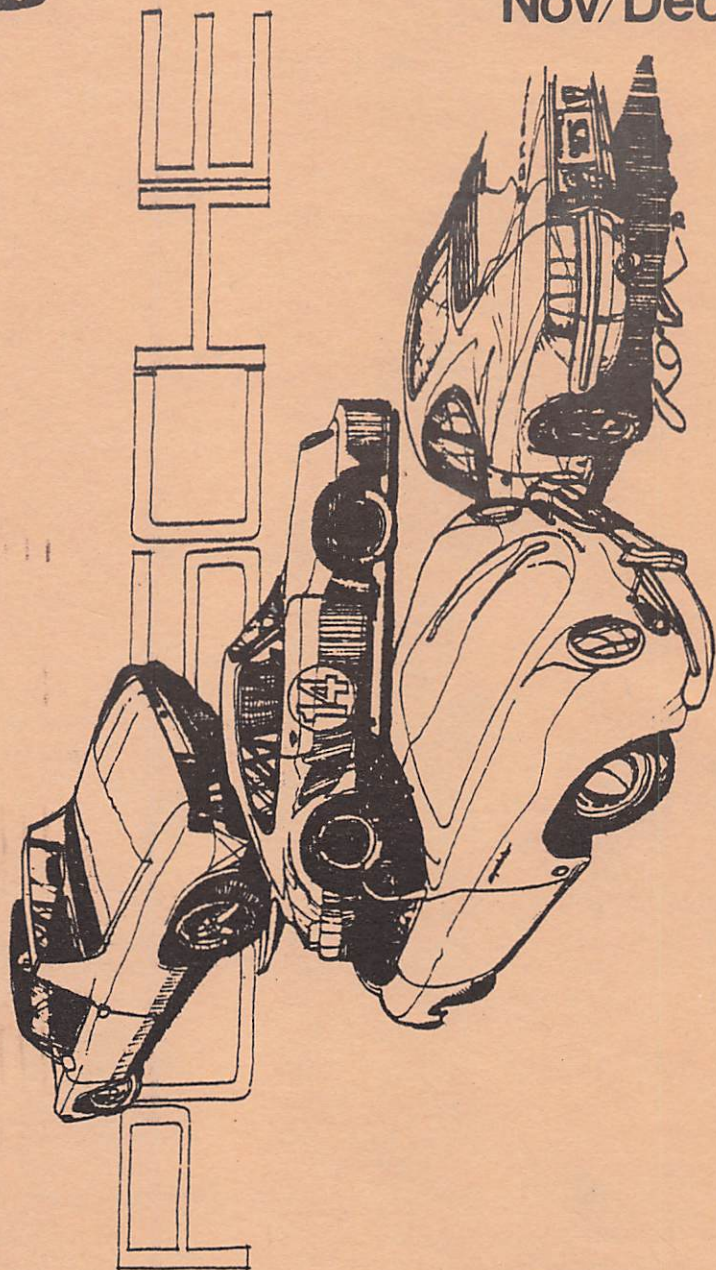




# der Gasser

Nov/Dec '81

Porsche Club of America: RIESENTÖTER



Next Meeting: 12/5 Banquet!!!

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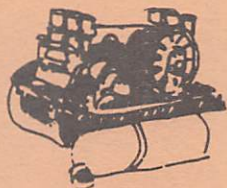
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# NEXT MEETING

The Riesentoter Region  
of the  
Porsche Club of America  
cordially invite you to attend  
The Twenty-fourth Annual  
Dinner Dance

on Saturday, December fifth  
nineteen hundred and eighty-one  
at eight o'clock in the evening  
Independance Room - Stouffer's  
Valley Forge, Pennsylvania

Cocktails at seven o'clock

Mark this date on your calendar and make your reservations promptly with Bob or Carol Koerbel at 789-0820. There will be dinner - flounder stuffed with seafood or roast tenderloin of beef - music and dancing, the annual awards, and door prizes that have, in the past, included Porsche-design sunglasses and Momo steering wheels. See you!!!

# President's Message

When I was nominated and elected President of Riesentoter last year, believe me, it took me as much by surprise as anyone else in the Club. I started my term in office with much enthusiasm and anticipation. I felt the same spirit in the Executive Committee and throughout the Club.

My year as President is now complete. It included much that was enjoyable; some that was difficult and trying; and a few things that were disappointing. One of my main objectives as President was to increase participation in Club events. I especially hoped that we could get a significant number of new members to begin to participate regularly in Riesentoter events. Despite a lot of hard work by Skip Corey attempting to determine our members' interests and desires, Riesentoter turnout at meetings and events did not seem any better or worse than it has for the last several years. It also consisted mainly of the same faces we always see with only a few additions. This was a large disappointment.

On the brighter side, we did enact a much needed new Constitution and Bylaws and began to operate in accordance with these writings. This should satisfy some of the early complaints I heard about the Club's operation. We once again had a number of good, profitable sprints. Because of this, and also because of more attention to financial matters in general, Riesentoter will begin the coming fiscal year with a much fatter bankbook than it started with. This should give the new Exec more flexibility.

Further to the good, two multi-Regional events are in the works for next year. We have also been supporting Bob Holland's candidacy for Zone Two representative. If any or all of these seeds bear fruit, it should add greatly to the prestige, pocket-book and fun of Riesentoter Region in the coming year. Our Club has a capable, enthusiastic new Executive Committee coming in. I would ask everyone to give them your support and assistance. It is always easy to criticize the Exec's decisions or ideas after the fact and I have, frankly, seen that take place too often in the Club. Such "Monday morning quarterbacking" accomplishes nothing. Get in there early with your ideas and suggestions when they will do both the Club and the Exec some good.

One last suggestion: I really believe that each of us individually, as well as Riesentoter as a Club, would benefit if we would spread ourselves around a little more. Sure, we are all different. Not all of us are ace Porsche mechanics, or even mechanical, not all of us are intellectuals, or even so-called professionals; but, to me, therein lies one of our great strengths as a Club. So many organizations are composed of people who are much too similar. The diversity of background of the various members of Riesentoter gives each of us the opportunity to expand as individuals. It also offers the Club a potential wealth of expertise in many areas. Give the next guy or gal a chance before you make a personal judgment about them. Again, unfortunately, I have seen the opposite take place too often in the last year.

Finally, I would like to express my thanks to the past year's Exec for all the help they gave me. Special thanks to Tina Tuccillo (who is leaving the Exec) and to Jim Brody (who is not) for all the many long nights of work they put in on behalf of the Club. All in all my year as President has been not only an enjoyable but also a valuable experience. I owe many good times to Riesentoter and to PCA. I look forward to many more, not the least of which should be celebration of Riesentoter's twenty-fifth birthday which takes place this coming August. Let's all make next year a twelve month celebration.



Axel A. Shield,  
President

# Credits

It's a bit trite to say thanks to all but, here goes. I have been called several kinds of fool for taking on der Gasser and the Hollands, who were the last Editors, still beam in my direction ... especially Maria! Despite all of this, I've had a great time this past year and much of it due to the people who sat down and scrawled things for der Gasser. Some of them even gained extra points towards the Hereafter for sending me things already typed! Special mentions are risky because somebody is always forgotten. Nonetheless ... Jess Holshouser, Larry Bruce, Bob Patton, Tony Checkowski, Ted Tomb, Bob & Carol Koerbel, and Skip Corey were tremendously supportive with both material and of my sometimes arbitrary deadlines. And it was a lesson and a pleasure to work along with Axel and Tina for the past 12 months. I now appreciate both of these people far more than a year ago. Again, thanks!

Jim Brody

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# 'Vettes

When you put 30 Corvettes and 24 Porsches together there is bound to be some interesting results. Porsches did very well as you can see from listings with the exception of class A, the big vettes dominated partly due to the absence of Bob Russo. Tony Bonanni drove very well in class B. It is great to see Bob Koerbel driving his own car, he even let Joe Shelanski drive who almost beat Bob. Dodi Reiter managed to beat a lot of Corvettes and Porsches in a 356C.

Thanks go to Bob Patton for tech and running the timer and to all the members who helped out all day long.

Next year's date is set for September 26. I am looking forward to doing better.

Wayne Flegler

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# Vettes & Us

## CLASS A

1	G. Kuhn	Cor	54.121
2	R. Kingston	Cor	58.212
3	K. Fegley	Cor	58.239
4	W. Flegler	356	58.833
5	B. Koerbal	911	59.023
6	B. Holland	911	59.790
7	C. Herr	Cor	100.601

## CLASS B (13 cars)

T 1	D. Walter	Cor	58.899
T 2	D. Arnao	914-6	58.958
T 3	T. Bonanni	911SC	59.069
(5)	C. Rosenfeld	911SC	100.634
(12)	J. Brody	911	103.676

## CLASS C

T T 1	D. Willever	Cor	58.809
T T 2	J. Shelanski	911	59.451
T T 3	K. Woerpel	911	100.830

## CLASS D

T 1	R. Henricks	914-6	58.698
T 2	L. Snyder	Cor	101.970
T 3	T. Farrell	914-6	102.161
4	L. Bruce	911	102.402
5	D. Meluzio	911	103.584

## CLASS F

T 1	B. George	914	57.106
T 2	B. Carrington	914	58.516
T 3	B. Jankowitz	914	59.321
4	T. Sechowicz	914	101.218

## CLASS G

1	B. Russo	356C	59.884
2	B. Smith	356B	101.154
3	J. Goldfarb	Speedster	101.831

## CLASS H

2	D. Speigil	914	101.319
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## LADIES

1	D. Reiter	101.611
2	J. Smith	105.202
1	T. Tuccillo	103.050

# Hillclimbing

We had another really nice weekend for competition - this time at Weatherly October 10 and 11, but even with this big plus going for us, the number of entries was down considerably from Duryea which was held a month earlier. One cannot expect the sponsoring clubs to absorb loss after loss - and the situation is not improving.

Only two Porsche drivers were at Weatherly: Ted Klaus, Caldwell SV and Jess Holshouser, 356 Speedster. Ted was 2nd to fast runner John Debaugh in the Debaugh Special Sports Racer. In my EP class, the top 3 of us were grouped within three tenths of a second with me 3rd. First place went to Lloyd Geib of Lebanon, second to Keith Skotmicki of Weatherly.

A correction on my reporting of Duryea Hillclimb results in the last issue - Ted Klaus finished 4th, and Tom Beil 5th in their class instead of Beil 4th, Klaus 5th.

At this time, no one in PHA or SCCA can predict what the event line up for the next season might be. I did hear a rumor that Giants Despair might return.

Keep it between the trees.

Jess Holshouser





# My Kid

Riesentoter is a special experience for all kinds of reasons. At the picnic, I won the Rusty Fender for having the "most marginal Porsche in coucours". At the Challenge I ran 12<sup>th</sup> out of 13 cars in my class despite shaving two seconds off of my time each run. Still, there are things about the Club beyond access to parts and to free advice and beyond access to hearing car talk and watching some very fine automobiles. The Porsche/Corvette Challenge was pretty neat for a personal reason.

My 11 year old is a Corvette fanatic despite all my efforts to enlighten him and he showed at the meet with a big 'Vette patch on his shoulder. We had previously wagered my Christmas present on the outcome of the race and throughout the drive from his mother's place, we bantered about who was really better.

I parked him in the Timing Shack with some fears. Not everybody likes kids, particularly at a competition event where a .001 second difference in times will hang a trophy on somebody else's wall (Ask Wayne Flegler how he got bumped from 3<sup>rd</sup> by a 'Vette on its final run.) And cars have hit that shack although not too often. So, I stuffed him under Bob Patton's arm and left to inflate tires, check plugs, and get set to run 12<sup>th</sup>. I crept back to the shack after 20 minutes and found him reading the clock and telling Patton what numbers to write down.

After my stunning 103-point-something or-other, Bob Holland mentioned that my kid was having a great time. Then I noticed my son's soprano over the PA. He had commandeered the mike. Before screaming at him over his grab for power and a future President's gavel, I shut up and listened to the crowd. "What a great kid!", "Where did he come from?", and so on. After the meet, a burly bearded Leader-of-the-Vettes jogged across the field to give Jimmy a dash plaque!

During the meet, Judy Smith asked if I was having fun. Yes Judy, we had fun even though I ate crow all the way home. And he's up for a return trip next year!

Jim Brody

## \$30?

As membership chairman, I process all RTR membership applications and send the completed forms to PCA Headquarters. In examining the reasons why people join PCA, I find that most people mark technical or autocrossing as their primary reason for joining the club. This can be expected since a Porsche is an engineering masterpiece that is well suited to autocrossing. The area that seems to be the least important to people joining PCA is social functions and yet unless people are socially active in the club they will miss the most important feature PCA has to offer - that is friendship.



Becoming socially active in the club is more than going to the annual banquet each year. It means participating in the various scheduled events (autocrosses, rallies, meetings) and also offering some of your help to organize or run these events. It can be giving an article about your personal experience with your car to the "Der Gasser" editor or helping to clean up after a tech session. Basically, I'm talking about getting involved with PCA people and it is a rewarding experience.

When I joined PCA in December 1978, I was hesitant about participating in the club's activities because I had never autocrossed, my car certainly wasn't concours, not with all that rust, and with my technical ability, the car would probably never leave a tech session under its own power.

Fortunately, I pushed myself to attend some meetings, I helped at some autocrosses, went to the picnic, and some fun rallies and all of the sudden I was meeting some really terrific people. If I hadn't decided to show up at these activities and become involved, I would probably think of PCA as a \$30 a year magazine subscription rather than a fun way to meet people who are interested in Porsches.

The key is to become involved in social events but only you can decide whether you want to spend your money and get a magazine or reap the benefits of belonging to the world's finest car club. The answer is up to you.

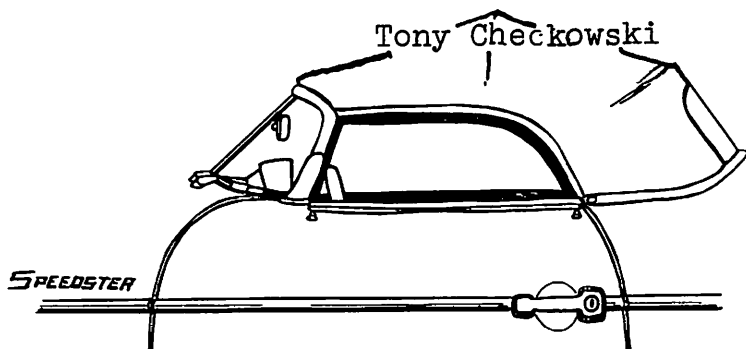
Skip Corey

# Wanna Ride?

Last week, I was driving on Route 95 enroute to Baltimore. Blowing off the doors of a fire red sports car which was doing 55 mph, I noticed it was a new 308i Ferrari. As I flew by at 65 mph, I thought it would be neat to have a chance to wheel such a car for a short time. The more I thought about it, it seemed I would like to try my hand at many of the Porsches within our own club. I wonder how many of us, those thinking of new cars, newer car, upgrading, downgrading, restoring, modifying, etc. would like to find out just why the next Porsche pusher thinks he has got the greatest. Although we are one club, we are divided within the marque because of the many different models we drive. Education via such an on-hands experience could only strengthen the club and may give some of the club members who we do not see a chance to have a new Porsche experience.

We could hold such an event during the next year if we have a sufficient variety of models available for the event. The details could be worked out.

Are any of you interested in a spin in a 356-914-911-924-928-930-Turbo-Trick this or that-Special suspension, etc. Of course you will have the opportunity to show the other guy or gal why yours is the best. Talk about it and let me know.



# New Folks

Mark Zimmer	911	Targa	Huntington Valley
Dieter Kopp	'74	911	Flemington, NJ
Bob Cannistraro	'69	911 E	Media, PA
Harry Kopp	'72	911 T	Milferd, NJ
Bob Sellers	'68	912	Penndel, PA
George Yiambilis	'79	928	Cherry Hill NJ
Jim Waters Jr.	'70	924	Warminster, PA
Paul Solomon	'72	911 T	E. Stroudsburg, PA
Mark Shaper	'80	924	Philadelphia
Michael Mendel	'72	911	Wyomissing, PA
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# Elected

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Social	-	??????????
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