

11/86



ANNUAL CHRISTMAS BANQUET by John Heckman

Our annual Christmas banquet will be held on Saturday, December 6, at THE INN AT HISTORIC YELLOW SPRINGS in Chester Springs PA. The cash bar will open at 6:30 PM and dinner will be served at 8:00 PM.

Invitations have been sent to all RTR members. Please RSVP by November 24th.

The menu features a choice of salmon steak or Beef Wellington. Jill and I had dinner here a while back, and the whole place - the atmosphere, decor, staff, service, and especially the food - is out of this world.

As in the past we'll have a D. J. for dancing, door prizes for all, and we'll present the annual RTR awards.

D I R E C T I O N S

FROM 202: (Valley Forge/King of Prussia area)
Take the DEVON exit 252 NORTH (Valley Forge Music Fair).
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Follow 113 SOUTH for 5 miles (exactly).
Turn RIGHT at the sign "HISTORIC YELLOW SPRINGS ->"
Turn LEFT at the dead end onto ART SCHOOL ROAD.
The Inn is on the RIGHT, just past the first Stop Sign.

PRESIDENT'S MESSAGE by Richard van Zijl

So we had a pretty exciting Oktoberfest wouldn't you say? Shame on those of you who missed it. We had the election for the 1987 Exec. Al Anderson won the race for the Presidency (of Riesentöter, that is) and Larry Herman managed to get elected as the Social Chairman, a post which was much sought after for some reason. My congratulations and thanks to all those of yuz who will serve the club next year. Those that volunteered and aren't on the '87 Exec - save your strength and ideas for 1988 when the club surely will once again need a few good volunteers.

Our Christmas Banquet yet again promises to be a Gala event. Just everybody that is anybody in the club is going to be there. Apart from giving you the opportunity to see all those people you had heard so much about in the flesh it will also culminate this year's activities. As always the awards will be handed out and dishonourable discharges will be announced. The absolute highlight of the evening will be the introduction of the 1987 Exec Members.

See you at the Banquet!

DER GASSER

THANK YOU

by Tony Checkowski

You have no idea how great it was to hear from good friends during my illness. The body may go through one continuous stage of healing, but the mind goes through many up and down steps. Your cards, telephone calls and visits made the mental healing process easier and better.

I am progressing very well and hope to see all of you at our annual Christmas banquet. I should be running on all cylinders by then and am looking forward to thanking each of you personally for your support and prayers during this time.

Thanks again from the heart.

Sincerely,
Tony

SPECIAL DRAWING AT THE BANQUET
Bridgestone RE71s

John Baker of Leitzinger Motorsports has graciously given me a set of shaved Bridgestone RE71s to raffle off to raise funds for our 30th anniversary event. As it now stands, we will sell chances at the banquet for \$5.00 each and the winner will receive a complete set of tires in their choice of size at zero cost to you. They will be shipped to your door to put under your tree. There is only one hitch. We want to sell a lot of tickets so if you're not going to the banquet - and I can't imagine why you wouldn't - contact a friend that is going, or send me a check post haste. It is for a very worthy cause and you can't beat the prize. There are no gimmicks here and everyone except John is eligible to win. There will be 4 additional prizes so make sure you come with a wallet full of \$5s. Support your club and help make our 30th a party to remember.

LETTER TO THE EDITOR

by Axel A. Shield, II

I received the following letter from Axel and would like to print it in its entirety.

As Chief Instructor for Riesentöter Region, I would like to both thank and compliment Larry Herman for his fine series of articles on high performance driving techniques which have appeared over the last few issues of Der Gasser.

I highly recommend that Riesentöter members take the opportunity to review Larry's articles several times both before and after their next track event. Contrary to popular conception, high speed driving is a thinking man's game, not purely instinctual, and a thoughtful application of the techniques presented in Larry's articles will help all of us, whether beginner or instructor, to go faster. I would only add the caution that one should start learning any new corner by using what is obviously a late apex, noting your exit speed by observing the tachometer at your trackout point. The apex may then be moved earlier and earlier in relatively small increments until you learn which apex produces the greatest exit speed. By starting with an obviously late apex you approach learning the corner in the safest way possible since the late apex will leave you the most available road during your exit from a corner.

Finally, I would just like to say that I don't believe that Larry really suffers from any problem with respect to "relative obscurity". Although Larry's 914 might be relative obscure while being passed on a straightaway, it certainly is not when at the end of the straight he catches the 911, 928, or 930 under breaking and then trails the bigger bore Porsche around the corner obviously being compelled to reduce his speed to match the car in front. Believe me, the driver in front is well aware of Larry's presence if he is using his mirrors (and all Porsche track drivers use their mirrors constantly, don't they?).

Sincerely,

Axel A. Shield, II
Chief Track Instructor
Riesentöter Region PCA

PORSCHE

ON THE ELECTION
by John Heckman

My congratulations to Al Anderson on his election to the position of President of Riesentöter Region.

Al is a good friend who I've known almost all my life, and I know he will do a good job. I encourage all to place their support behind him and the entire 1987 executive committee.

See you at the next event.

PATTS
by Al Anderson

I am pleased to report on the last PATTS of '86, held at Summit Point. The weather and track conditions were excellent. The results of the event re-confirm the competitiveness of our region. Again the index records were shattered. Most of the trophies had Riesentöter inscribed on them. I noticed at dinner the entire table had 1st or 2nd place awards.

It was nice to see Don and Chris Galbraith run their new track car (hey Don, no rain). Mike Stolper unveiled his new nose job. Larry Herman was seen washing his concours 914, immediately after breaking his old index record. Stu Boreen won his class with a very smooth 930 ride. Ed Arnold owned the modified 4 class in his inner galactic tire smoking missile. Mark Schnoer bettered his index in the 944 class to finish 2nd by a heart beat. Ted Secowitz put in his best time ever to win his class. I set a new index in C Improved... and I hope I didn't miss anyone.

All in all, it was a great time trials season for our region.

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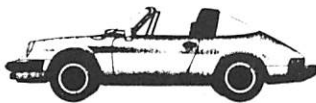


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HOLBERT RACING. Bob Russo has some great specials on stuff you can't live without. His price on the portable parts washer is too good to be true. Anyone that does their own work should not be without one. He also has special prices on those devices that keep your head intact while bounding around the autocross course or at the track. The Bell helmets start at \$69.00 and work up to the \$750 M2RS which is a great gift. He even has specials on driving suits, and BBS wheels. Last but not least, he put the new Luke MONZA safety harness on special. Anyone in the market for a belt should give this one a good once over. It is the one I mentioned in my hillclimb article, and is so simple, it can be used on the street.

LEITZINGER MOTORSPORTS. John Baker is just about giving BRIDGESTONE RE71 tires away. In the spirit of Christmas, John will make you a deal on a set of shaved that will make you check your hearing. For example, a set of 225/50 x 15 is \$80.00. Not bad you say but not that great. Well the kicker is, when you get a set of shaved, you can buy a set of unshaved at a price that will knock your socks off. Stock up now or you will be sorry. If you need wheels, he will give you 25% off on Panasports, and if you have always envied the Darth Vader look, he is trying to put a giant Simpson order together which will allow him to pass through a bigger discount (this should be done by Dec 1 to get the extra discount).

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GOODIE STORE. John has expanded the stuff available. He has come up with a super helmet/stash bag complete with our logo. Give him a call to see what is available.

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THE FINAL STEP, or is it...


by Al Anderson

If you have been following my articles on Project 944, you know some time ago I decided to build a total track car, and not be concerned about the street (although my car is still street legal). My last article dealt with setting up the suspension, brakes, and chassis for that much needed increase in power.


After considering the money involved, and the increase in power you get for the money, I ruled out any "stage kits" or gimmick horse power tricks. They really don't add that much for the cost. The only way to get the bolt on gobs of power is to turbocharge and that is not in my plan. My goal is to make my car faster without sacrificing reliability. The boys at the Porsche factory have squeezed about all you can get from the already reliable and strong 944 motor. As you know from my last article, I am looking for 30 more horses. Keeping in mind the quickness of a car is largely determined by the weight to horse power ratio, I decided to leave the motor alone, and lighten the car. This doesn't cost a cent except for the cost of a few beers to get the courage to totally dismantle the interior. I weighed the parts with a bathroom scale because each 10 lbs is worth 1 hp and I wanted to get an idea on what I picked up. The leather sport seats are 39 lbs each (vs 16 lbs for the 1 race seat I put in), there are 43 lbs of carpeting and insulation, 8 lbs of stereo equipment and so on. I got 206 pounds out so far and I should get another 100 when I take out the door panels, window motors, air conditioner, and heater. I did take all the tar paper sound proofing off so I can prepare the entire interior for a light grey paint job. A light color allows you to spot stress cracks quicker. After removing everything I found the car sat 1 1/2 inches higher and sounds like I am in a big drum. I will have to get the ride height re-done now, probably when I put the lower (European) 5th gear. The car is now noticeably quicker and more responsive. I now have the race car feel I wanted all along plus the lower weight is easier on the brakes and suspension. The point is, you don't have to spend tons of money on some motor job, but you do give up alot of comfort for street use. If your car is a street vehicle, don't even think of this

approach. My wife still hasn't recovered from the shock of the new and improved Project 944...

ELECTION NOTE: I want to thank all of you who voted for me and I assure you that I will not let you down next year. Each year we have gotten bigger and better, and I will continue that tradition. Thanks again.




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EDITOR'S RAMBLINGS

Events, Christmas et al

The Oktoberfest was a great event as always. The election ran well and the race for President was very close. Four votes separated the two! So when people talk about their vote not counting... Al Anderson will be our new leader with Larry Herman taking the other contested position. Please give us (yes us, I easily won the un-contested position of VP) your support next year. There will be a few changes in response to the input we received during the year. We hope you like what's coming. The first meeting will be held at the Boston Sea Party. It is directly across from the 611 North exit of the PA Turnpike at Willow Grove. Jerry Nelson will be our speaker. More about that in a later issue.

All That Jazz, one of our advertisers, held a wine and cheese party for our region to showcase their products the week after the Oktoberfest. Due to conflicting events, and a screw up by their printer which resulted in a miss-printed invitation and a late mailing, attendance was light. Those that went got some good deals with the RTR 20% off and plenty of pastry, cheese, and wine. For those of you that missed it, they are located on the corner of 24th and South and sell upscale car stereos, alarms, and other accessories. They have a good staff of installers on site and back what they sell. They are a new division of Autoradio, which has been selling and servicing car radios for other retail outlets for years. They set up All That Jazz as a retail outlet of their own and have been doing a very good business. Because of the mixup, they set up a deal for Christmas which gives us free installation on any radio or alarm purchased - what a great gift for that special person, a Unigo box or Crimestopper alarm, or a Blaupunkt, Denon, Sony, or Nacamichi stereo - without the grief of installation!

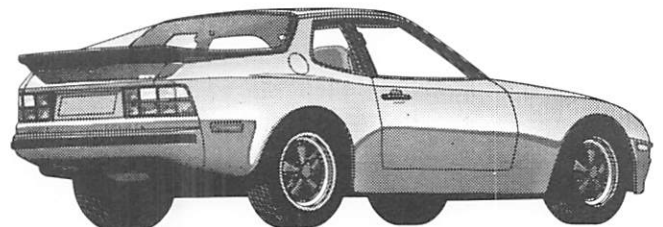
Some of our other advertisers let me know about their Christmas specials. They have some pretty neat stuff for you at some amazing prices so check out my Christmas Special article and stock up on tires, helmets, radios, etc. They have gone out of their way to support us so kindly do the same for them. While on the support issue, I heard from one of our members wondering about me pushing our advertisers. Well, my feeling is this; these people support us

through advertising dollars and extra events or donations, and we should support them. I try to get deals for the members and when someone offers to give us a break on their products, I pass it along. If you find that the deals are not as stated, let me know and we will try to fix it.

The results are not in from the PORSCHE/CORVETTE Challenge yet but we did earn a few firsts I believe. More about that in the December issue.

Speaking of the December issue, yes, this year you will get to see your favorite publication in December. Why do I do this to myself? I don't know (nor does Vicki) but none the less, I promised one, so you will get it. It will contain pictures I managed to get this year (and maybe a small column). It will be an instant collector's issue so be sure to get to the newsstand early.

LATE BREAKING NEWS: Due to the tardiness of some of our Exec members with their articles, I can give you some great news! Our event at Summit Point went well. Sat. got off to a late start while waiting for the SNOW to melt! John Baker trucked his Bridgestone trailer down to the event and shaved, mounted, and balanced tires all weekend. Many got a chance to take him up on his offer where he had a set of tires mounted and let anyone that wanted take them out at no charge. It must have impressed quite a few because he stayed busy all weekend. His support of our event is appreciated. We had a few off track excursions but nothing major. Only a red face or two, right Lisa? We may have to hold some hand signal classes this spring as well as some in attitude adjustment for those who still think these events are the SCCA Nationals but all in all everyone seemed to have a fun, if not a cold, time. It is a shame, but because this is a family publication you will not get to see some of the better pictures. I did collect some more license plate shots, though.



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MEETINGS are normally the last Wed of every month. The time, place, and topic is printed in DER GASSER.

CLASSIFIED and ARTICLES. Ads are FREE to members, \$10 per issue to others. They are NOT automatically reprinted. Articles and/or pictures dealing with RTR events, Porsches, or topics of general club interest are welcome. Those with letter quality (not dot matrix) printers or typewriters can submit them in columns of 3 1/4 x 10 otherwise, they should be type written, between 200 and 800 words in length. Pictures should have good contrast and be 3-1/2 x 5, color or black and white. The deadline is the 1st of each month and can be given to the editors at the meeting or mailed to the address listed in the EXEC committee.

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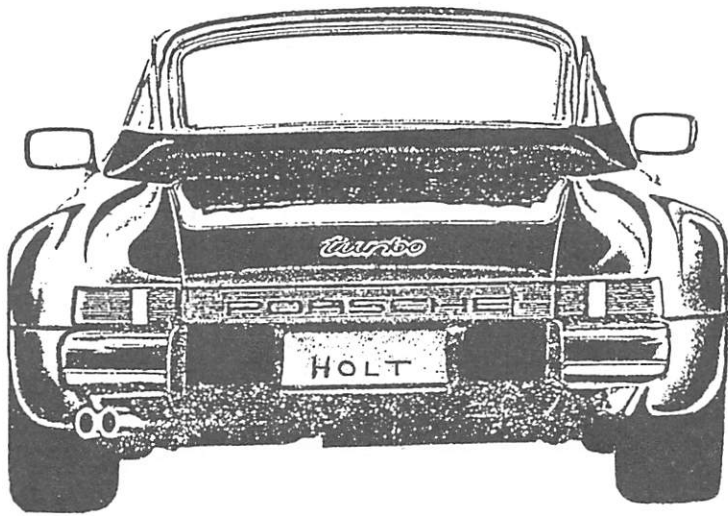
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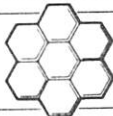
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AUTOCROSS - MY FIRST SUMMER

by Ron Lego

Ed note: Ron is a member that strayed from the fold but has seen the light and returned. Welcome back and thanks for the article.

I began my affair with Porsche in 1968 when I assisted a friend in the rebuild of a '62 356 from the ground up... bare metal and all that. Later I helped with a second reconstruction; a '65 SC sunroof coupe. I was only an Airman Second Class and clearly could not afford a car such as my friend, the Technical Sergeant. Still the thrill of touring German autobahns at the wheel of the SC never left me.

It took several years before I gained the wherewithal to fund my Porsche. I never professed to be a Porsche tech expert and rapidly demonstrated my naivete by selecting a '77 911S with no oil cooler and an inoperative alternator (I'll check with Bill Cooper from now on). It was a steal from a poor old widow that also owned a '57 Speedster, a '64 356SC Coupe (which she refused to sell) and a '79 SC Coupe. Believe me, the '77 was a 'hot' car. Every time I drove it the oil temp gauge told me.

After much consternation, a baby, and a valve stuck vertically into a piston on the AC Expressway, I traded my precious 'first Porsche' to Rosemont for an Audi GT. Fun to drive, good transportation, but NO PORSCHE!

After several Porscheless years, my craving was again sated last fall when I became the proud owner of a new Cabriolet. Yes, I considered a coupe (and will probably have one some day) but the anticipated thrill of touring on a country road with the canvas down sold me.

Now, having a new Porsche, one naturally wants to drive it the way it was intended to be driven. But I needed a roll bar for high speed events and could scarcely afford that with the payments. Maybe next summer. I remembered watching hillclimbs and gymkanas while in Europe and thought autocrossing might be a good low cost way for me to safely use my new auto. With almost perfect timing, RTR scheduled an autocross school in the spring. I was game. Off to Holbert Racing for a new helmet, then anxiety waiting for the day to arrive.

Finally it came. A beautiful sunny morning, out of bed early, helmet into the car, coffee at 7-11, and off to LU LU Temple. At last I would get to DRIVE my Porsche - or would I? I chickened out! I couldn't bring myself to take that almost fresh Porsche to an unknown lot where it might get it's first stone, or worse yet, a light pole. So off I went, the owner of a new Carrera, at a RTR autocross school, in my Audi GT. For shame, will I ever live it down?

At the school there were several well qualified instructors; most of them well known names to RTR veterans. Lyle, Koerbel, Russo, Schnoerr. Students were divided into groups. In turn each group walked through typical autocross situations which had been set up. After the walk through, students were given an opportunity to test their reactions by navigating the pylons in their Porsches (ahem!).

When all groups had circulated through the mock situations, we got to take a break while Bob Your-braking-to-soon Russo and the other instructors set up a short course composed of the situations which we had just been educated. I attributed my lackluster performance to the poor, anemic Audi. Times notwithstanding, I had a great time and decided on the spot that autocross was the place to start.

Before continuing, a few words about the school. I never suspected that a few hours of school would provide such a fruitful education. From the philosophical approach to a lane change provided by Vern Lyle, to the Mark Schnoerr 'pencil' method of showing hand position for the slalom, to 'your braking too soon' Russo, every minute was at the same time educational, interesting, and great fun. My sincere thanks for the efforts, patience, and knowledge they passed along.

With a basic foundation I moved on to real competition and furthered my education. Bob Koerbel had laughed at me during the school saying 'Lego, you're out here learning to autocross in that (front wheel drive) Audi. Your going to spend the summer doing 360s in the Carrera'. He was right at least for the first couple events.

The first couple times out, my enthusiasm could not be mitigated and ran rampant over my cool, calm, collected driver mentality. That, combined with a lack of feeling for the limits of my car, lead to jerky and SLOW times, and several occasions of extreme oversteer (ie going backwards).

As the summer progressed I attended several events. I gained valuable experience behind the wheel of my car and was able to concentrate on going smoothly rather than just going.

I learned alot during the first summer of autocrossing. How to use chalk or white shoe polish to check tire pressure, the importance of walking the course several times, the need to bring your own shoe polish (or spend hours following the official bottle of event polish around), how hard it is to get white polish off your windows after letting it set for two days. The most important lesson I learned was not to be afraid to ask questions and solicit advice. From tire pressure to run critiques, I found many helpful participants at each event. Thanks to all of you.

The future? I will be back at the autocross school next year - no Audi. Come out and join me. It is challenging, rewarding, and above all, GREAT FUN.

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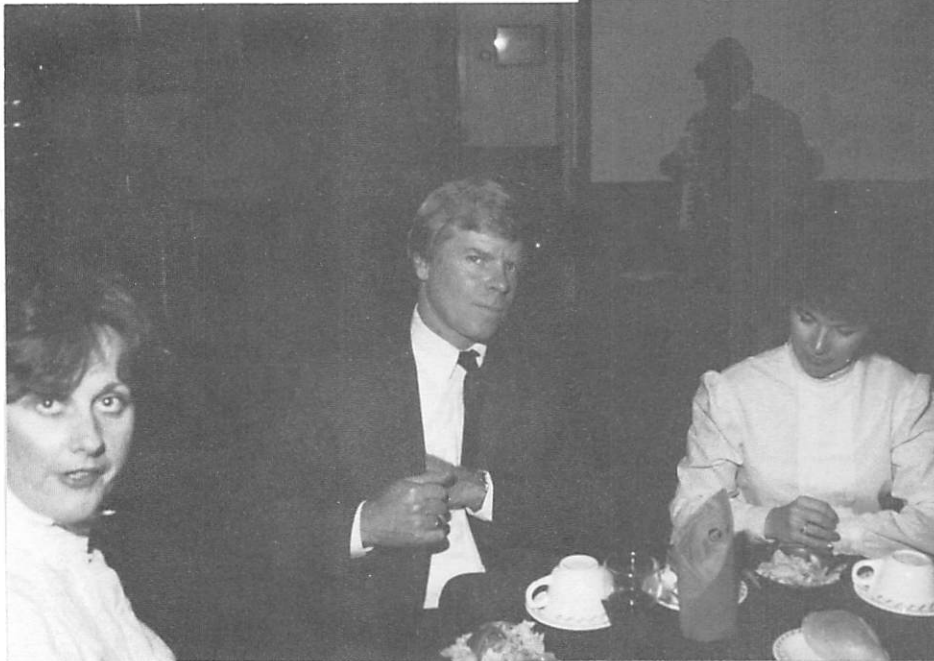
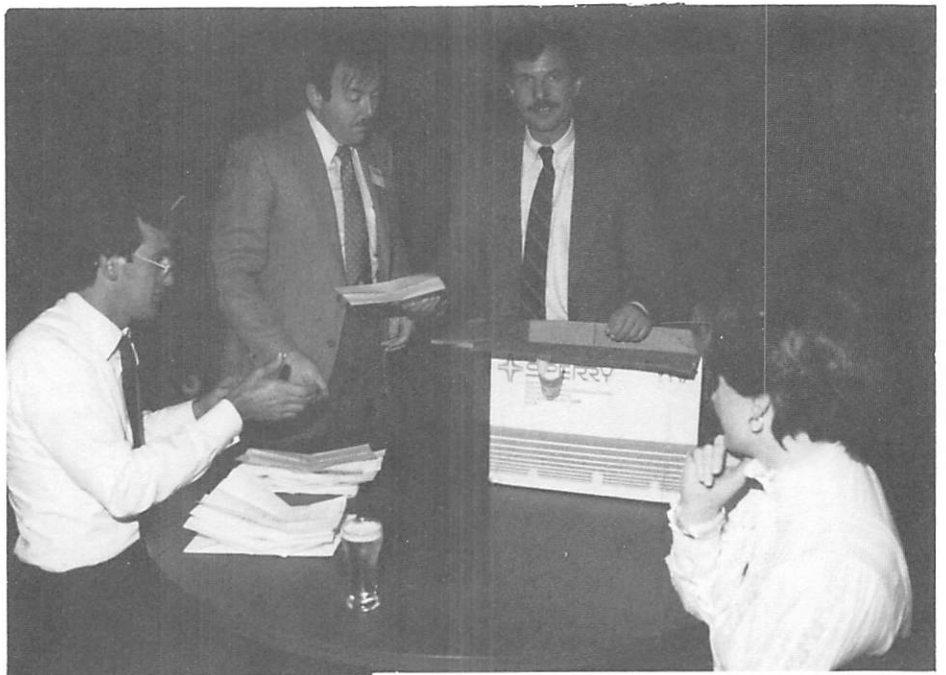
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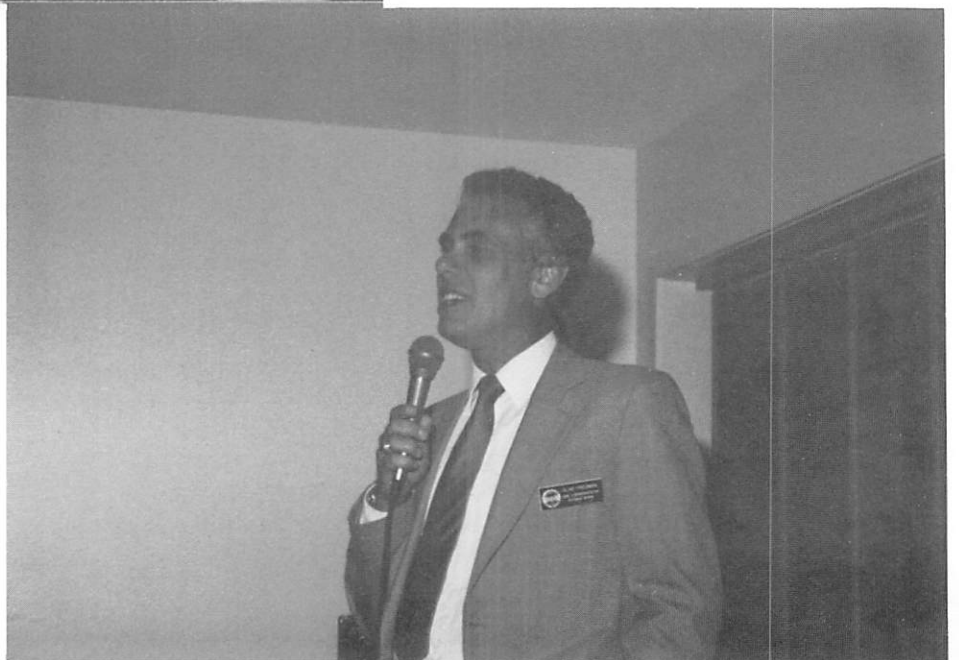
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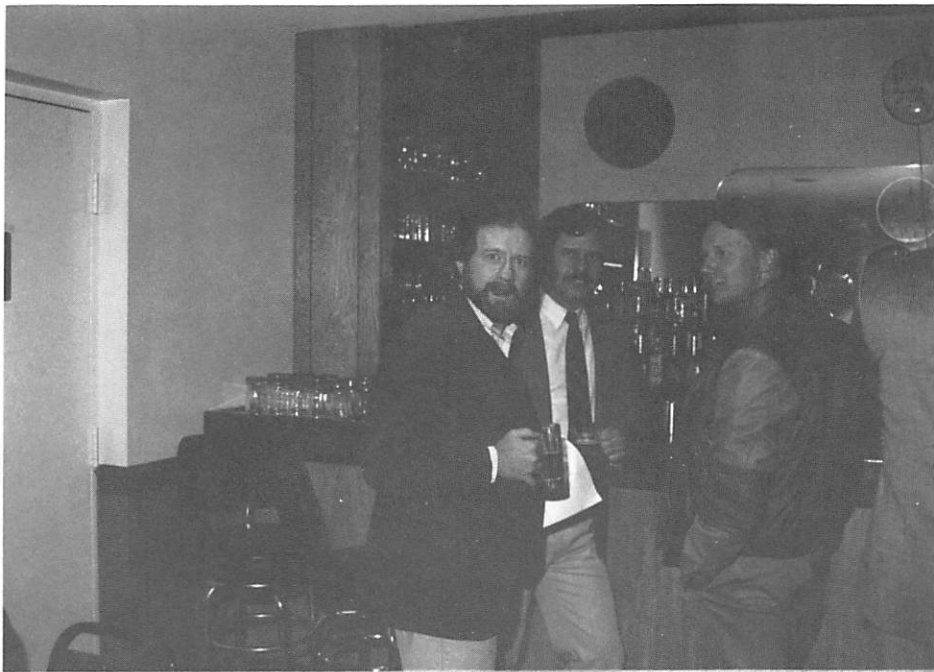
Michael, Bill, and Richard
count the votes



Irene, Al, and Sonny
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Alan Friedman,
being forced to speak





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- '85 VW GTI, Red w/Black & Grey sport seats, Sunroof, A/C, Yamaha AM/FM/Cassette, 100% factory warranty until April '87. Any reasonable offer. Bill Cooper 362-2770 (H) 825-5257 (W)

- '84 944 Gemini Grey, black partial leather, 15x7 alloys, a/c, p/s, front/rear stabilizer bars, side moldings, power tilt roof, Alpine radio, 22k miles, immaculate, garaged, non-smoker, no animals. C. Wheeler 933-5370(H)

- '84 944, Guards Red, w/black 17k miles, sport suspension, 15" forged alloy wheels, sunroof, 4 spoke steering wheel, Alpine radio w/Alpine equalizer, 2 ADS amps and 4 ADS speakers, Ungo alarm, excellent condition, garage kept. Asking \$21,000. Don Huber 342-0729

- '84 911 Targa, Ruby Red, \$18,000 in options, 930 body work, 3 piece wheels with Porsche centers, DP tail, Euro brain, sport muffler, more. 10k miles, must see. \$39,500. Ed Bell 696-2164(w) 430-0264(h)

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- 911 Sport Seats, will consider any condition, prefer needing re-upholstery
- 911 Carrera motor, any condition
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Skip Chalfant 648-0411 (H) 696-1862 (W)
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- 914 5 speed '71, 70k miles, rebuilt at 60k, probably ok. \$300 obo.
Bill O'Connell 640-1675
- 4 Hoosier Autocrossers, 225/50x16, almost new, durometer = 40;
- '82 SC muffler, distributor, and shielded wire set, heater fan, 10 miles;
- 4 Yokohama A-001R, 205/60x15 8/32 tread
- 19mm adj front bar for early 911.
- 911 after market torsion bars, 23/27, sell or trade for 22/26
- '72 912 5 speed, 1200 miles on all new bearings and syncros.
Vern Lyle, 679-9262
- 5 914 steel wheels w/junk Michelin tyres (good for towing) \$125
- 914 brakes, struts, Koni shocks, & assorted junkie.
Larry Herman 233-5845
- 5 hp Campbell-Hansfield Air Compressor, like new \$500 or swop for selected Porsche parts
- Exhaust system for '75-86 911 (muffler, heat exchangers, crossover pipes)
- York/Sanyo adapter. Offers.
Bill Cooper 825-5257(w) 362-2770(h)
- 930 bra w/license cut out, used twice
- 4 BBS 1 piece wheels, Guards Red, 2 7" & 2 8" w/new Comp T/A 225x50 and 245x45. \$1,500 for all.
Neil Fine 639-9292(W)
- 2 7x15 forged alloy Porsche wheels. \$350. Bob Holland 436-6577
- Porsche hardtop for '59 356A Cabriolet Original factory equipment, perfect, Carmen Red, intact headliner \$950.00 David Banov 951-8872 248-2317
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