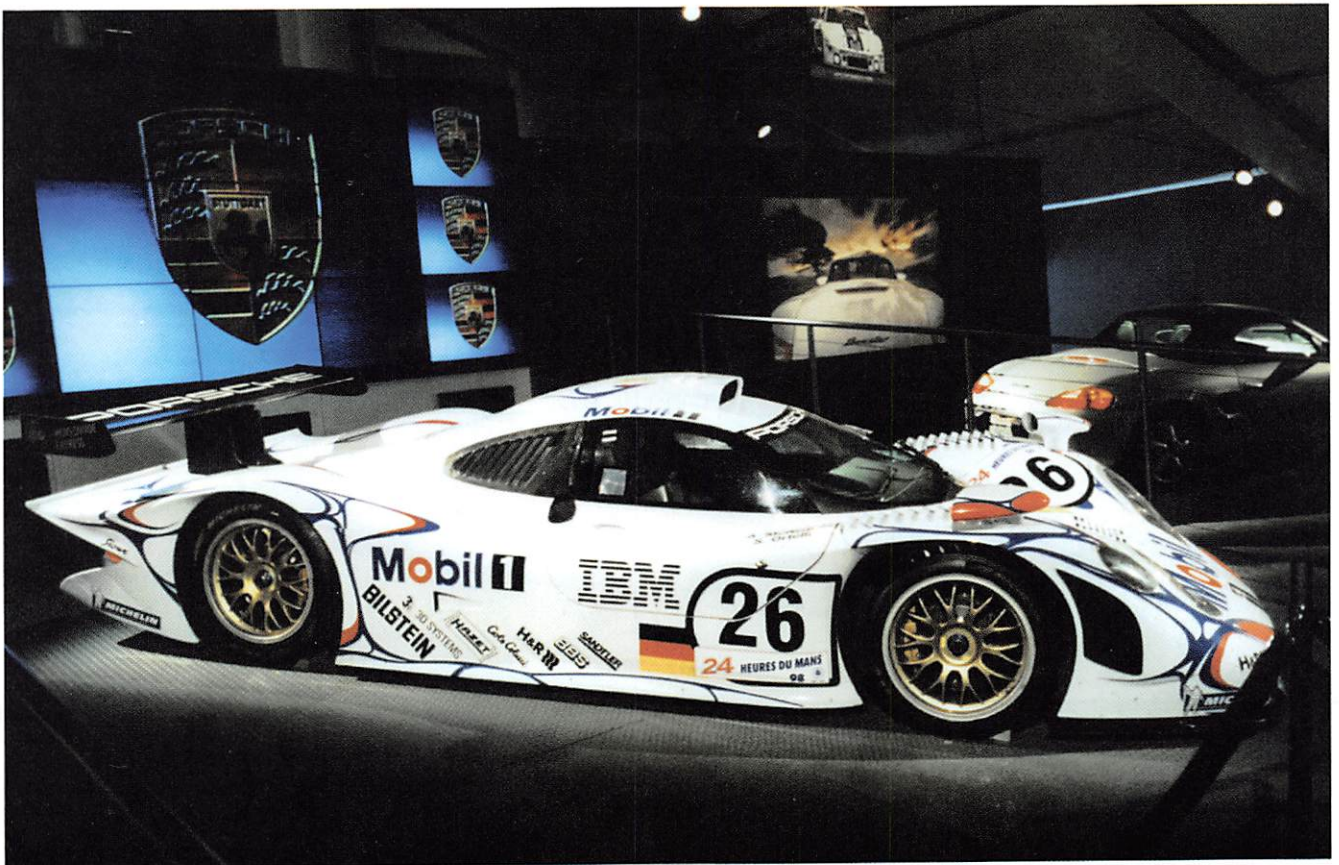


Der Gasser

SEPTEMBER 1998



50th Anniversary of Porsche 1948 - 1998



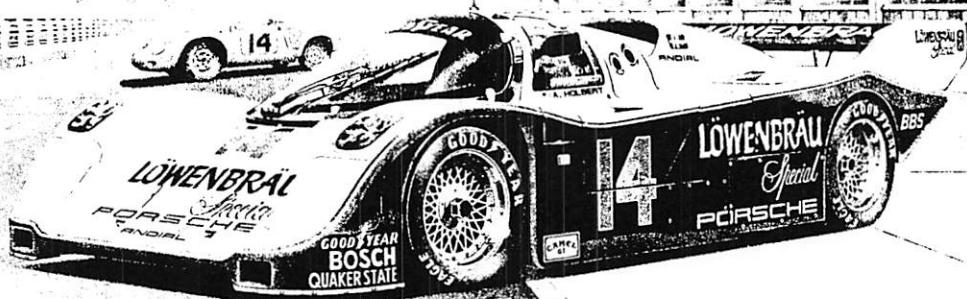
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MONTEREY HISTORICS (PART 1 OF 2)
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GLEN DRIVER'S ED APPLICATION (OCT. 2 - 4)

WATKINS GLEN 50/50
AUGUST 30 AUTOCROSS RESULTS
1999 EXEC STALE AND BALLOT

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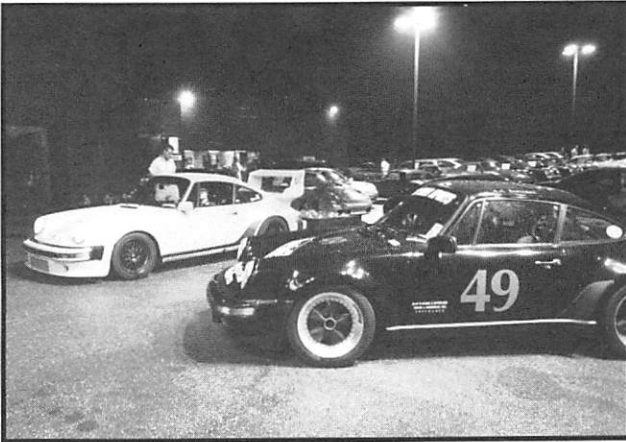
1607 Easton Rd.

Warrington, PA 18976

President's Message

Race Cars at Rosen's – What a Sight!

A plethora of Porsches and their drivers filled the road and parking lots at Don Rosen Porsche Audi for our eye-popping August meeting. Riesentöter members provided a full spectrum of P-Cars for our viewing enjoyment. Whatever your preference - track, autocross, club racing or just driving, there was something for everyone to enjoy. Many thanks to our friends at Rosens for having us over. Pictured below – TURBO'S! Tony Bonnani's car (foreground) and The Zelinski's bright yellow car (background). Picture courtesy of Bill O'Connell.



Looking Forward to Seeing you and Your Car....

Join us September 30th at CJ Tires for our monthly meeting - everything you wanted to know about Porsche Alignment and more.

We also have several more Autocross dates, the Fall Rally and Social, Riesentöter Elections and Tech Quiz at the October Meeting and the SUPER HOLIDAY BANQUET on December 12th at the Bellevue. "Be there or be square" and miss a great time with your fellow Porsche friends. (Never been to a club function? Call your Exec Board with any questions about upcoming events.)

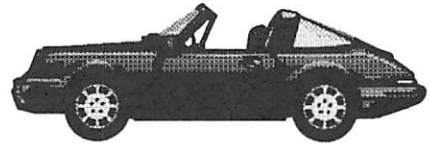
Have fun with your car, have fun with your club.

Fondly,
Melissa Plenzick, President

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August Cover Photo Contest

Thanks to all who participated in the August Cover Photo Contest. This was truly a test as the car in the photo was NOT a Porsche at all, but a replica owned by Scot Turner. J. Winsor (of J&J Motors fame) was the first person to correctly identify the car as a replica. In fact, J. also told me that the car was comprised of a fiberglass 1957 Speedster body on a 1973 VW Beetle chassis. J. helped build the car and won a t-shirt from the Goody Store for his efforts. Congratulations!

There were four other people who correctly identified the car. They are as follows: Rich Sweigart, Bruce Baker, John Heckman and Robert Laepple. Thanks again to all who participated.

Down The Pike

SEPTEMBER

- 19 Tech Session, Don Rosen Porsche, Conshohocken, PA
9am - 2pm
- 19-20 Zone 1 Autocross, Meadowlands Sports Complex, E.
Rutherford, NJ and Farleigh Dickenson University,
Teaneck, NJ. Contact Dave Weber at (978) 352-6601.
- 27 Autocross, Lot "7" Camden, NJ
- 30 Club Meeting, CJ Tires, Birdsboro, PA 7:30pm
Topic: Porsche Alignment by Hunter Engineering

OCTOBER

- 11 Fall Rally, begins at 12 noon
- 11 Fall Social, Odette's in New Hope, PA
- 18 Autocross, Lot "7" Camden, NJ
- 28 Club Meeting, Vision Porsche, Reading, PA 7:30pm
Topic: Riesentöter Exec Election and Tech Quiz

DECEMBER

- 12 Holiday Banquet at the Bellevue Hotel, 5:30pm to
11:00pm

1998 TRACK EVENTS

SEPTEMBER

- 19 Jefferson Circuit (Driver's Ed, Host - Central PA.
Contact Steve Baun (717) 561-2842 for an app.)
- 19-20 Mt. Tremblant (Club Race, Host - Rennsport)
- 17 Lime Rock (Driver's Ed, Host - Jersey Shore. Contact
Dick Maybach (732) 946-8853 for an app.)
- 26-27 Willow Springs (Club Race, Host - Los Angeles)

OCTOBER

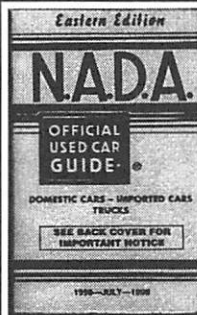
- 2-4 Watkins Glen (Driver's Ed, Host - RTR)
- 3-4 Thunder Hill (Club Race, Host - Sacramento Valley
& Golden Gate)
- 10-11 Heartland Park (Club Race, Host - Great Plains)
- 11-12 Summit Point (Driver's Ed, Host - Potomac)
- 31-11/1 Memphis (Club Race, Host - Mid-South)

NOVEMBER

- 14-15 Summit Point (Driver's Ed, Host - Potomac)

DECEMBER

- 5-6 Sears Point (Club Race, Host - Golden Gate)
- 5-6 Roebing Road (Club Race, Host - Carolinas)



PRE-PURCHASE INSPECTIONS

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Club Meeting Info

August 26th was *Race Cars at Rosen's*. Several Riesentöter members, including Bert Cossaboon, brought their cars out even though Mother Nature decided to rain. Bill and Colin Dougherty stopped by with two cars on their way to the 50/50 at the Glen. Special thanks go out to the meeting's host and Don Rosen's Sales Manager, Ed Kress, who gave us a preview of Porsche's 1999 lineup. During the business meeting, nominations for the 1999 Executive Committee began. The Slate is as follows:

President:	Nick Hatalski
Vice President:	Randy Jameson
Treasurer:	Vicki O'Connell
Secretary:	Art Rothe
Social:	Virginia Carfrey
Membership:	Tracy Chatley
Editor:	Jim McHenry
Autocross:	Brian Minkin
Track:	Mike Andrews
Tech:	Mark Winkle
Goody Store:	OPEN

Additional nominations can be made (and are encouraged) until the September meeting. Please contact any Executive Committee member with your nomination. The September meeting will be held on Wednesday, the 30th at CJ's Tire & Automotive Services. CJ's not only provides 90 days "same as cash" products at mail order prices and on-site auto services, but also had staff member Kevin Hayatt persuade the folks at Hunter Engineering to teach us about Porsche Wheel Alignment Theory. The Hunter guys needed a guinea pig for their demonstration, so I volunteered my Carrera Cab. Stop by to socialize at 7:30. At 8:00, find out how I set my caster, camber and toe. CJ's now has four locations but will be hosting this meeting at their Birdsboro facility on Route 422. Their telephone number is (610) 582-4266.

October is Riesentöter election month. If you can't attend our last meeting of the year, at Vision Porsche on the 28th, make sure to mail your ballot (included in this issue of *Der Gasser*) to our secretary, Art Rothe.

Nick Hatalski, Vice President

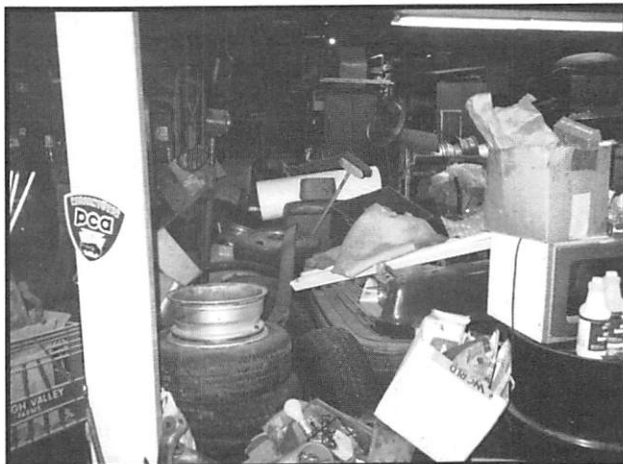
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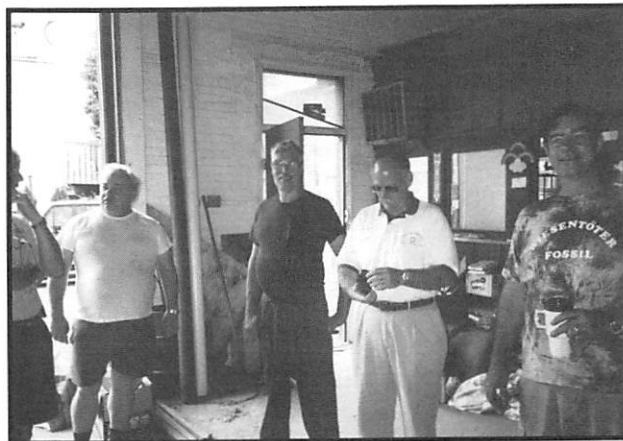
R. CRAIG ROSENFELD
Dealer Principal

End of an Era: The Closing of Koerbel's

Readers of this publication might have noticed an ad in the "For Sale" section last month. It stated that there would be a huge garage sale. The "more mature" members of the Club no doubt paused for a moment of silence. Bob, a long-time and very active member of the Club has a collection of stuff that is legendary. He has literally tons of parts, of which a good portion is Porsche related. This was not a museum. Things were piled everywhere. He never threw out anything that still had a function, a practice which helped many a Porsche get back on the road quicker and cheaper than it might have otherwise. There may be something comforting about large squeaky-clean places, but there is something very comfortable about a place like Bob's, especially when coupled with his vast knowledge and talent. As time marches on, places like this become farther and fewer between and in many respects we are more the poorer for it. Bye Bob, enjoy your newfound freedom. I know I'm speaking for a lot of Riesentöter members when I say, **Thanks for the memories!**



The infamous Koerbel Garage. (Photo courtesy Bill O'Connell.)



Searching for bargains, Riesentöter members hang out with Bob Koerbel (center) at his garage sale. (Photo courtesy Bill O'Connell.)

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without control.

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speaker
Sept 30 - BFGoodrich
& Hunter Engineering

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August 30 Autocross Event and Miscellaneous Ramblings

By Nick Betegh, Autocross Chair

Having driven and organized a number of AX events, I have become more and more sensitive to my surroundings when I am driving. When I drive my Porsche, I want others to observe and see that I drive correctly by obeying the traffic laws and otherwise. Besides not wanting to get tickets, I get my thrills by driving fast in places where I know the cops are not waiting for me. Besides, my car is red and too noticeable. (Well, how about driving at night?) This works, but most Porsche Club ACTIVE events are during the day.

You can come to the Riesentöter Autocross events and have a blast for just \$18.00. At our last event, August 30, I began the day fixing a flat on the trailer at 5:00am. Picked up sodas and ice by 6:45am, and arrived to the Camden site by 7:10. I had lots to do before the beginning of registration at 9:00am, so I began to unload the trailer, timing equipment, table, chairs and loaner helmets. Steve Minkin arrived to the site at 7:35am from Baltimore and he was a welcome site as his 944 roared into the site. What a relief!! We quickly set up the course and tested it by 8:35am. As people arrived, I assigned some of the work to others. When we finished registration, I was somewhat disappointed as the fruits of my labor materialized in what seemed a NON-PORSCHE event. If it wasn't for these eager Honda, Saturn, Ford, Mazda, VW and others drivers, the Riesentöter AX program would be in the RED. The results are herewith and on our web page. Point totals will be calculated after the last event of the season. Our next event will be September 27 and I expect a good number of entrants at our Camden site. There is no Watkins Glen, no Parade, and no concours for people to use as excuses.

August 30 Autocross Results

Porsche Cars

Name	Class	Best Time	Place	Points
Jason Mahoney	C	62.384	1	10
Mike Gosch	E	69.673	1	10
Mike Ellis	F	61.712	1	10
Robert Randalen	F	67.048	2	8
Bill Smith	F	69.543	3	6
Bob McCaskey	F	70.238	4	4
John Brick	G	70.867	1	10
Tom Trala	G	94.127	2	8
Hector Berrios	G	111.967	3	6
Steve Minkin	I	71.640	1	10

SCCA

Name	Class	Pax Time	Place	Points
Vince Bly	BS	49.899	1	10
Vern Lyle	BM	50.411	2	8
Betsi Lyle	BM	50.577	3	6
Andre Downey	ES	50.684	4	4
Bob Miller	CM	51.197	5	2
Larry Strahorn	BS	51.417	6	1
Matthew Brocker	GS	52.315	7	1
Rob Diprizio	GS	52.724	8	1
Rony Locklear	GS	54.072	9	1
Jeffery Loyd	BS	54.105	10	1
Joshua Martin	GS	54.258	11	1
Paul Andrews	GS	54.745	12	1
Lou Duarte	SS	54.769	13	1
Don Warren	CSP	55.116	14	1
Jim Shoemaker	GS	56.235	15	1
Anthony Sacli	CSP	56.298	16	1
Daniel Kim	GS	56.707	17	1
Brad Rauch	GS	57.617	18	1
John Royds, Jr.	HS	58.636	19	1
Gia Hvichia	GS	58.818	20	1
Len Boris	FS	59.104	21	1
John Royds, Sr.	SS	60.526	22	1
Terri Huffnagle	HS	64.187	23	1

Mark Your Calendar!!

Riesentöter Holiday Banquet!!

Saturday December 12th 1998 5:30pm -11:00pm

The Bellevue Hotel - Philadelphia

Celebrate the 50th Anniversary of Porsche in grand style,
elegance, and taste with fine dining in this historic luxury hotel.

Tech Session

Date: Saturday, September 19, 1998

Place Don Rosen Porsche
1312 Ridge Pike
Conshohocken, PA 19428
(610) 279-4100

Time: 9am - 2pm

Directions: Rosen's is located on Ridge Pike about ½ mile west of Rt 476

Don Rosen Porsche will be sponsoring our last tech session of the year on Saturday, September 19. A couple of lifts will be reserved for track event tech only - no repairs or maintenance. The remaining lifts will be available on a first come-first served basis for repair and maintenance. A modest fee (\$5) is collected for use of the lift. Coffee, doughnuts and bagels will be available in the morning and we will order pizza for lunch. Bring the tools and parts you need for your work. Rosen's mechanics will be on hand in if you need some advise and the parts counter will be open in case you forgot something.

These are tech sessions are scheduled to coincide with a track event but by no means are they limited to track participants. Anyone in the Club can bring their Porsche for maintenance or minor repairs. Just limit yourself to repairs that you can complete within the scheduled time. The shop will have their mechanics on hand to answer any questions and there are usually plenty of club people around with lots of experience. It is a great time to meet other people in the club. You can even drop by just to see what is going on and learn from watching other people. Give me a call if you have any questions. See you there.

Mark Winkle, Tech Chairman



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New Hope Auto Show '98 By Dick Lee

If you count the Holbert Beetle with the 912 engine, the Holbert Boxster and sundry Porsches seen in the parking areas, there were over 50 Porsches at the New Hope Auto Show in honor of the Silver Anniversary. Randy Cohen's efforts produced an impressive turnout of 42 Porsche entries. (Is it pure coincidence that this was the 42nd NHAS?) The Porsches ranged in age from Steve Muzkari's 1955 Speedster to the 1997 Boxster of Art and Faith Grogan. All pre-1978 cars were eligible for trophies.

Early arrivals were given part of a row on the main grounds, but when so many Porsches streamed in, the show organizers had no place to put them! Randy suggested an adjoining row of show grounds backing up on woods - *voilà!*, instant shade for later-arriving Porsche exhibitors, at least until noon.

Thanks to all who brought cars and those who came to watch. Despite the paint-dimming dust and the traditional heat and humidity, this year's New Hope Auto Show was a great success for the Region and PCA.

Here are the judging results:

911 Coupes

1st - '77 Carrera 3.0 Fred Brubaker
2nd - '77 Turbo Carrera Paul Mudrick
3rd - '73 Carrera RS Fred Brubaker

Pre-'73 911 Targa

1st - '70 911T Don Schauer
2nd - '69 911S Ron Kellet
3rd - '72 911E Nick Plenzick

Post - '74 Targa

1st - '75 911S Carl Maio
2nd - '77 911S Brian Minkin

914-6

1st - '70 Jim Bruner
2nd - '70 Dave Redmond

914-4

1st - '73 Sam and Susan Burkart
2nd - '75 Joe Bednarski
3rd - '73 Dennis Angelisanti

356 Coupe

1st - '64 C Roy Shelter
2nd - '56 Carrera Tom Zeuner

356 Open

1st - '63 B Hank Scheuerman
2nd - '61 B Dan Petchal
3rd - '59 C Nathan Supnick

THE GOOD NEWS *and* BAD NEWS!

Changes in
O.N T.RACK C.OVERAGE
for 1998

First--The Bad News: Through no fault of our own, coverage for Drivers' Education events has been suspended. We are working hard to find another insurance company to provide it. We are optimistic. We will get the word out as soon as we know.

Now--The Good News: Nothing else has changed! Except the cost. (It's lower!)

Do you like to drive your collector car? Do you have it insured through one of the collector vehicle, select auto, or specialty car policies on the market today but dislike the restrictions they place on it's use? "Whadya mean I can't drive my Porsche to work once in a while?!" *The Good News:* No drivers under age 21. No coverage for racing or participation in Drivers' Education events (stay tuned.) No other restrictions.

Have you attempted applying for one of those other policies but were turned off by all the paperwork? "What am I, a circus animal jumping through all these hoops?"

The Good News: Simple, one page application.

We think we've got what you need: a limited mileage (2500 or 5000 miles annually), high liability, agreed value, low deductible, full coverage automobile insurance policy.

It's priced like the others, is easy to apply for, but it is far less restrictive.

We at CHASE & HECKMAN, INC. *still* call it the O.T.C. Policy. Because it's
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A Lap Around Watkin's Glen

By Brian Redman

Submitted by Colin Dougherty

Pit exit brings you onto the track between turns 1 & 2 – this is a very fast part of the track – take care to stay completely to your right through turn 2 and all the way up the hill. After entering the main straight, only move to the left – to line up for the chicane – when you're sure a faster car isn't about to pass. When you do move left, do so very gradually.

You are now on the left side of the track, approaching the new "bus stop" chicane. This is a straightforward right-left-left-right maneuver and is quite fast. As you exit the chicane you naturally go to the left, and start the entry to the fast right-handed turn 5. At the exit you will be on the left and need to start moving to the right – to line up for the fast left-handed turn 6. You exit right – once again you need to move across the track – this time to the left, in order to line-up for turn 7 – "the toe of the boot." There are a variety of lines round this rather awkward up-hill right hander. You can apex early, holding the inside, or take a more conventional line apexing 2/3rds of the way round. Get the power on as soon as possible, and exit left. You're now on-line for the entrance to turn 8. This is a conventional 90-degree right hander. The camber favors you, and it may pay to apex early. Exiting on the left, you once again have to cross to the other side of the track in order to line-up for the awkward, change of camber and change of surface (as the "new" circuit joins the "old") turn 9. Exiting on your right, you're on-line for entry to the fast left-handed turn 10. Exiting on the right – if you're going into the pits, stay right – lift a hand, and gradually slow so that you enter the pit-lane on your right at much reduced speed. Please, please, do not take the normal line through turn 11 and then make a "banzai" last minute turn into the pit entrance. Turn 1, has camber with you, is 90 degrees has no special problems.

Remember, there is no championship at stake. We are here to enjoy the people, the track and the cars.

[The article continues to go on but it is directed more at this point towards the racing, passing and flagging instructions. Hope I peaked your interests for all of you going the Glen in October! Colin.]



TrakMed by Bill O'Connell

I know, we are all invincible and besides, we don't like to even think that we can be involved in an off-track excursion (or as a famous RTR driver, Janet Weger, called it, "coloring outside the lines"). Well, hate to break the news Virgil but it can and does happen. With this in mind, a new safety-oriented group has been formed to enhance medical treatment at race tracks. The product, TrakMed, is a system of labels which allows medical emergency teams to quickly identify any medication or pre-existing medical conditions, an extremely important function. Currently, some medical information is painted on helmets, and perhaps blood type printed on the driver's suit. Any other information is supplied with the registration form, but not enough for some situations. People may be reluctant to provide some sensitive information, others are not concerned enough to properly fill out the data. Bottom line, if you need some instant assistance, some guessing has to take place – this could be bad. As Ron Krome, MD, a nationally known emergency and race physician stated, "TrakMed is particularly important for all racers who do not have a personal physician in attendance with them at the track."

The TrakMed system was designed by racers, doctors and nurses. It covers the information needs of the emergency response team to assist in making you all better as quick as possible while keeping your private business private. The method is pretty simple. First there is a sticker for your helmet. The label is sealed with a piece of mylar. If needed the medical people can just peel the mylar off and read the information. Second, there is an expanded copy of the information that is sealed in a vinyl pouch and can be worn or displayed in a visible place. Third are decals for your car to alert the medical attendants that the system is in use.

Is this system for everyone? Probably not; but, everyone is a potential beneficiary should the need arrive. Basically if you do one track event a year and are in perfect health, you probably won't even consider it. But, as your high-speed driving frequency increases and pushing the limits at higher speeds happens more often, you may want to consider TrakMed. After discussing this with the president of TrakMed, Marian McCarthy, I was convinced this was a product whose time had come. In my humble opinion, this is as basic and vital as your helmet. Marian is a registered nurse, a track event driver and wife of Jim, a long time track event person and club racer. What does that mean? For one thing, it was not designed in a vacuum but rather by someone very familiar with our sport.

Those interested can see a sample at the next meeting or contact Katherine McCarthy at (802) 387-2345 or at Katie@trakmed.com. By the way, for those that may wonder what I have to gain by this outright plug, just safer events and folks getting better quicker. I don't have a dime invested, nor am I on the payroll. People that know me know I'm a bug on safety and this can be a very important component.

"Riesentöter Fall Rally"

Remember to mark **OCTOBER 11th** on your calendar as the date of our **Fall Rally & Social.**

This rally will feature great weather, super roads, Fall foliage, pumpkins, goblins and **MYSTERIOUS CHALLENGES!!**

The Rally will begin at High Noon at the parking lot of The Lambertville Station, Lambertville, NJ.

Come early to explore Lambertville and have breakfast with your fellow Riesentöters. The rally will be a "Scavenger Hunt" that will take you to interesting spots in Bucks County.

The RALLY will end at the beginning of our **FALL SOCIAL**

which will be held at ODETTES restaurant on River Road just south of New Hope, PA. Cost of the Social is \$22.50 per person.

Please contact Robin Zelinskie
@ 215-256-9357

to reserve your spot at the Social.
(Social will be 3PM~6PM)

Bill Frey Jr.
P.O. Box 291
Solebury, PA. 18963
Phone # 215-297-9745
Fax # 215-297-8542
E-Mailbfrey2@erols.com

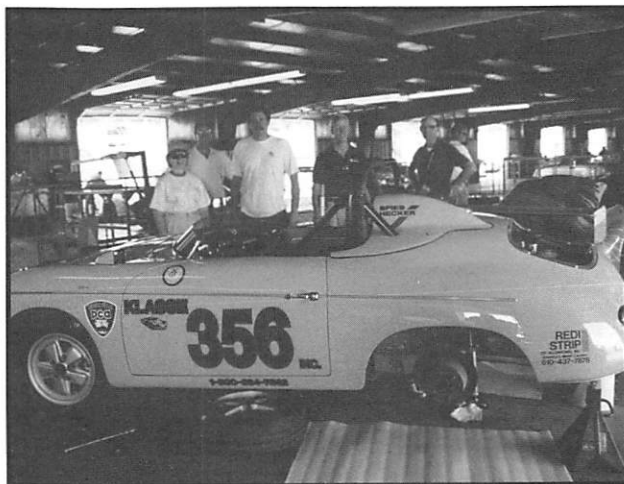
My Lesson in the Benefits of Safety Equipment By Bruce Baker

It was great to see so many faces that I recognized from RTR at the Watkins Glen 50/50 event. It was a good mix of PCA and vintage racers. We can thank Brian Redman for that.

As some of you may know, I smacked up my Speedster (and myself) coming out of Turn 9 in the race on Saturday. From what I can make out, I did it all by myself (since I don't recall anything). Chuck Stoddard lost an even bigger part of Porsche history when he lost his 917...ooops! This is always the risk that we face when we enter the track to race.....except we always think it happens to "the other guy."

Ok, so I didn't win the race or a trophy, but I'm alive thanks to the proper safety equipment. That's the best victory of all. I have only a concussion, contusions, bruised kidneys and sore muscles. But the poor Speedster needs a transmission (as it's torn open from the engine breaking free), two new Fuchs wheels, it needs to be pulled into true on a chassis jig and numerous panels need to be replaced or major repairs performed. The seat needs to be repaired and more/better padding placed on the rollbar tubing. It's a major winter rebuild.

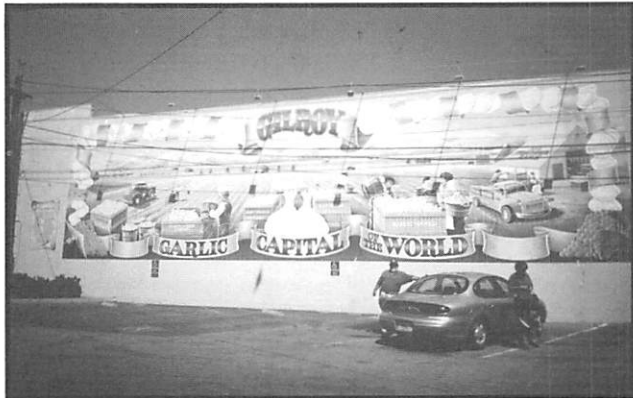
I, personally, am a poster child for safety equipment. My equipment was good, but could have been better. You can't have too much safety!! Club Racers take heed. Bury the machismo thing and be safe!!! We have "Driver's Ed" and really need "Racer's Ed." Let me be a lesson! Safe car, safety equipment, safe passing, safe braking, etc., etc. Now I am "the other guy." Ten years of restoration, a beautiful car, and four events into its first season back on the track after 20 years. I'm the fourth owner and fourth "wrecker" of this old war-horse. It will get fixed again and raced again....oh well... The cars are just that, sheet metal - fix 'em or replace 'em. However, increasing survivability is no joke.



The beautifully restored 356 of Bruce Baker - pre-crash.
(Photo courtesy John Chatley.)

**Monterey Historic Automobile Races,
Pebble Beach Concours d'Elegance,
Concours Italiano and Auctions Galore
or
The Adventures of the Kuns, Chatleys and
O'Connells in California (Part 1 of 2)
By Bill O'Connell**

Like most stories, this will start at the beginning. Many months back Saul, Neila, Meisha, and Rachael Kun, John and Tracy Chatley, Vicki and I decided we really needed to attend the event at Monterey this year for the big Porsche affair. We expected a good show but this exceeded all our expectations combined. Who would have thought we would be calmly saying, "Oh, just another 917." Saul, Neila and the girls took a side trip to Washington and flew down on Thursday. John and Tracy flew out Wednesday morning while Vicki and I went out Wednesday night. We decided to spend the first night in Gilroy, the garlic capital of the world and the center of the latest earthquake that very day! In what was to become a weekend of sometimes humorous and sometimes annoying screw ups, we got to the car rental counter in San Francisco to find out they were out of everything but sub-compacts and mini-vans. After waiting an hour we were rewarded with a spiffy Taurus. Sigh, on to Gilroy. We felt no tremors that night and aside from a few businesses that were closed, little evidence anything happened.



Bill and Vicki O'Connell in Gilroy, "Garlic Capital of the World."
(Photo courtesy Tracy Chatley.)

Thursday, we arrived at the Highlands Inn around noon and were told our room was still occupied but would be ready by 3:00 or 4:00 at the latest. No problem, off to Carmel to wander. Returning at about 3:30 our room was still occupied. Hmmm. The free wine started to flow to try and make up. Four o'clock rolled around, then 5:00 and we are getting unhappy. Finally we are put in another room. Seems they screwed up the reservations and having called the party in "our" room found they had reservations for the weekend and had no intention of leaving. By the way, did I mention that the people in "our" room was Saul, Neila and the girls???? The room we got was the one we were supposed to be in. Wine and a cheese & fruit plate were

delivered. Off we went to the Chatley's hotel, the Doubletree to meet other Riesenötter members: Mike Furman, John Heckman, Toby Ross, & Mike Tillson. We were about 20 minutes from the hotel but with the weekend already growing it took over an hour. This was a sign of things to come. Only John and Tracy were there by the time we arrived. A trip through the lobby to look at Rick Cole's auction cars and off to the wharf for dinner.



1966 906 on display in the lobby of the Doubletree. It was sold at the Rick Cole Auction later that weekend. (Photo courtesy John Chatley.)

Friday and it's off to Laguna Seca Raceway to check out the track. Surprise, surprise, traffic and more traffic. As we were to learn, no one there had ever taken traffic control 101. Thanks to Saul, we had some pretty good passes and managed to get pretty close. The track was nothing short of amazing. There were literally thousands of Porsches. Everywhere you looked there was something great. Pick a model: 356, 904, 906, 911, 912, 914, 928, 944, 968, 917, 956, 959, 961, 962, 993, 996, Elva, Cooper (Pooper). If it was made by or powered by Porsche, it was probably there. Being the featured marque, Porsches outnumbered the rest, but there was something for just about every taste ranging from the drop-dead beautiful Ford GT40s, to open and closed Cobras, Maserati Birdcages, OSCAs, Allards, Jags, Coopers, Shelbys, and Ferraris galore, to name just a few. As I said, everywhere I looked there was something I needed in my garage.



"Just another RS 60" at the Monterey Histories. (Photo courtesy Bill O'Connell.)

Porsche had two displays. The main being a collection of very significant cars from the museum with the Holbert/Bell Löwenbräu 962 at the center. The tent was packed with great cars inside and ringed with even more showing the history of Porsche (Number 1 not being there after the folks in Chicago dropped it on it's nose while unloading it – gee wonder how many got fired for that little oops). Bob Russo was there of course, as well as the management of PCNA and the factory. Of course there were famous racers like Derek Bell, Bob Akins, Vic Elford, George Follmar, and Hurley Haywood, to name but a few.



Bob Russo with the Holbert/Bell Löwenbräu 962 in the Porsche Experience Tent.
(Photo courtesy Lee Russo.)



Derek Bell being interviewed outside the Porsche Experience Tent.
(Photo courtesy John Chatley.)

The second display was smaller but still well worth the visit and outside was a display of more significant cars (which included Mike Furman's 911 RS Lightweight) followed by a few thousand PCA member's cars. Tons of everything from 356s through 996s with just about everything in between. It was hard to digest the amount of Porsches, as far as the eye could see. This is where we ran into Len and Pat Herman, ex-RTR folks now residing in CA. When you consider the crowds and size of the track, it was somewhat surprising to find them.

Chrysler (the event sponsor) had a nice display including the Viper David Donohue took to 11th overall and 1st in class at Le Man this year. There were plenty of other displays and vendors

to keep your attention, and extract huge sums from your wallet. Art? No problem. Models? Thousands. Event clothing? Your choice. All you needed was a strong line on your credit card. The best part was that by Friday at noon, the "official" clothing was almost gone. It was like they were giving it away; but believe me, they were not. I was fortunate enough to meet a long time idol, Jesse Alexander. His race photography is legendary, and in fact is the black and white Le Mans photo Porsche used for their current ad.

At noon each day, the Porsche tent was emptied and the cars brought out for parade laps. Well sort of parade laps. If you can picture Derek Bell doing parade laps in the Holbert/Bell 962 you get the idea. Interesting to see all that iron on the track at speed. They even brought the absolutely captivating Rothmans 959 Paris Dakar car for some speed on the pavement.



Mike Furman readies for his trek to the Carmel Mission.
(Photo courtesy Bill O'Connell.)

Friday night we met at the Highlands. Mike Furman had to move his car from Laguna to the Quail Lodge for the Saturday event there, so he offered Saul a ride back. Long about 6:00 he realized he had to get to the Carmel Mission to get the passes for Saturday. Big problem, traffic was backed up for miles and not moving at all (the norm by now). We were outside wondering how to solve the problem and chatting with the valets. One offered to take him on his motorcycle, but Mike was not wild about this. So, I suggested he borrow one of the Highland's "off road" bikes. Only problem is it's about 5 miles of pretty steep hills. He decides this is a wonderful idea so I check one out and off he goes. About half-way there he realizes he forgot his paperwork, but it's to late now. He arrives as they are trying to close and spends a few minutes discussing the problem with the lady who just wants this sweaty person to leave her alone so she can go home. She finally relents and allows him to register. He returns dripping wet and we all have dinner. The Highlands Inn was so pleased to have this group. Mike tries to blend in, like this is possible with a serious 5 o'clock shadow and a sweat drenched t-shirt. Traffic is finally cleared and he is off to his hotel.

(Bill's article will be continued in October's issue.)

OCTOBERFEST at the **GLEN**

RIESENTÖTER'S own 50 - 50

50 years of Porsche — 50 years of the Glen

3 - DAY Driver-Ed Extravaganza

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OCTOBER 2 - 4, 1998

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(application on the following page)

**Includes Saturday Nite Dinner!*

Riesentoter PCA Driver Education – Application

EVENT	DATE	FEES (STUDENT/INSTRUCTOR)
Pocono (North Course)	May 30, 31	\$150 / \$80
Jefferson Circuit	June 20, 21	\$150 / \$80 includes breakfast and lunch
Pocono (2.5 Mile Course)	August 14	\$90 / \$60
Watkins Glen	Oct 2, 3, 4	\$225 / \$140 includes breakfast and dinner (Sat night)

Please circle the event you wish to attend. A separate form is required for each event.

There is a new T-shirt available this year for \$15. If you are interested in one, please include the \$15 in your entry fee as well as the size required. _____

- REQUIREMENTS:** You must have a valid drivers license, be at least 18 years of age, and have a Snell 90 or Snell 95 rated helmet.
- ENTRY DATE:** Members may register now. Non PCA members - four weeks prior to the event.
- SEND TO:** Vicki O'Connell 2801 Stoneham Drive West Chester PA 19382. (610) 640-1675
- REFUNDS:** Refundable if Written Notification is received two weeks prior to the event.
- TECH INSPECTION:** Your car must be inspected, no more than two weeks prior to the event, by an approved tech inspection facility. RTR hosts a tech session two weeks prior to each event.

RIESENTOTER RESERVES THE RIGHT TO REFUSE ANY APPLICATION

I plan to attend on: **FIRST DAY** : _____ **SECOND DAY** : _____ **THIRD DAY** : _____

Name _____
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 City _____ State _____ Zip _____
 Home Phone (____) _____ Work Phone (____) _____
 Model and year: _____ Color: _____ Last Riesentoter Run Group _____
 PCA Region: _____ PCA Member #: _____

List the number of days you have done at the following tracks:

Pocono	_____	Watkins Glen	_____
Jefferson Circuit	_____	Summit Point	_____

I certify that I have no physical or mental disorders which might affect my ability to safely participate in this event.

Signature _____

Your registration will not be processed without payment enclosed and Emergency Data Filled Out.

EMERGENCY CONTACT INFORMATION (MANDATORY)

Contact _____ Relationship _____
 Address _____
 Day Phone # _____ - _____ - _____ Evening Phone # _____ - _____ - _____
 Family physician _____
 Day Phone # _____ - _____ - _____ Evening Phone # _____ - _____ - _____

**Journal from "The Double Fifty" at
Watkins Glen August 27-30, 1998
By Colin Dougherty**

When Briggs Cunningham in the BuMerc and Mike Vaughn in his Lagonda led the pack in the first Grand Prix at Watkins Glen in 1948, I wonder if they could have imagined the fame and fortune automobile racing would bring the village of Watkins Glen over the next 50 years. The event was pretty well under way when I arrived first thing Saturday morning. The garages that are typically filled with our PCA Driver's Ed cars, on "our" weekends, were now occupied with a true feast for the eyes. Included were a few 356 Gmund Coupes (a personal favorite), several 917/10s, various 962s, many historic 934 and 935 racers (from which my Porsche racing interests were born, well I'm just 29 years old). The list goes on to include 908s, 906s and a host of vintage TransAm 911s and 914s. It would be hard to top this collection display on this historic date. Many of the cars were brought from the Porsche Museum in Germany. "Leiter" Klaus Bischof, the factory museum director, brought six cars from Stuttgart. They included one of the Gmund Porsche Coupes, an RS60, the Gulf 908/3, a 917K, the fabulous 935 "Moby Dick" and a Le Mans winning Rothmans 962.



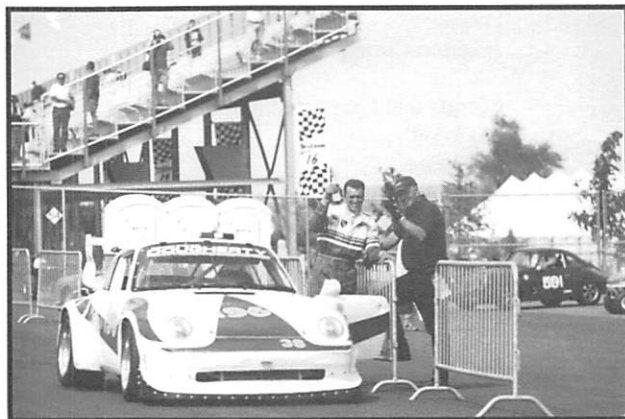
The Gmund Coupe gridded at the front of the Exhibition Class.
(Photo courtesy John Chatley.)

There were many Riesenötter faces around the pits and paddock areas. Racers included Axel Shield, Bob Wiegand, Bruce Brodowski, Jim Reading, Sandy Sadtler, Bruce Baker, Rich Valerio, Ron Cohen, John Heckman, Jim Farrand, Jay Winsor, Jim Hartman, Kurt Faller, Gordon Nagle, Mike Murphy, Graham Hassard, Joe Fabiani, Bob Holland, Toby Ross and myself. Skip Chalfant would've been racing except a shop that shall remain nameless wasn't finished with his new engine. Bob Russo came all the way from California to pilot Al Holbert's Löwenbräu 962 in the exhibition races. Many RTR members came to support our local contingent with words of advice and encouragement. After making my rounds in the paddock, I began helping my friend Graham for his Saturday sprint race, the Jacky Ickx Cup.



One of several RTR group photos taken over at the Heckman compound (note John's 944 in the foreground). Colin and Bill Dougherty are absent from this photo because they had to go get ready for the endurance race.
(Photo courtesy Bill O'Connell.)

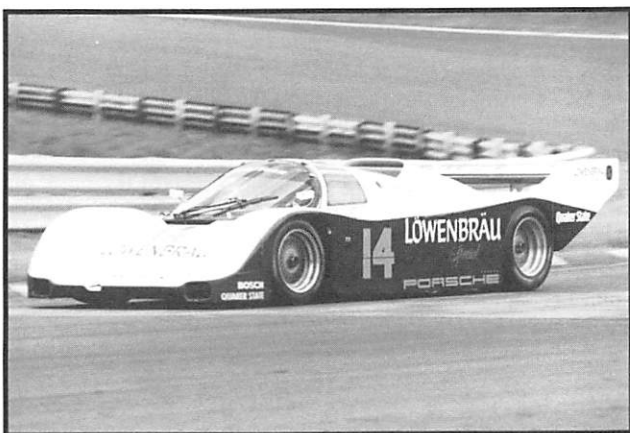
The world famous and Formula 1 racer who was the only six time winner of the Le Mans 24 Hour race and various manufacturer's cup races is honored by the sprint race which bears his name, the Jacky Ickx Cup. With 61 entries we knew moving up in the field of experienced drivers would be tough, especially in only a 25-minute race. We started in the upper half of the group and ended up in third place in class GT3s and I am uncertain how we did overall. The car suffered some minor damage at the hands of Graham but only due to the erratic driving of another driver. My father, Bill Dougherty, with the help of Jim Booth and Don Cox, patched up the car and we began the preparation for the endurance race on Sunday. Graham and I were to drive his machine in the Daytona Cup, the third of the day. Wow, what a line up of drivers! The pole sitters included Hurley Haywood and Brian Redman/Richard Attwood behind the wheels of race proven 962s.



Colin and Bill Dougherty relaxing on the grid before heading out onto the track.
(Photo courtesy Bill O'Connell.)

Well back to my little world, we were gridded 29th in a field of 57 cars, originally 65 but the “should’a, could’a, would’a” quotient had already been firmly in place by the fourth day of charging around the Glen. Feeling reasonably intimidated by our immediate surroundings, including Tom Hessert (of BMW M3, 24hr Daytona Winner 1997) in front and Steve Marshall (IMSA/PSR veteran 911 driver) behind, we put on our game faces and fired up the engine, as did 57 others! What a feeling!

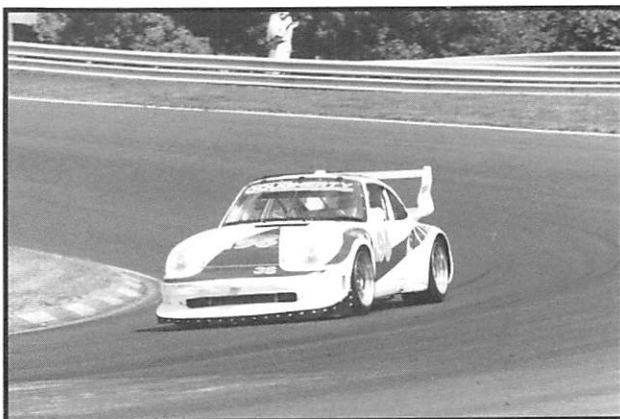
Brian Redman warned “be very careful at the start of the race – it’s a popular spot for a ‘get together.’” Well Brian, our race went off without a hitch, the green flag dropped and so did the 962s, that is, the two leaders dropped the rest of the group into Turn 1 as if they were the only two that saw the green flag. The power of those machines was unreal; watching them pull away from the pack was a real tribute to the cars they were and still are.



Holbert's Löwenbräu 962 piloted by Bob Russo.
(Photo courtesy Bill O'Connell.)

When running with big dogs, act like one or get out of the way. We adopted the swiftness of the cheetah with the sense of the fox, racing with those we could and letting the others pass. Not too many passed by. We began to move up from 29th to 21st by the first (and our only) pit stop. Yes a pit stop! If you really want to know how short the mandatory five minute pit stop was try stuffing an adrenaline pumped second driver (me) into a full race prepared 911; then snap in the safety harnesses, get the radio working, put on the helmet and gloves. At the same time the car is fueled, checked for any problems and all this with a pit steward watching over very closely for the assignment of any infractions which could cost up to a 3 minute “stop and go” penalty. It is a good thing we do this every weekend... yeah right! Under the careful design and supervision of my dad Bill and friends Don Cox, Jim Booth and Eric Gedge, we too went off without a hitch.

Under the yellow for my first few laps, there was not much time for gaining position. But the luck of the Irish prevailed for me this day. On the restart I gained a few positions, had to work for a few more then took the checkered flag in the 13th position and 3rd in class GT3s. Our best race lap time was 2:07, a far cry from



Graham Hassard's 911 on the track during the Enduro race on Sunday. We aren't sure if it's Graham or Colin behind the wheel. (Photo courtesy Bill O'Connell.)

the Redman/Attwood team who had the fastest race time of 1:48. The excitement of this experience is something like describing the indescribable. You just have to do it.

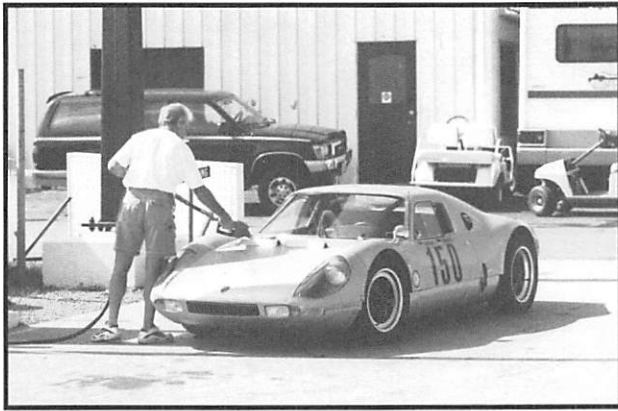
Well that's all for now, but I would like to encourage anyone to send photos, articles or any other info along to beef up *Der Gasser* with new submissions/writers and support those who have worked hard year after year for its continued success.



Kurt Faller in the “boot” during his Enduro Race on Sunday.
(Photo courtesy Bill O'Connell.)

DER GOODY STORE
Jim Foster, Prop.

The Goody Store has the NEW Bonsall Art T-shirts (short and long sleeved), COOL Porsche-shaped tins for candy, etc., sweatshirts, RTR decals and hats. I also have fire extinguishers, racer tape, and other great items.
See you at the next meeting!



Here's something you don't see everyday. Just need a little fuel for my 904.
 (Photo courtesy Bill O'Connell.)



Hey, who's that talking to Vasek Polak, Jr???
 (Photo courtesy John Chatley.)

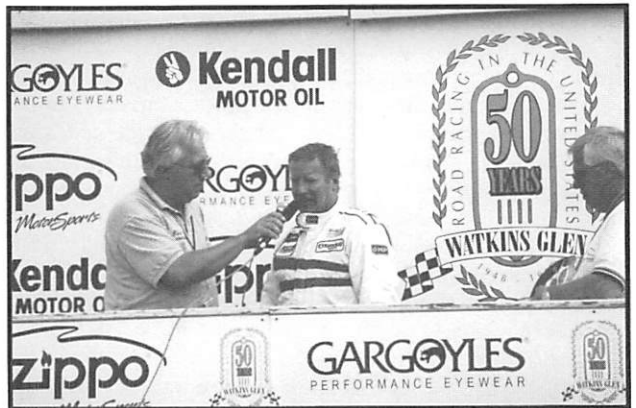


The exhibition class gridded at the Glen 50/50.
 (Photo courtesy John Chatley.)

Miscellaneous TRAFFIC Observations

On a recent trip to Cape Cod, I noticed that a few highways had signs which reminded me of signs that used to be on the PA Turnpike: "KEEP RIGHT/PASS LEFT." The signs in Pennsylvania were removed at some point in time, I guess because the state police could care less about enforcing this rule. Well, on this trip, on a three-lane Connecticut highway, I saw a sign that read: "Right lane for slow moving vehicles," "Center lane for normal traffic," and "Left lane for passing." I observed that the right lane was empty, I guess because no one wants to be labeled a SLOW mover. The center lane had a normal group of drivers that obeyed the lane rules and were traveling approximately 5 MPH over the speed limit. In the left lane, were all the MACHOS driving in their SUVs at 10 MPH over the speed limit and crowding the left lane with twice as many drivers as in the center lane. The result of all this configuration, since there is no enforcement of this rule, was that I was able to swallow my pride and pass everyone on the right lane driving just 7 MPH over the limit. The left lane ended up being the slowest lane and the right lane the fastest. I don't advocate passing on the right because it is dangerous; but, I think the authorities have something to think about when they make up signs. Maybe they should reverse the order of these lane assignments. The left lane is always the slowest because often a person driving at 55MPH in the left lane thinks that it is fast enough and no matter what anyone does, short of plowing him or her off the road, will budge from that lane. Why is it that I have not seen this problem in westernized European highways?

Nick Betegh
 Gladwyne, PA



Hurley Haywood giving an interview at the Glen Winner's Circle.
 (Photo courtesy Bill O'Connell.)

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If you are unable to attend the October meeting, mail your completed ballot to Art Rothe, Secretary, 460 Shelmire Road, Downingtown, PA 19335.

FOR SALE

59 356 Convertible D, Silver/Red int. 2,000 mi. since full ground-up restoration done by Klasse 356. \$38,000 Fred Brubaker (610) 434-8778 w, (610) 797-9298 h ^{9/98}

68 912, Blue/Black interior. 5-spd. Clean, low miles. \$7,400 Call Dick Baldwin (215) 540-5247 ^{9/98}

70 911 PCA GT3S Race Car, RSR type body, 2040#, 3.2L carbureted engine, 915 gearbox w/ Quaife, 8" & 9" wheels, much more. Some body damage. An inexpensive start in racing. With engine - \$19,500, Without engine - \$13,500. Call for details. Will consider trade for 72/73 Targa Bob Holland 610-436-6577 Email - opener@bellatlantic.net ^{7/98}

71 914 2.0, Red/Tan, 2.0 eng/trans from '73, eng. rebuilt at 100,000 mi. Twin Webers, 5-lug conv, Fuchs Alloys, braided SS brake lines. New: susp, Pirellis, bearings, front rotors, all brake pads, cap/rotor, plugs, wires, starter relay. Repaint two years ago, minor rust. 153,000 mi. Call Dave at (610)642-1772. Email David.Troiano@rpr-roter.com ^{8/98}

71 914 Converted to 914/6, All 914/6 equip. No engine or trans. Full cage & added reinforcement to suspension mounts. Steel GT flares. Reinforced chassis & trailing arms. Carrera front suspension & brakes. Fuel cell. Needs front and rear bumpers & assembly. \$5,500/OBO Bob Koerbel (610) 527-6025 day, (610) 789-3157 eves. ^{8/98}

73 914/4 1.7, Black. Has mags, new tires and battery. Modified engine. Needs cosmetic work. \$1,675/OBO Bob Koerbel (610) 527-6025 day, (610) 789-3157 eves. ^{9/98}

74 914, White. 1.8, will run. Best Offer. Sam Abramowitz (610) 664-9558 ^{9/98}

76 911S Targa, Silver/Black int. Whale tail, '87 Carrera 3.2 with 46 IDA Weber carbs, crankfire electronic ignition, SSI heat exchangers, borla exhaust, oil cooler, aligned and lowered, fresh syncros, new club-sport engine and transmission mounts, short shift kit, flared fenders, new targa top and head liner, recaro divers seat, full roll cage, 5 point harness, mercedes master cylinder, camber truss, fitipaldi steering wheel, BBS wheels w/ BFG R1 tires, ss brake lines, kool brake ducts. See the cover of the June 98 issue of *Der Gasser* for photo of car. \$15,500/obo. Dan Drabick (610) 282-0482, E-mail: Drabick@msn.com ^{9/98}

83 944, #26 Teal/Black, Street/Club Raceable. Looking for offers. Right Price Takes it. Looking to run different car in different series. Trailer may go too. Please contact Brian Watson preferable via Email at WRT26@aol.com for a complete info packet or call (215) 741-0334 (day only). ^{8/98}

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85 911 Carrera Coupe "Euro Model", Black/Black leather interior. Pwr windows, seats. Cold A/C. 63K mi. with major 60,000-mile maint. completed. Car is beautiful & cert. V.G.C. \$25,500 Kurt Dengler 610/454-6181 days, 610/489-1345 eves. ^{6/98}

86 944 Turbo, Guards Red/Black leather interior. One owner. Orig. Fuchs alloys, orig. everything except for required maint. upgrades. All records and documentation. Always garaged. No this & that - none finer. 31K mi. \$16,000 Blaine Harteg (610) 856-5073 ^{7/98}

87 911 Carrera Coupe, Black/Black leather interior. Sunroof, pwr windows/locks. New rear tires, new Alpine CD player. Very clean. Call Joe (610) 525-3500 ^{7/98}

87 944S Coupe, Maraschino Red/partial Tan leather. Sunroof, 5-spd., Alpine cassette radio, Alpine alarm system, A/C, fog lights, cruise control, pwr windows/seat, Yokohama A008P. Mobil 1 oil. New clutch, motor mounts, belts w/in last 3,000 mi. Non-smoker, no dings, no winters. 74K mi. \$10,000 Charles Snyder (215) 860-7805 ^{8/98}

88 Porsche 928S-4, Grand Prix White/Burgundy lthr. 5spd, ltd. slip, htd sport seats, rear air, 17" '94 GTS wheels, 51K miles. All books and records inc. orig. window sticker. New: brakes, clutch, water pump, belts, a/c compressor w/ R-134 conversion, This car is pristine! Baby on the way forces sales. Asking \$21,500. Call Dave at home (215) 721-0657 or work 800-523-5291 ext. 8793 ^{9/98}

89 944 Turbo wide-body race car, 2.6 liter,425+hp pro.built Crank-fire ign.custom intake, cosworth pistons, cunningham rods manley valves and inky springs. Garret TO4S turbo,930 wastgate. Quaife LSD, Fabcar a-arms, Koni coil-overs 500lbf, 400lbr w/poly. bushings, s-4 brakes. Car needs nothing. \$30,000/OBO contact Jim: (215) 672-5820 Email: xtrememotorsports@ibm.net ^{7/98}

90 C2 Coupe, White/Linen leather, Navy Blue piping and carpet. Sunroof, 5-spd., ltd. slip. Brand new tires. All dealer serviced. 69K mi. Beautiful automobile. \$30,500 contact Alan at (215) 364-1833 home, (215) 604-9924 work. ^{8/98}

95 993 Coupe, White/Black leather interior. Full pwr seats, in-dash CD, 6-spd, ltd. slip, 17" wheels w/ painted crests, sunroof, alarm, custom cover. Garaged. Has had body work. 48K mi. \$41,000 Charles Glackin (610) 933-2343 home, (215) 963-3871 work ^{6/98}

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914 Race Tires, Yokohama 008RS 195/60-15 on bead-blasted Pedrinnis w/ lug nuts. Tires have less than 100 miles. \$700 Randy Cohen (215) 997-1762 9/98

Parts, BBS wheels, Moda style. Fronts 8 x 17s, rears 9.5 x 17s. Fits all C2s and 993s. Used just one season. Asking \$900. Call Bob DiMarco (610) 265-4996 8/98

Parts, Pair Solex P40II 4S rebuilt and resleeved by HCP. Never used. Still in wrappers - \$795 pr./ONO; 8 new leather luggage straps for 356 - \$25 Larry Suglia (610) 642-7653 phone/fax (eves.) 8/98

Parts, Steering wheel - "Fitipaldi" by Personal. 13" diameter racing wheel. Feels great in your hands and you'll drive much faster! Includes horn button and race-pad w/ Porsche crest in center. I paid over \$300 for it, it's yours for only \$100; Firebraided spark plug wires for 944 (brand new) - More power, better spark, go even faster! I paid \$200, you pay \$60; Trailer hitch (Brand new) - Fits late model Chevy pick-up truck. Also have hitch ball mounts etc. \$100 for the hitch. Email Denny Waldman at leadhorse@mci2000.com 8/98

Parts, '77 911S 2.7 engine - \$1,250; '70 914/6 transmission - \$900; '75 914/4 transmission - \$350. Bob Koerbel (610) 527-6025 day, (610) 789-3157 eves. 8/98

Road & Track, 1961-1998 (one or two issues missing). \$300 Call Halsey (610) 525-3245 7/98

Parts, etc., 911 official factory workshop manuals vols I-VI - \$275; Replacement bushings for Bilstein 911 front shocks: 4 for \$30; Swepco Gear Lub #201: 3 gallons for \$30; 911 spark plug hole seals: 4 for \$10; "Secrets of the Inner Circle" book by H. Pellow - \$15; "911 Performance Handbook" book by B. Anderson - \$8; 911 Oil Change Gasket set - \$7; Front Hood shock - \$5; Snell '85 open face helmet, size 7 1/8 (i.e. 7.125) - \$35 Call Tim at 610-983-3650 7/98

Parts, 911-black bra, vgc ('83 & earlier) - \$40; 911 cigarette lighter (never used) - \$offer; 356 (4) 5 1/2 drum brake steel wheels w/ 185/70 Michelins - \$40; (1) B transaxle w/ brace & shafts w/ brake drum assemblies - \$800; (1) B o/s ponto mirror, vgc - \$15; Solex P40II velocity stacks - \$15; (1) straight pipe extractor (not chrome) - \$5; (1) super hubcap w/ crest, gc - \$5; exhaust pipes from muffler thru bumper cutout - \$20; (6) top half of bumperette, gc - \$20 ea.; (3) bottom half of bumperette, gc - \$30 ea.; (1) top trim piece for door panel black w/ felt, gc - \$15; (2) rear taillight assemblies w/ gasket, gc - \$90 ea.; (2) front parking light assemblies w/ clear lens, gc - \$90 ea.; (1) B hood

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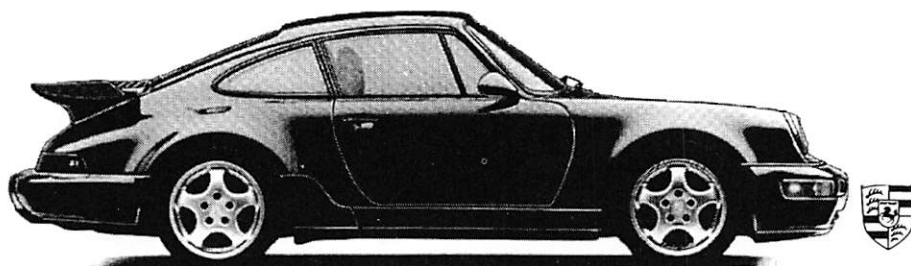
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