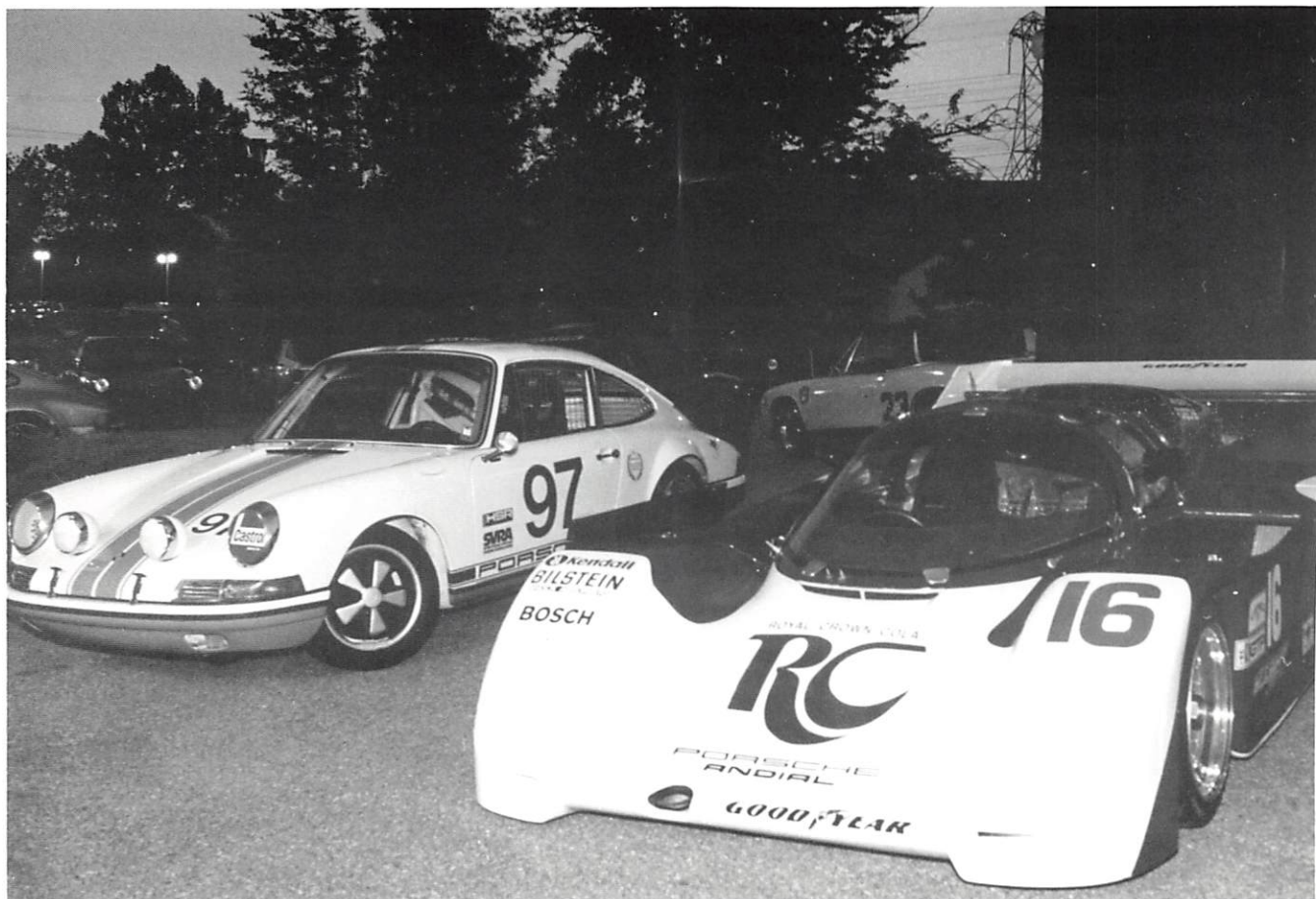
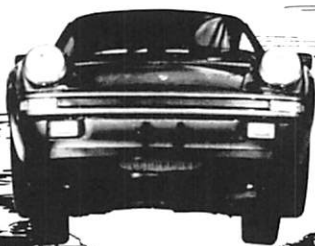


# Der Gasser

JULY 1994



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# President's Message

Who says Porsche is over-the-hill !?! This year was lucky number 13 for the "Riesentoters" of Stuttgart, as Porsche notched yet another all-over victory at this year's running of the 24 Hours of Le Mans. In classic Porsche form, the rules were studied **VERY** carefully and a way was found to qualify a modified 962 to run in one of the GT classes. One senses the work of Norbert Singer, Porsche's well-known "rule-reader." There were high hopes for a class win but when the dust settled at 4pm on Sunday, Porsche had the car that had gone the distance.

On the home front, the by-laws require the nominating committee (consisting of the present president, and the two immediate past presidents) to announce a "slate" of candidates for next year's Exec at the August meeting. If anyone is interested in serving on Exec, please give me, Lisa Carle or Bob Russo a call. It bears repeating that it takes **PEOPLE** to make things happen and if you don't do it, it may not get done. Don't rely on the other guy (or gal!) to do it. Step forward. Besides, with the greatly enhanced compensation package, plus the fringe benefits being offered to next year's Exec members, how can you ignore this opportunity! Seriously, in keeping with club tradition, after serving two years as your president, I will be going on "retired" status next year (cheer from Lisa!). Also, Ron Pace has indicated that he will be retiring. Regardless, all offices are "open" and we're all mature enough to "survive" a contested position. So if you want to lend a hand, call.

By the time that you are reading this, we will be right in the middle of a very busy portion of the calendar of region events. Our autocross series will have begun on July 10th (hope a lot of you were there) and we will have had our third tech session on July 16th. The second of our drivers' ed events at Watkins Glen will be history. A number of us will have returned from the Parade (hopefully with a suitable amount of "silver"). And we'll be relating our Parade adventures to you during our July monthly meeting. So, for the month of July there was the autocross, tech, Parade, drivers' ed and our monthly meeting.

For the month of August, we have another autocross set. Then on August 23rd and 24th is our Riesentoter race at Pocono. I urge all of you to come out and support your fellow region members as they race the best in the East. For those of you who have never been to Pocono, its an easy drive north on the Turnpike. Get off at the I-80 interchange (Exit 35) and go east on I-80 for about 7 miles. Exit I-80 onto Route 115 south for a couple of miles and you're there. From the start of the Northeast Extension, its about a total of 90 miles. As I said, its not far for an easy Sunday drive. Once there, Pocono offers a viewing area from which you can see the entire track and therefore you can see all the action. The schedule calls for practice and qualifying Sunday morning with racing starting

shortly after noon. They should finish late afternoon. You'll be home in time for dinner! And, ITS FREE!! So, what's your excuse???

After the August monthly meeting, we'll have our annual picnic on September 11th at the Lenape Valley Swim and Tennis Club. This year, the Heckmans have revived a Riesentoter tradition by including the Peoples' Choice concours. For those of you who have not been to a picnic with this event, the winning car may not be the "prettiest" or the cleanest car, but is the car that the most people at the picnic like the best. No judges in white coats sticking white-gloved fingers up you exhaust pipe or looking for wrench marks on your bolts. Just fellow club members enjoying their cars and voting for the one they like the best. So wash yours, and show it!

See you out there,

Don

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# Down The Pike

## JULY

27 Monthly meeting Holiday Inn Ft. Washington

## AUGUST

31 Monthly meeting Holiday Inn Ft. Washington

## SEPTEMBER

11 Annual Picnic

28 Monthly meeting Holiday Inn Ft. Washington

## OCTOBER

26 Monthly meeting Holiday Inn Ft. Washington

## NOVEMBER

## DECEMBER

10 Holiday Banquet

## DRIVING EVENTS

### JULY

16-17 Nazareth, SCCA AutoX

23-25 Watkins Glen, RTR

28 Lime Rock, NNJR

### AUGUST

1-2 Watkins Glen, CVR

5-7 Watkins Glen, NNJR

14 Penn State, RTR AutoX

20-21 RTR PCA Race, Pocono

21 Franklin Mint, SCCA AutoX

28 Penn State, RTR AutoX

26-28 Mosport, UCR (Upper Canada)

### SEPTEMBER

22 Lime Rock, CVR

### OCTOBER

2 Franklin Mint, SCCA AutoX

1-2 Mosport, UCR (Upper Canada)

14 Summit Point, RTR

16 Franklin Mint, SCCA AutoX

21-23 Bridgehampton, NNJR

28-29 Lime Rock, CVR

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# **JULY MEETING**

**WED JUNE 27th  
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FORT WASHINGTON**

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BY PARADE ATTENDEES  
VIDEO (?)  
SLIDES  
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## ***Sundry Comments By The Editors***

### **AUTOCROSS CONTINGENT SLIGHTED BY TRACK JUNKIES! FILM AT 11:00**

What in the world is he ranting about now???? Well, those of you that read this fine journal know that there was a meeting last month at Don Rosen's with 'race' Porsches as the center piece. Seems that Tony called in his monthly article (as opposed to this month - where I have yet to hear from him, hint hint). He is pretty sure he asked me to include a call for cars. Given the chaos of opening the store and other misc. aggravating things going on, he probably did. In any event, I didn't print anything about it so he got on the phone and asked for support. The bottom line is, some of the the autocross folks felt they were not represented as well as they should and it was yet another case of autocross vs track. Well folks, the first thought that comes to mind is life is to short for such weighty issues. Many folks were called and asked to pass along the word. There was no secret plot to leave anyone out. Sorry, but no commies under the bed here. As a passing note, the same said Tony put forth a great effort to get an autocross decal designed and made in time for the meeting. Much thanks must also go to Bill Yeager of Autographics for the actual work. Shannon will have samples at the meeting.

Election time is here. Surely there is at least one person out there that reads this publication each month and says to themselves, "Hey, I can do a better job than those clowns". Well, now is your chance to do it. This, as well as other positions are open and up for grabs. In fact, any member is free to run for any position so lets hear from you. Contact Don, Lisa Carle, or Bob Russo. Pay is great and benefits are excellent, in fact there is a rumor that the local dealers will be giving every one on the exec a new 993 twin turbo to drive so in case it's true, don't be left out!

Remember, the photo contest is coming up so get those cameras dusted off.

And, last, but far from least, congratulation is in order for Rex and Lisa, followed by lots of good luck. Read Lisa's article!

Bill

### **READ THIS!**

ALL articles, want ads, and pictures are due at the meeting for the following month's issue. If you choose to mail it, they should be sent to **BILL** not **JOHN** and should arrive by the meeting. Bill does the initial setup and John does the final print and delivers it to the printer. Articles delivered on a floppy disk stand a much better chance of being printed as written. ASCII (.TXT) or Word Perfect (.DOC) files preferred. Given the PO's inability to deliver this in a timely fashion, we need to enforce the deadlines.

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# Bob's Corner

BOB LAMB - TRACK REPORTER

## THE SUIT SAGA CONTINUES

Several years ago I was at a Driver Education event at Road Atlanta. It rained the whole time. In the midst of the rain, I commiserated with a fellow from Central PA. The time was early November. I suggested he might be having a much better time at home in front of his fire watching football games. He said he probably would be more comfortable, but he would not have any stories to tell next week. I understand exactly what he was talking about.

Several months ago I wrote a story about acquiring a Jeff Gordon driving suit. On Memorial Day weekend, the suit had its debut at a NNJR event at Pocono. My first abuse came from Pete Tremper, who is a Ph.D. chemist for DuPont Automotive Finishes. After the light hearted abuse he said Jeff Gordon would be visiting his facility in Philadelphia on June 6th. Perhaps I would like to stop by and meet him. That sounded fine to me.

The only problem with the suit was that the legs were a little long. For years I have patronized a one man tailor shop in Wayne, PA. The fellow is about my age and a native born Italian. He is a man of few words. Shortly after I got the Jeff Gordon suit, I took it to the tailor to get my two patches sewed on. He looked at the suit with great interest but said little. After the Pocono event I took the suit back to the tailor to get the legs shortened. I put on the suit so he could get good measurements. I took off the suit and got back in my regular clothes. I handed the suit to the tailor who put it on his work table. He then picked up five standard sized photos and showed them to me. I did not know what I was looking at. I first saw the Jeff Gordon suit. Then I noticed the tailor was in the suit. Then I saw a bookcase in the background. I broke out laughing. The tailor had apparently taken the suit home, put it on, and had someone take several pictures of him. I continued to laugh. He looked at me with a great grin and said "some suit". I guess he was a frustrated Ferrari Formula One driver.

I got into my car and headed off to work still chuckling. After a few minutes, I realized I was going to meet Jeff Gordon in several days and I should have asked the tailor if he would like Jeff Gordon to autograph his photo.

The next morning I showed up at his shop and asked him if he wanted his photo autographed. He said he would like that. We looked through his photos and picked out the one that seemed best. He said he appreciated my gesture. He then led me out of his shop into a corridor. He pointed to the little sing over his door. Taped to the sing was another photo of him in my suit. His smile was very broad. I figured I would have plenty to say to Jeff Gordon when I met him.

Late in the morning of June 6th I arrived at the DuPont Lab in Philadelphia. At 11 a.m. the lab operations came to a halt and people gathered in a parking lot for a picnic. A little

later a Jeff Gordon show car arrived in a brightly colored trailer. The car was loaded and moved to a place of prominence. The car was mobbed. I thought I might get a photo of myself by the car. Due to the crowd, that was impossible.

Then Jeff Gordon arrived with several DuPont big wigs. Jeff gave a little talk and described how he had overheating problems in the Dover race the day before. He then said he was running behind schedule and had to catch a plane for Charlotte, NC. As a result, he would only be able to sign one autograph per person. He moved to a picnic table and a line formed. I wondered if he was serious about one one autograph. I had several photos. I picked one of me in the suit in front of my car at Pocono. When I got to him he did not look up. I put my photo in front of him. He said "Oh, Pocono". I said "Notice the suit". He looked up and said, "Where did you get that?" I handed him a copy of the first Der Gasser article an suggested he could read it on the plane., He signed my photo. I asked if he could sign my tailor's photo. He said sorry only one autograph per person. I moved a way. I looked at the line and thought about going thought it again. No, I had been foolish enough for one day.

The next morning I visited the tailor. I was afraid of disappointing him. I told him the story and showed him my photo. I gave him back his photo and an unsigned publicity photo of Jeff Gordon. The tailor loved what I did give him and he would not let me pay for shortening the legs of the driving suit.

See you at the track.

## Help Still Needed

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See you at the next meeting!

## THANKS FOR HELPING OUT!

THANKS to all the RTR instructors that showed up to assist with the first running of the Corvette club's Pocono event. Without a doubt it was a success, and due in no small part to your effort. Interclub friendships and cooperation should end up benefiting both groups.

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# SOLO II EXPLOITS and some good news!

by Lisa Carle

Riesentoter Rex Carle is continuing his winning ways at SCCA Solo events. As Brad relayed to you last month, Rex won both his class and the Pro Solo Challenge at the Toledo Pro event back in May. It was Rex's first Pro Sol win, and he had to get past some serious challenges from other national challengers as well. The Pro Solo Challenge is an elimination round where each car gets one run on each side of mirror image courses. All Pro Solo events use a Christmas tree start, where the green light starts the timer, but in the Challenge the trees are set with the top time from the competitor's class so theoretically both cars should finish at the same time. In one of the elimination rounds, Rex beat his competitor by .001 second over the two courses; the closest margin of victory possible! For winning Toledo, he was awarded 6 tires from Hoosier and \$425.

From Toledo, it was on to Norfolk for the Mid-Atlantic SOLO II National Tour. Rex faced several Porsches and a few Corvettes, including a ZR-1 in ASP. He came out on top at this event by over 2 seconds over 2 days on 2 courses, and collected two more tires.

To wrap up June, Rex won his class and finished third in the Challenge round at the Harrisburg Pro Solo. Things were cruising right along in the Challenge, looking very much like an instant replay when suddenly the skies turned dark and the rains came. Consider facing your final competitors, all driving front-wheel drive, lower horse-powered vehicles in a street prepared 911 on a rain soaked surface. Fortunately, he was able to get past one of them to finish third. Another \$250 and two tires were added to the racing fund.

So we're off to the Parade and another Pro Solo in Milwaukee in July, and then on to Salina KS for the Nationals in September. If Harry Gant was Mr. September, then Rex was Mr. June. And amidst all of this racing excitement, we've had a little family excitement as well. In June we found out that we are expecting our first child in January '95. It sure has been a busy spring!



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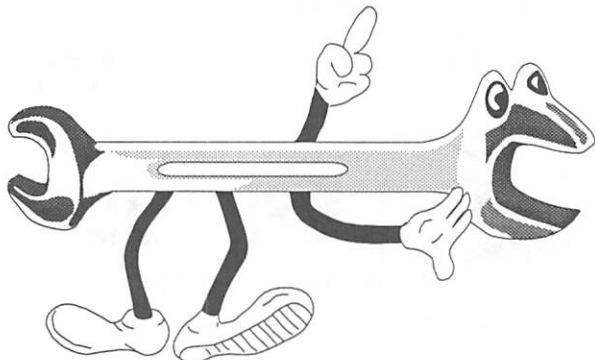
*Ron Pace, Techmeister*

During late August RTR will be holding our annual PCA Race at Pocono. As in the past we will need to have Tech Inspections on both Saturday and Sunday. The activity is less demanding than at track events as, except for new racers which are handled separately, the Tech line is abbreviated. We need some volunteers to assist on both mornings for approximately 2 hours each day. This is an opportunity to see some of these interesting cars close up and a great excuse to witness some terrific head to head racing. As an added benefit this year, RTR is subsidizing Tech Inspectors' lodging expenses for both evenings!! Give me a call if you're interested.

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## DID YOU KNOW?

BY Bill Vaughan

Did you know that the Riesentoter region has an incentive program to encourage member involvement in club activities? Did you know that the rewards for volunteering some of your time to make our club events (such as Autocross, Driver Education, Club Race, Rally, Monthly Meetings, Picnic, Spring Social, or Christmas Party) happen can be very significant? Well it's true. Not only do club events depend entirely on volunteers for their mere existence, but they run smoother and faster and more fun the more volunteers help out. In order to let these volunteers know in concrete terms that their efforts are appreciated, in 1993 the Riesentoter executive board decided to do two things. First they volunteered to put together a workers appreciation shindig at the end of the year. Second they concocted a raffle where the lucky club event volunteer whose name is drawn from the hat gets a huge posterboard ticket that admits him or her (or her or his associate) free to any and all Riesentoter club events the following year. Now pause a second, and think about that. None of those activities listed above are something to sneeze at. And the board tries very hard to make sure the dates are spread without conflict through the year. Volunteering does not have to be hard work. It is, for example, chasing cones at an autocross, or flagging at track events. At a more challenging level, it is trying to find a guest speaker for our meetings or organizing a social event. I just thought you might like to know because a little bit of your time could make you the next Admit One winner. And remember, the odds are much better than the lottery plus you don't have to actually present that huge posterboard ticket to get in.

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## FEST REPORTS . . . or

(Our unsolicited opinions on Porsche Club multi-regional, multi-event weekends that we have attended.)

by Betsi and Vern Lyle

We could be called veterans at this, having been participants in these "festivals" for many years, ranging from Porschorama in New England to Rennfest in Atlanta. The people all try hard, they are probably underfunded, they never have enough help, but they get the job done. The fact remains, though, that they are inviting other regions to come to their event and charging them money, so they should deliver a good product. Therefore it seems fair to let other potential "festivas" know what we got for our money. Basically, it's like the old drag racing saying, "Summer Nationals, some are not".

**Spring Thing - Smoky Mountain Region in Pigeon Forge, Tenn**

Great area and scenery; but the hotel was a downtown site with inadequate parking area for trailers. Welcome party OK, but didn't start till late Friday evening. Concours location was a mystery to out of towners since no map was offered. Good thing we were not entered - turned out you had to find a tiny sign leading to a dim road between a pizza shop and a gas station to get into the state park.

Rally was a bad joke: 15 minutes before our out time the rally master was nowhere to be found - no route instructions, no drivers meeting. Finally located him - in the hospitality suite on the 2nd floor of the hotel! Finally ready, we found there was no OUT marker at the starting point; there was an error in the ODO leg, ending us at the wrong instruction; no IN marker at the end of the ODO leg: an error taking us out of the ODO area - on the wrong numbered road; average rally speeds that were way too high for a tourist area; boring and repetitive insnuctions: checkpoint workers that did not recognize us as rally participants (in a Blazer with lights on and rally number), thus guessing at our IN times after the fact; a checkpoint with a moving IN marker, and changing it during the rally to a fixed point - pretty baffling for the rallyists.

The party Saturday night seemed a little weird in that the cash bar closed after the cocktail hour and no drinks were available anywhere in the hotel.

The autocross was at a huge lot at Dollywood, a fine site and surface, although the early morning course designer intended to use three (!) consecutive 270 degree turns at the finish. I convinced him to smooth it out a little, thank goodness he was open to my suggestions. Since our car didn't have the interior installed we could not run our usual Improved 2 class, so Betsi and I took Modified FTD honors - but they changed their minds and didn't give out all the trophies that had been announced.

We may go back next time. Our overall rating of the event: 4 out of 10.

**Porsche Derby - Kentuck\* Region**

This event got off to a bad start when the directions to the hotel were wrong. They brought us into Louisville on one interstate but gave directions from another. Not a lot of fun in five o'clock traffic, on Friday, in the rain. But that was almost in keeping with the most noticeable thing all weekend - a distinct lack of hospitality. Not that the people were unfriendly, but they all seemed to prefer their friends and had little time for strangers. We are pretty good at mingling and really tried, but were able to meet only three people out of the 80 or so attendees. Only one person commented that it was nice that we drove 700 miles to their event.

The major interest of most people seemed to be washing their cars - before, during and after the rain on Friday evening, after the concours and rally on Saturday, and instead of the autocross on Sunday. Seems they could have done that at home.

Concours judging was done in the rain and probably was conducted as well as possible under the circumstances. Organizers and workers should be congratulated.

The rally was scheduled after that, but also, several tours were available. It was telling that most people took a tour and only a dozen or so cars took part in the rally. We drove on a group tour of a horse farm and it was very educational and enjoyable, despite not meeting or talking to anyone else from the Porsche club. (Incidentally, the Gainesway Stable is magnificent and is cleaner than most peoples houses - on the inside! Each horse had a mahogany-panelled stable, with indirect lighting and a Casablanca fan to keep non-existent insects away - and only four horses to each building.) At the banquet that evening, only the finishing positions in the rally were announced, and no one talked about it at all so we don't know what that was like. Actually no one talked about the tours, either.

The autocross was on a good concrete surface and the course was well designed within the limitations of the narrow airport runways at Fort Knox. With the help of the local SCCA, it went very smoothly. The trophy presentation was almost comical, then exasperating. It looked like the fist time it was ever done. Wrong places announced; no run times given; then wrong run times given; wrong trophies given and returned; interminable delays while score sheets were checked - and then the FTD trophies could not be found.

We left on a somewhat sour note, agreeing that the event was not worth the trip. We stopped at a Dairy Queen a few miles from the site, since I had prommissed Betsi her favorite healthy dessert, a Blizzard, if she ran Ladies FTD. There were several Porsches from the event in the parking lot and we sat near their table. Interestingly, not one of them returned our greeting, congratulated us on our FTDs (no one did, in fact, except one of the SCCA people) or wished us well on our trip. Southern hospitality may be

alive and well, but it is apparently under cover in the Kentuck Region.

\* We received a copy of the results a few weeks later and that's how they spelled their own name. Overall event rating: 3 out of 10.

### Chesapeake Challenge, Timonium, MD

The Challenge has a long history of Riesentoter participation, and in fact, this was the 25th Anniversary of the event. Ask any of the old Fossils about the stories revolving around this event and you will learn that the biggest "challenge" often was in getting there. The ones that come immediately to mind are Bob Holland's injection pump. Wayne Flegler's dry sump, my dizzy spells during concours prep, and I think Bob Russo even ran out of gas once while leading 10 cars through Baltimore. Over the years, Riesentoters have taken more than our share of FTD Awards, Overall Awards, and innumerable rally, autocross, and concours trophies. It was a little sad to discover that Betsi and I were the only RTR entrants this year. Bob Russo visited for the concours, as did his old nemesis from autocrosses and concours past. Bob Rassa. Ask Rassa sometime how many big silver bowls he bought for Bob's FTD wins in FRAUD.

The organizers did a great job with double the turnout of last year. The concours judging had to be delayed for a short rainy period but the judges got into high gear and everything finished on time. We were talked into entering our Targa even though the restoration is still in process. It wasn't too embarrassing because a lot of things were missing and couldn't be judged, and the things that were there were pretty clean. Except the engine, and the trunk, and, and... There were some first class cars entered and it was quite a show. The photo-type rally at first seemed too easy. A lot of people got caught with an early checkpoint that had you do a 180 and drive back toward the other rally cars and make a turn right in front of them. All in all it was a fun ride and that's really what it was

supposed to be. We were out of the top ten, due mainly to anxiety over a glowing alternator light and a sticking odometer.

They lost their big autocross site a few weeks before the event, so held it in a small, and very bumpy lot with reduced traction due to a sandy grit coming up out of the surface. One section became a severe shock absorber test, and the finish line was dangerously close to through traffic with barely enough room to stop. Since I put the front wheels into the street on my second run, I tapped the brake before the last turn on my final run - and lost FTD by 0.04 seconds. I hated that, but it was probably the wise thing to do. The organizers insisted that the course was safe "because it was set up to SCCA standards", but that's just plain wrong. (Apparently, the finish was similar to something SCCA had set up the previous week, but it definitely did not follow their rule preventing limiting speeds by using the course boundaries.) They index all the ladies here and since that's not fair to the fairer drivers of faster cars, Betsi chose to run the men's class and finished 4th out of seven.

They no longer award the Mark Donohue silver bowl for FTD, nor do they give an Overall award for the entrant with the most points for the combined three events. Perhaps too expensive in the first case, and not enough potential participation in the second, but the event lost some glitter with the elimination of these awards. Also there was not much ballyhoo or history of the event on the 25th Anniversary, which seemed a little strange.

But, overall, the Challenge gets an "8" on our scale of 10 - a good event. Riesentoter members really should consider this for next year.

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**71 914/1.7**, Garnet Red/black. 10,000 miles on '88 restoration, appearance group, 5 alloys, Comp-TAs, big bore, Webers, sway bars, 10mm master cylinder, ss brake lines, drilled rotors, Monza muffler, sidseshifter, short shift kit, ss heat exchangers, am/fm cass w/amp. \$6,500. Dan Bonsall 626-5461 <sup>494</sup>

**77 911 S**, Sunroof Coupe. Silver with Lobster leather. PCA concours car with 6,052 original miles. All manuals, purchase documents, service records and a complete unused tool kit. Stored in a heated, dehumidified garage. This car is probably the lowest mileage 77 911S in existence and is comparable in condition to a 94 911. Asking \$22,250 Bob Koons. 215-699-6840 eve and weekends. <sup>794</sup>

**78 928**, European. Lots invested. Must sell. \$8,000 OBO. Chris (w) 210-575-2329, (h) 610-691-2397 <sup>794</sup>

**80 911SC Coupe**, sunroof, metallic light blue/black leather, garage kept, Turbo tail & front spoiler, 7&8x16 Fuchs, Fiti wheel, 930 brakes, cool brakes, 2 front oil coolers, 22 & 28mm torsion bars, adjustable sway bars, 15k on rebuilt 3.2 long stroke motor w/ carbs, S cams, SSI exhaust and sport muffler. Light and fast (2550 lbs/260 hp). Great for Drivers Ed or PCA racing. \$18,800. Jonathan Baker 617 Newark Road, Kennett Square 19348 268-2603 <sup>594</sup>

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**85 944 Coupe**, Black/black leather. Power sun roof, rear wiper, limited slip, factory alarm, 5 speed. New dash cover, shift boot and outstanding Sikkens paint. Dealer installed factory 3rd light. Cold A/C. 72K, looks and runs great. \$6,800. Walt Hafner 215-262-4805 <sup>594</sup>

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**Tires**, "Just right" for autocross. 2 - Yoko 008RS 225x50x16, 3-4/32s and 3 BFG TA/R1 245x45x16, 3-5/32s, \$20 to \$60 each. Bob Burnett 215-572-1024 <sup>494</sup>

**Goodyear Race Tires**. 225-50x16 and 245-45x16, 1/2 tread or better. Must go due to sponsor change 7", 8", 9" GT wheels. D. R. Snyder 610-282-1627 <sup>494</sup>

**BBS 3PC**, 2-9x15 2-9.5x15 painted red with red racing fans. asking \$1,400. 3.3 ltr 930 intercooler, asking \$150. Comp T/A R (3 years old) 4-245/50x15 ZR & 2-225/50x15 ZR. No more than 35 miles on them. \$35 each. Turbo bar gauge \$75. Neil Fine 215-639-9292 Days, 364-8682 after 7pm <sup>494</sup>

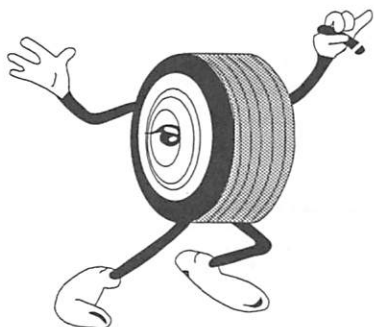
**Porsche literature collection**. Pano complete 65-87; 356 Registry Vol 5 thru 12; R&T 79-90, Autoweek 71-87, Sports Car 71-79; Formula/Race Car 76-80; 15 books and assorted factory posters and calendars. Call for list. Bob Gutjahr 410-799-8023 <sup>494</sup>

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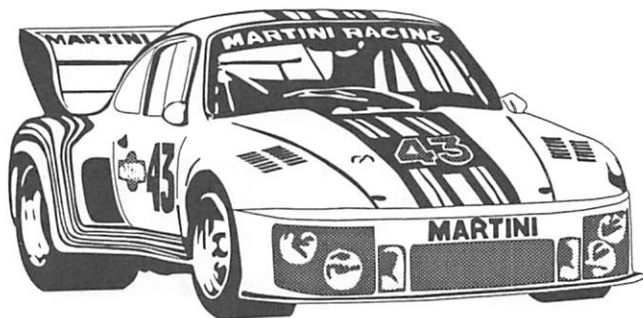
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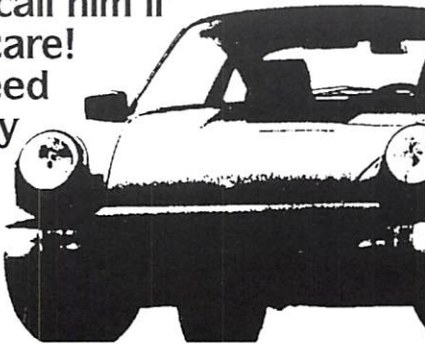


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