to a track event you can enjoy it even more. You'll understand much more of what your instructors are trying to teach you about control and balance, and the transition to larger radius turns, the higher cornering speeds, and the various apexing techniques will make sense to you more quickly. The folly of trying to do it the other way around seems obvious.

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## Rap

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Some of us get hooked on the quick rush of autocrossing, the intense concentration required to keep the car near the limits of the friction circle almost 100% of the time, and the challenging factor of knowing immediately whether you won or lost. It can be a pressure cooker if you enjoy precision driving and take the competition seriously.

If you opt for fun only, then the non-competitive Driver's Education events provide that in abundance. I'm reminded of the article a while back comparing the track events to sitting back and riding a roller coaster - wow, what a thrill. But most people would do themselves a big favor by spending a few years learning to drive on the autocross course before giving up and turning to "high speed" for a thrill.

Enough said, indeed.

\*\*\*\*\*

One last comment while I still have the floor. PLEASE GIVE YOUR SUPPORT TO YOUR NEW EDITOR, JOHN WILLIAMSON, by supplying him timely material for the newsletter. The Editor is not supposed to write the newsletter; only to edit articles, get it all published and into your hands in time for you to act on the info contained therein. It is not his responsibility to cover every detail that someone else may have neglected to supply, or to "put something in about so-and-so". The articles reflect the level of interest and responsibility that the individual authors take in the Club. The Editor may add his comments as his opinion. That being said, thanks to all who supported DER GASSER this past year. And a very special thanks to Betsi Marsh for all her proof-reading and editorial help.

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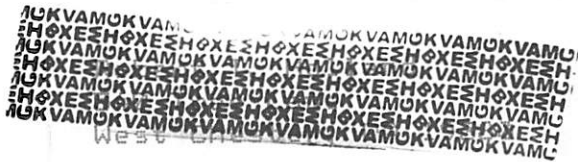
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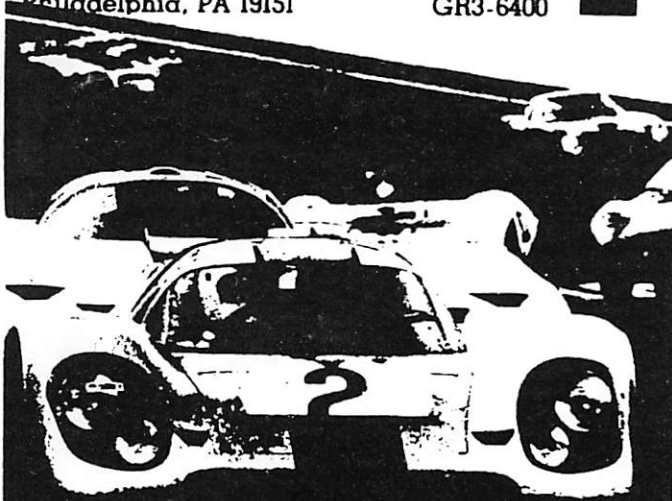
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