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JANUARY 1994



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PRESIDENT'S MESSAGE

This year's Christmas Banquet was a wonderful evening, spent among the University of Pennsylvania's Egyptian treasures. The room for the banquet had a vaulted ceiling, restored ancient columns and a huge Sphinx, together with the normal Riesentoter laughter and holiday cheer. It was truly a fitting finale to Betsi Lyle's two years' as chair of the social program. As I am sure will be mentioned elsewhere in this issue, Betsi was this year's recipient of the Riesentoter award. Obviously, she did an outstanding job with the social program, but I think it is important to note that she also received the Award for her many years of service to the Club (she was responsible for revising the Region's by-laws a few years ago) and has distinguished herself in autocrossing at other regions' multi-regional events and at Parades (she took first place in her class at this year's Parade). At all times, she has been an outstanding ambassador for Riesentoter.

One sad note from the banquet was the news that Bill and Debbie Cooper will be leaving us. They will be moving to Seattle in early January, 1994. For as many years as I can remember Debbie has been historian. Not only has she kept the Region's records and 'history', but she has always gone out of her way to learn more about the Region with her special brand of energy and enthusiasm. Bill is a past president, treasurer, tech and social chair for the Region. Their collective prowess at tech quizzes at Parades is legendary. All of us will surely miss their friendship which has meant so much over the years.

Looking ahead, 1994 is looking up, indeed! We already have a date for a track event at Pocono in April - our traditional first track event which is a great place for first-timers. We have also secured a three-day weekend at 'the Glen' in July (the 23rd, 24th and 25th) which has been our traditional weekend. Finally, we have been able to get a one day Friday date (October 14th) at Summit Point. While we would have preferred a weekend date, this gets our 'foot in the door' for 1995. Special thanks to Bob Lamb (who is also this year's recipient of the Tattered Helmet award - you ask him why) for his help to the Club in making contact with Summit Point. We have a date for next year's Christmas Banquet (December 10th)

and are working on a Spring Social event. John Phillips our new autocross chair is investigating new sites and is planning an expanded program. We'll have plenty of activities and I hope all of you will take advantage of them to enjoy your cars and a great bunch of people.

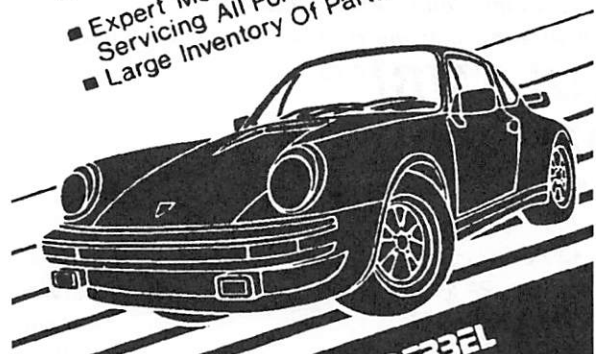
Finally, with the Cooper's leaving, we need someone to assume responsibility for the Region's historical records (they're kept in a filing cabinet) and some one to act as this year's social coordinator - Debbie was going to coordinate a group of volunteers who would each be responsible for just one event. If anyone can help the Region by either coordinating social or has an interest in handling one event, please give me a call (565-5716) NOW. This is an opportunity to help the Club without 'signing up' for an entire program. Along the same vein, Bill O'Connell and John Crowley are looking for 'reporters' to prepare articles for Der Gasser. It's really not that hard if you're at an event to write a paragraph or two about it and get it to them.

See you out there.

Don

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SUNDRY COMMENTS BY THE EDITORS

JANUARY

28 Monthly meeting Holiday Inn, Ft. Washington

FEBRUARY

23 Monthly meeting Holiday Inn Ft. Washington

26 Winter Tech & Demo Dougherty Automotive

MARCH

30 Monthly meeting Holiday Inn Ft. Washington

APRIL

22 Central Penn annual swap meet

23-24 Pocono Driver's Ed

27 Monthly meeting Holiday Inn Ft. Washington

MAY

25 Monthly meeting Holiday Inn Ft. Washington

JUNE

29 - Monthly meeting Holiday Inn Ft. Washington

JULY

23-24-25 Watkins Glen Driver's Ed

27 Monthly meeting Holiday Inn Ft. Washington

AUGUST

31 Monthly meeting Holiday Inn Ft. Washington

SEPTEMBER

28 Monthly meeting Holiday Inn Ft. Washington

OCTOBER

14 Summit Point, Driver's Ed

28 Monthly meeting Holiday Inn Ft. Washington

NOVEMBER

DECEMBER

10 Holiday banquet

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Just never know where I'll pop up do you? Seems out of our 800+ members, no one wanted this fine job so I sucked John Crowley into doing it with me until someone realized the the benefits that go along with the new 911 Turbo and 100,000 a year this job pays. What benefits you ask? Well, for one, your not subjected to my columns anymore.

Food for thought on a cold winter night. While chatting with another member, he was muttering about the cost of parts at an advertiser 's shop (who discounts by the way) and what a rip off it was because he could buy the same parts so much cheaper through the mail. I then inquired about the product he sells (which he does not discount) and this set off a tirade about the ^&%#\$\$)*#% people in his business 'giving' stuff away via the mail. After all, they don't have overhead like him, etc., etc. Makes one pause. Strikes me as the only industry that should not discount is "your's" while everyone else should so "you" can buy stuff cheaper. Interesting concept.

By the time you read this, our Historian will be history. Sad but true, Coopette (aka Debbie Cooper) and Bill are moving to Washington - as in the state. Can't go much farther and still remain in the contiguous 48. Her new job was too great to turn down. They are leaving Annie here so they can attend the parade and perhaps some track events. More likely it's Deb's excuse to get a new Boxter out there in the rainy state. Good luck guys, we will miss you.

We are assembling reporters and photographers to assist us in our task. To date we have a good core and you should see more on the various events this year. Maria Wright will be handling the gossip so if you have any hot news on marriages, births, or whatever give her a call.

Should be a good year. Lots of autocrossing, track events, PCA race, social events, etc. etc. Lots to choose from so we'll see you out there.

Bill

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BOB'S CORNER

BOB LAMB - TRACK REPORTER

JAN. DRIVER'S EDUCATION

It may be the middle of the winter, but plans are well underway for the 1994 season. Our program will begin at Pocono on Saturday and Sunday, April 23 and 24. In July, we will be at Watkins Glen on Saturday, Sunday and Monday, the 23rd, 24th and 25th. Our third event will be Friday, October 14th at Summit Point. Mark your calendars now.

If you wonder why we have two weekdays on our schedule, it is the result of great demand for track time by many clubs. I recently spoke with Bill Scott of Summit Point Raceway. He said that The Porsche Club got into Driver Education early; however, the other marque car clubs have now discovered this idea, and track time is becoming very scarce. As a result, Bill Scott is contemplating the construction of a new 1.3 mile track just for his training programs, in order to make the 2 mile course more available for rent.

For those of you who may be thinking about participating in your first Drivers Education Event, Pocono is a great place to start. The course is 1.5 miles long and incorporates part of the NASCAR circuit, plus an infield road section. You can see around all the corners and there is plenty of run off area if you should err. While it may be relatively easy to learn, it can be a little tougher to master. Best of all, Pocono is nearby. Pocono is traditionally our first event of the year. It is not only a great track for first timers, but it is a good local track for experienced drivers to emerge from their winter hibernation.

Our track program has expanded in recent years with the advent of the PCA Club racing series. For clubs like Riesentoter that sponsor a race, as well as a number of traditional driver education events, a new question has arisen. How should all this be organized? For 1994, Paul Johnston has delegated the conduct of Driver Education Events to Al Anderson. For recent members who may not be familiar with Al, he was track chairman in the mid eighties. After a layoff period in recent years, his enthusiasm has been rekindled and he is ready to go. Welcome back and good luck, Al.

If you have never tried a Drivers Education Event, join us at the 94 track clinic to be held on March 6 at Johnston Enterprises. There will be presentations for first timers as well as seasoned pros. This will give you an opportunity to learn more about the events and ask any questions you may have.

OF HURRICANES AND LOUD PIPES

Back in August of 1989 I found myself underneath my 911 removing the muffler prior to installing one with a more sporting note. It was dark and raining outside and my son was lending some assistance. After the task was successfully completed, we took a ride to hear the sounds. They were mellow.

Later while savoring a beer, I recalled the first time I lay under a car changing pipes and mufflers. The year was 1954 and I was 14. It was late September or early October. The car was my mother's black '49 Mercury Convertible with a flat head V8 and a stick shift.

As I think about it, the following story seems improbably at best, but it really happened.

At the age of 14, I became interested in cars, due to the influence of a friend. The hot thing at the time was a '49 Ford with dual exhausts and glass or steel pack mufflers.

Somehow, I convinced my mother that her '49 Merc would sound great with a set of pipes. My mother was not really into cars. I also am not sure she was into knowing what to do with a 14 year old son who was. Looking back with the perspective of having recently had two children pass through their teenage years, I am even more amazed.

I had accumulated a number of catalogs from places like J. C. Whitney and Sears Roebuck. These catalogs contained many pages of headers, pipes and mufflers to make almost any car of the era louder, faster, and of course, get better gas mileage. I poured through the catalogs. A header system was not economically viable. The low cost solution was one down pipe, one muffler and one tailpipe. I don't remember the cost.

Over several months, I pleaded, nagged, and begged to be allowed to purchase and install this superb exhaust system on my mother's car. I also needed some financial assistance to fund the venture since my allowance at the time was \$1.25 or so a week, plus 35 or 40 cents per hour for chores. After several months, again, now to my total amazement, my mother agreed to have me install the system, for which she would substantially underwrite the expense.

We ordered the parts by mail, from Sears I think. Several very long weeks went by until the parts arrived. As soon as they were here, I wanted to begin the installation. However, it was mid-week and I was in school. It was agreed that the project should wait until the weekend. I could hardly wait. My mechanical skills were not really very well advanced, however, I had read Popular Mechanics and Hot Rod Magazine for a while. The tools were limited to a few end

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wrenches, a hack saw and an el-cheapo set of Pep Boy sockets.

Friday at school was a drag. I could not wait to get home and start. That day, a hurricane was advancing up the Atlantic Coast and we were in it's path. When I got home from school, it was raining and blowing hard but I was oblivious to the weather. Our garage was several hundred yards from the the house and much to my mother's dismay, I started to tear her car apart in the distant garage.

I jacked up the car and happily crawled under and attacked the header crossover pipe that had to be removed. The storm was raging and about 6 or 6:30pm the lights went out, fortunately there was a flashlight handy.

I was covered with dirt and one finger was bleeding rather profusely. The project had a few more obstacles than the directions suggested but I was absorbed. About half an hour after the lights went out, my mother appeared.

There are times in the parent/child relationship when emotions run high and neither knows what he other is talking about and this was one of those wonderful moments. My father was not yet home, a hurricane was raging over our heads, the lights were out, and trees were blowing over and my mother had apparently developed a concern about my well being in a darkened garage under a car. When she could no longer stand the uncertainty, she bundled herself up and made her way the to garage.

When she arrived, she was in quite a state. The garage door was flung open and she was screaming my name. There was obviously a problem, but I had no idea what it was. Yes there was a storm and yes the electricity was off, but I was dry, busy, and content. My mother was wet, frantic, and very discontented but she was at the same time, relieved to see me alive, and appalled at my appearance. She was scared to death by the journey from the house, but wanted us both back in the house, and afraid of the trip back in the storm.

I was interested in reporting the progress of my work. However, I had a berserk mother on my hands who not only wasn't interested in hearing, about it but could not hear anyhow over the howl of the raging storm. We stood in the dark with one flashlight. I wanting to continue and my berserk mother wanting to go back to the house. There was no opportunity for debate.

We left the garage and ran the several hundred yards to the house. A tree blew over 20 yards behind us with a tremendous crack and crash. I thought it was pretty exciting, my mother did not. .

When we reached the house I was dirty and wet. Finding the water still working, I went to clean up. I suspect my mother had a drink or two to regain her composure. I don't remember any more of the evening other than the quiet of the eye of the storm and the return of the wind and rain.

Early the next morning, I made my way back the the garage. The route was littered by branches and the fallen trees. I resumed my work and had problems routing the

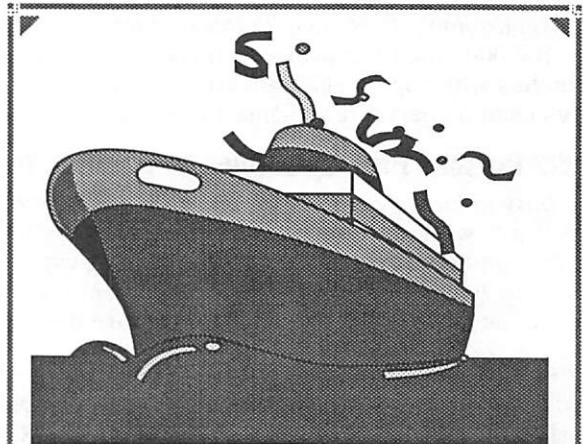
new tail pipe into place because the pipe hanger didn't fit. I persevered. By late morning the job was far enough along to start the car and get an idea of the sound. It was wonderful! I wanted to drive the car up and down the driveway but couldn't due to fallen trees.

My father appeared and we cleared the branches and trees to make the driveway passable.

For the next year, much to not only my surprise, but my mother's as well, we both enjoyed he loud pipes. She apparently got a curious enjoyment sitting at stop lights with the rumbling Merc as disbelieving kids would pull up next to her and rev their engines, inviting a drag race. I never drove the Merc on the road, since it was superseded by a '55 Ford Ranch Wagon before I turned 16 and got my license. However, it was still fun riding as a passenger in the purring Merc.

Since that time in '54, I have probably altered the exhaust system of eight or ten cars.

Recently, a friend asked me what I expected to do when I grew up. I thought for a moment and said "why would I want to do that?"



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How to be Cheap (and Still Keep Your Porsche Happy)
By George Beuselinck, Hudson Valley Region
Via the Zone 5 BBS

Take it from me, there are always at least two ways to do anything on your Porsche. At a minimum, there is the expensive way and then, there is the cheap way.

The expensive way is one known to all. You take your car to someone and say, "It's making a funny noise (pulling to the right, doesn't have enough power, hard to start, leaking oil, etc.) Fix it." The really expensive way is to say, "Call me when it's done." I wish that I had the nerve to do something like that. I have a friend in California who took his new Alfa into the dealer for a 3000 mile checkup and said "Take care of it." I really admired him at that moment. What nerve! What panache! When he picked it up two hours later, paying a bill for \$800, I really wondered about his sanity. No, I will not be lending him any money to get him out of bankruptcy.

I have often been accused of being cheap. All my friends have said I am cheap. My brothers and sisters say I'm cheap. My parents say I'm cheap. People that I don't even know say I'm cheap.

So what am I doing driving a Porsche?

Would you believe that I really, honestly, sincerely believe that you can be cheap and still own a Porsche without there being a philosophical inconsistency in doing so.

Here's what I think is cheap on a Porsche:

- 1) Gasoline for a Porsche costs just the same as it does for a Nissan Stanza or a Yugo. Sure we use a bit more, but isn't it worth it?
- 2) Insurance on our 944 is cheaper than that on either of our Audis.
- 3) Windshield wiper blades cost the same as on any other car.
- 4) Spark plugs are cheap, and there are only four on a 944.

5) The labor rate at my favorite service place (my own garage) is exactly the same (free), and the guy who does the service (me) would rather marvel at the beauty of a Porsche than some other car.

Of course, there are some things that it is stupid to be cheap about. Cheap tires don't belong on any car, much less a Porsche. Cheap brake jobs will get you in trouble. Being cheap on insurance coverage can hurt you when you need it most. Delaying an oil change is foolhardy at best, tempting fate at worst. Cheap tools will cost you more in the long run than good tools. If you own a 911, not installing an airbox flapper valve or oil-fed chain tensioners is being cheap and stupid. If you own a 944, not having your timing belt properly tensioned and changed every 30000 miles is cheap and stupid.

Perhaps the best thing about owning a Porsche is having the opportunity to be a member of the PCA. I just sent in my dues for next year, thirty-six dollars. I still believe that the benefits of membership far outweigh the costs. If it were not for the PCA, I would be spending much, much more to keep my Porsche alive and well.

The technical support and advice available have saved me many hundreds of dollars in the last three years. (If you don't know how I came up with that figure, give me a call and I can itemize it for you.) I just saved enough on replacing my water pump to pay for the next 20 years of PCA dues.

Lastly, the multitude of sources for parts and services is unparalleled by any other marque. Try finding five different mailorder outfits to get hard parts for a Toyota or Nissan and you'll know what I mean.

Being cheap is not only the end result of a lifelong pursuit of economy, it also can give you the satisfaction of driving a great car while sitting on a fat wallet.

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EXEC MINUTES

The Turnover Exec meeting was held at the home of Debbie and Bill Cooper. The following were in attendance: Don and Linda Applestein, John Crowley and Chris Sessa, Tony Bonanni, Judy and Brad Carle, Pat and Len Herman, Helen and John Phillips, Bill Vaughan, Janet and Jerry Weger, and Bill O'Connell.

The meeting was started by expressing thanks to John Crowley for a great Super Tech meeting. John Paterek gave a super demo and a lot of new faces were at the event.

TRACK: Paul Johnston has been in contact with the area tracks for next years events. The Pocono Drivers Ed is scheduled for the end of April, and the club race will be held in August. The Watkins Glen Drivers Ed is scheduled for the 3rd weekend in July (right after the Parade). It will be a Saturday, Sunday and Monday event. Since it is right after the Parade, we should send announcements to the other regions and to Panorama to capture the parade goers.

A Race Steering Committee has been drafted for this years club race. The first committee meeting will be held before the first of the year. Since Paul will be devoting much of his time to the Race, a Drivers Ed coordinator will be appointed. The idea was brought up to send various key people (Timing & Scoring, Flagging, etc.) to other region race events to see how they are run.

In an effort to have a Drivers Ed event at Summit Point, Bob Lamb has volunteered to contact Bill Scott to discuss the possibilities. There may be an open Friday in late October that we could share with the Ferrari club.

HOLIDAY BANQUET: Talks are in progress with NTW about providing a tire package as a door prize. We will have certificates for 20 year members which are provided by National. In the past the recipient of the Riesentoter Award has received a small bowl as well as the large bowl presented at the Banquet. However, that tradition lapsed for several years, and we are currently looking into getting small bowls for those recipients who did not get one. Tony Bonanni is investigating the pricing.

MEETINGS: After a dinner break where we all consumed Debbie's wonderful cooking, we discussed possible topics for next year's meetings. The list of suggestions from last year's Turnover meeting was

reviewed, and it was discovered that we had done about 75% of the suggestions. Several new ideas were written down and given to Tony. There may be a Beer Tasting in the Spring, and Janet Weger will look for a Picnic site. The Volunteer Party will be moved to the January/February time frame so that those who helped with the Holiday Banquet will be included.

The meeting was adjourned and desert was enjoyed by all.

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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 sprot muffler. Light and fast (2550 lbs/260 hp). \$18,800. Johathan Baker 617 Newark Road, Kennet Square 19348 268-2603 ^{1 94}

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82 911 Club Racer. 3.2 w/mass air, turn key reliability for track events or club racing. Many new parts, all safety equip, Bremtek racing brake calipers, lightweight and lightning fast. You couldn't build one for less \$28,950 Bill 692-6039 days. ^{1 94}

84 911 Carrera Ruby Met/beige leather, BBS wheels, air, cruise, sunroof, Weltmeister front/rear, bra, cover, garage kept, non- smoker, records available , 96k. \$17,000. Jeff Brok 800-346-6001 (W), 373-3921 (H). ^{2 94}

85 944 Red/Black leather, 5 speed, always garaged, no rain, no snow, no smoke. 35k. Mint condition. Asking \$13,000. Sam 821-8776 anytime. ^{2 94}

85 911 Carrera Coupe Iris blue met/blue leather, sunroof, air, power windows, cruise, Blaupunkt AM/FM/Cass, F/R spoilers, 16" alloys, alarm, excellent condition, service records, \$22,000. Matt Bieber 866-9260 ^{1 94}

Manuals for 911. 6 volume set of Porsche factory workshop manuals, covers 69 to 82 . Porsche part nr WKD480520 & WKD 481021. Cost new \$326, asking \$200 OBO. Ken 646-6703 ^{1 94}

Carrera Cup wheels. New OEM 2 9x17 & 2 7x17, includes special factory center caps (\$250 value). \$1,700 for all. Carrera/RS America mirror bras \$20. 2 6x16 & 2 7x16 Fuchs rims w/A008R mounted and balanced. \$800 for all. C2/C4 OEM speedo. \$100. Target Motorsports strut bar, \$25. Joe Fabiani 525-7696. ^{2 94}

67 912 Engine. # 752945, damaged crank at dowel pins. Steve Morrin, (215) 949-4034 (w), 736-1990 (H) ^{2 94}

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Please help locate a hard top for my 83 911 Targa. Keith Price. 558-5950 (W) 374-8630 (H) ^{1 94}

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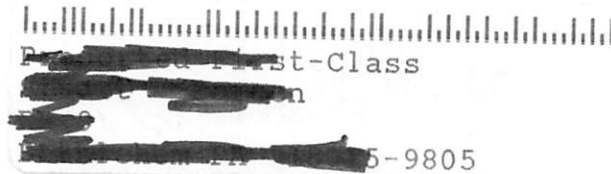
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