

# DER GASSER

SEPTEMBER 1984

## PRESIDENT'S MESSAGE

One of the more important duties of the Executive Committee in general and your President in particular is to insure an orderly transfer of responsibilities from year to year. A specific procedure is outlined in our Region By-Laws which in turn follows guidelines set down by PCA National.

The Nominating Committee has met and established a slate of candidates which were presented to you, the membership, at the August meeting. The committee and I feel that this slate, if elected, will carry on the business of the club in a competent and orderly manner. The nominees are:

President:	Michael Stolper
Vice President:	Richard Van Zijl
Secretary:	Debbie Richards
Treasurer:	Skip Corey
Membership:	Betsi Marsh
Social:	Tony & Eileen Checkowski
Der Gasser Editors :	John & Jill Heckman
Competition:	Al Anderson (hi-speed events) Larry Herman (autocrosses)
Technical:	Don Galbraith
Safety:	Bob Patton
Goodie Store:	Not elected, but volunteer needed.

As in prior years and as mandated in the By-Laws, to maintain an orderly transition the immediate past President is also a voting member of the Executive Committee, a capacity in which I am happy to serve.

Nominations for any office from the membership at large can be made in writing or verbally until the close of the September meeting. If you have any desire to be nominated for an office, please contact any member of the Executive Committee for details. The General Election is held at the now traditional Oktoberfest - watch for details.

*cont on pg 2*

## NEXT MEETING WEDNESDAY SEPTEMBER 26

Our speaker for September is Susann Miller who has been a Porsche 'nut' for over six years. She still drives the same 914 with over 113,000 miles on the odometer mostly from autocrossing and driving events. Susann first started in the Porsche Club in the Potomac Region. She co-authored her first book with Richard Merritt on the early sales literature of the 356 (which is now out of print). She is the editor of Gmund, the independent, international Porsche magazine, the author of a 911/912 source book, and is the creator, editor, designer, stock girl and bill collector of "Porsche Year 1982," and the publisher of "Porsche Year 1983-1984."

Susann recently flew down to West Palm beach to drive Steve Cohen's Porsche 907 for a story and drove 140 miles an hour. She just returned from LeMans and hopes to go back every year after such a fantastic trip.

Please join us for dinner at 6:30 at the George Washington Motor Lodge in Plymouth Meeting to meet this interesting and unique lady who has devoted her life to the Porsche Marque. The meeting will begin at 8:30pm.

The Goodie Store took orders for 42 engraved name tags at our last meeting. The name tags will hopefully be ready for the September meeting (but no quarantees). The badges have black backgrounds and a white engraving including your name and an intricate Riesenotter crest. They can be purchased by signing up at the regular meeting for the cost of \$1.00. The club will subsidize the remaining expense. You must, however, sign up at the meeting. The Goodie Store also has Riesenotter and Porsche crests in needlepoint, Porsche Matchbox toys and PCA car badges at special reduced prices this month. So join us for an interesting meeting.

## HECKMAN'S MEMBERSHIP MUTTERINGS

*by John Heckman*

Mr. Miller was my 12th grade English teacher at Radnor High School, and he left a big impression on me. Not a particularly big man, maybe 5'7", he was the type who wore brown leather Wallabees on his feet and sleeveless cable cardigans under his tweed jackets. A wonderfully cultured man, soft-spoken, witty, honest, with a gently receding hairline and sort of baited breath due to a heart condition, he had a way of making you feel accepted. That is, after you proved yourself.

Like most schools, Radnor was a school of cliques. And like all of my friends in my clique, I had little idea of what I wanted to do in life except that I knew I wanted to make cash and spend it in close proximity to sports cars.

I walked into Mr. Miller's 12th grade English class, at the beginning of the first quarter, and found myself grossly outnumbered by another clique, "the sports fans." You know the type: their entire lives revolved around whatever ball-sport was being played at the time by the professional teams. We "sports car freaks" couldn't stand these people. I guess a lot of it was jealousy. Back in the days of non-cable T.V., televised coverage of any kind of auto racing was rare at best. And when we were lucky enough to catch a little something it was usually a demolition derby or some other non-serious type of competitive event. Anyway, the first two quarters in Mr. Miller's English class allowed me to be little more than a number. Those sports fans could keep old Wayne entertained with tales of this football team and that baseball team and the other basketball team for weeks. I almost thought I would end up not liking English, always my best subject. I was becoming frustrated, until Mr. Miller assigned us a composition entitled "The Good Life."

"A cloudless and star filled night"  
*cont on pg 2*

RIESENTÖTER REGION

PORSCHE CLUB OF AMERICA

*president cont from pg 1*

In other news, as you read this, Porsche Cars North America (PCNA) is setting up shop and trying to get its act together, while the Porsche Audi division of Volkswagen of America (VWOA) ceased to exist on September 1, now being an Audi division only. According to one report which I read, PCNA does not have its parts system in place as yet and was in the process of signing dealer contracts in late August. Many Porsche-Audi dealers stockpiled parts in anticipation of this problem, while VWOA is being very cooperative in supplying parts and assistance to its former Porsche dealers.

One of the things which has set Porsche apart from many other European cars has been the availability of parts. We may complain about the prices, but a large inventory has been stored in regional warehouses which supplied dealers requirements with twice weekly deliveries, coupled with direct factory shipments if necessary. Many other manufacturers have not had this degree of commitment to the marketplace, and their results reflect it. Hopefully, PCNA can get itself set up to continue the high standards to which we are accustomed.

Finally, on National Elections, you may recall that I circulated petitions to have Sandi Misura and Carl Young put on the PCA National Election Ballot for the offices of Vice President and Treasurer, respectively, at the July meeting. I received a letter from Carl thanking us for our support and advising us that over 600 signatures were obtained. It remains to be seen if this will be sufficient to place their names on the ballot, however a candidate can be written in if desired. Because only about 10% of the PCA National membership (at present this represents 2,000-2,200 votes) generally votes in the National election, it may be possible to elect a candidate by write-in. You will receive your ballot in an upcoming issue of Panorama with a detailed instruction procedure for voting and a short profile of each candidate. I will attempt to provide additional information in upcoming issues of Der Gasser and hope every Riesentoter member will cast their ballot both for the National Elections and our regional election in October.

*Bill*

*Heckman cont from pg 1*

sky. A blond in a black silk dress. Filet Mignon, medium rare and

smooth red wine. A soft twinkle from a bright eye. Gentle conversation. A twisty mountain road running along cliffs high above a crashing ocean. The smell of burning rubber. The wrack-kahh and banshee-like scream of a high performance Porsche engine at speed. This is my idea of the good life..."

Mr. Miller loved it. He gave it an A. He read it aloud to the class. They ate it up. I had arrived. I was no longer a number.

A few years later I bumped into Wayne Miller in a department store. Standing between the neckties and the flannel bathrobes, I think we were mutually glad to see each other as we enthusiastically pumped each other's right hand. He had three questions for me: "How are you? What are you doing? What are you driving?"

"I am quite well, thanks. I am in college studying English. I am driving a BMW 2002 and a Porsche 356-B Cabriolet."

While smiling he nodded his approval. "That," he said, "deserves a cultural A."

Welcome the following new members:

Ronald & Cheryl Freed  
Pennsburg, Pa.  
1984 944

Sheldon Wagman  
Jenkintown, Pa.  
1977 911 Targa

Susan Hosler  
Reading, Pa.  
1984 944

Evelyn Decker  
(my cutiepie mother-in-law)  
Lansdale, Pa.  
With the sweetest '80 924 w/sport package with which I have ever had the pleasure of being associated. I want one now, for every day!

Karen Zarinsky  
Pipersville, Pa.  
Transfer from NNJR

Donald Cox  
Philadelphia, Pa.  
1964 356 Cab.

Evamarie Malsch  
Penn Valley, Pa.  
1982 928

William & Ellen Roeger  
Perkasie, Pa.  
1983 944

Fred & Ann Michels  
Wilmington, De.  
Transfers from De.

Ronald Mihills  
Wilmington, De.  
Transfer from De.

Alan Freedman  
Philadelphia, Pa.  
Transfer from Schattenbaum

**LATE BRAKING NEWS**

*by Bob Russo*

The glossary is coming soon. It's not that I have forgotten it, but it seems that each month there is some topic that needs to be mentioned.

PATTS 84 (Porsche Atlantic Time Trial Series) concluded on August 24 and 25 at the Summit Point event hosted by Potomac Region. As we did last year PATTS provided a sumptuous cold cut spread preceding the end of the season trophy awards. (ed. note: read feeding frenzy.) Watch these pages for final PATTS 84 results. The general consensus of the participants is to continue PATTS for another year. It seems we have about 35 'hardcore' PATTS members and an equal number of people who join but never participate. If we could get all who join to participate, PATTS could really be a success. If you have any suggestions to increase participation, please let me know.

While we are on the subject of time trials, there is something about them which I think needs to be reinforced rules. I've heard grumblings about there being too many rules and regulations surrounding the Drivers' Schools. Some people tend to forget that in a Drivers' School they are subjecting themselves and their cars to stresses far beyond the norm. All of the rules (even the most petty) have been made to insure each driver's safety. I've noticed that those who grumble the loudest are the ones that need the rules the most to protect them from themselves. The organizers of the Drivers' Schools go to great lengths to insure a safe event and we have been fortunate that in all the schools we have held we have had no injuries. If you are one of the 'grumblers', before you criticize the rules, think of their purpose, the seriousness of what you are doing, then play by the rules and enjoy the event and let the other drivers enjoy a safe school. Remember, it is a privilege to participate in one of the schools, not a right.

We have one more competitive event on our calendar, the annual Porsche/Corvette Challenge. This is always a fun event and you should all try to make it. Details for the event are elsewhere in Der Gasser.

**1ST ANNUAL NEW MEMBER'S NIGHT & WINE TASTING**

OCTOBER 17TH

are you a new member of the riesentoter region? if so, then you are cordially invited to attend our first annual new member's night and wine tasting. come and find

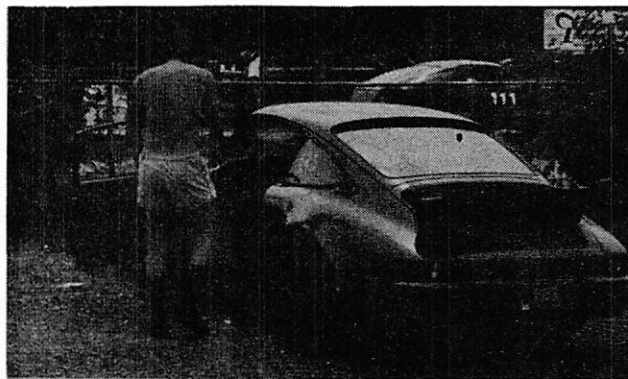


out what the club is all about. this informal meeting will be held at rosemont porsche-audi, 1234 lancaster ave. in rosemont, pa. and will begin at 7:00 pm. this gathering is also open to the general membership.

←Scenes from a long hot summer. Photo credits: I&R Van Zijl, J. Boreen and S. Stolper

**WE MAY NEVER KNOW**

Is Axel Shield a closet concours fanatic. Is Bob Russo's engine really trashed or is there more to the story than what meets the eye. Has anybody seen Bob Burnett and is the rumor that he is still manning the gate at Pocono true. Why does Henry Boreen want a roll bar in his next car. Is Paul Richardson really a Radiologist and if so how can someone who repairs radios afford that car. How fast is Chris Galbraith and what does Don Galbraith do while he instructs her to make her go 10 seconds faster per lap. Will Bob Holland assume Bob Koerbel's role as the man who drives everybody else's car faster than they can. Why would Michael Stolper sweep off Summit's turn 10 in full race gear. Does Bob McCullen really have the Summit Point lap record for a Jeep Wagoneer. Is Al Anderson racing bug infectious. Will Larry Herman get his figure back and return to the track next year. ?



**REWARD:** For any information regarding the whereabouts of this Riesentoter member. He was last seen at Summit Point wearing only nomex boxer shorts, nomex executive length socks and a Riesentoter cap. Distinguishing marks include a heavy foreign accent, an occasional mole or weevil and a tendency to drive backwards at high speed.

*Al Anderson*  
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## WHAT'S IN

Russ Hunsberger spotted this article by Theodore R. Quann in the June 11th edition of The Doylestown Daily Intelligencer:

Designer jeans and preppies are out and bow ties and convertibles are in, according to the authors of "predictions 1984," a book that purports to chart trends. Books such as these are invaluable to those of us who want to be the avant-garde of trends. For example, if you want to be 'Joe Cool' on the beach this summer, you'll want to be seen eating an Eskimo pie. The book predicts the Eskimo pie will make a comeback.

How does one know what's going to become a hot trend? "Predictions" co-author Kim Long of Boulder, Colo., says the TV weatherman is a good barometer of fads. "When the weatherman on TV does it, it is accepted and on its way to becoming passe," Long said.

The book's "what's in" list includes bowling, martinis, child discipline, fasting, hair ribbons, man watching, caffeine, salt, doughnuts, peanut butter and 3-D movies. Making the passe list are water beds, Sony Walkmans, vegetarian foods, digital watches, the unshaven look for men and Porsches.

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195/60VR14	116.63	P245/50VR15	208.42
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235/60HR14	100.32	195/70HR14	83.16
205/60HR15	91.47	205/70HR14	89.06
235/60HR15	103.58	225/70HR15	104.21

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185/60HR14	86.91	285/50VR15	248.54
195/60HR14	97.07	285/40VR15	230.90
205/60HR14	101.20	345/35VR15	274.45
225/60HR14	114.36	205/55VR16	198.72
225/60VR14	130.83	225/50VR16	210.41
195/60HR15	101.66	265/50VR16	230.90
205/60HR15	108.25		
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215/60VR15	142.83		
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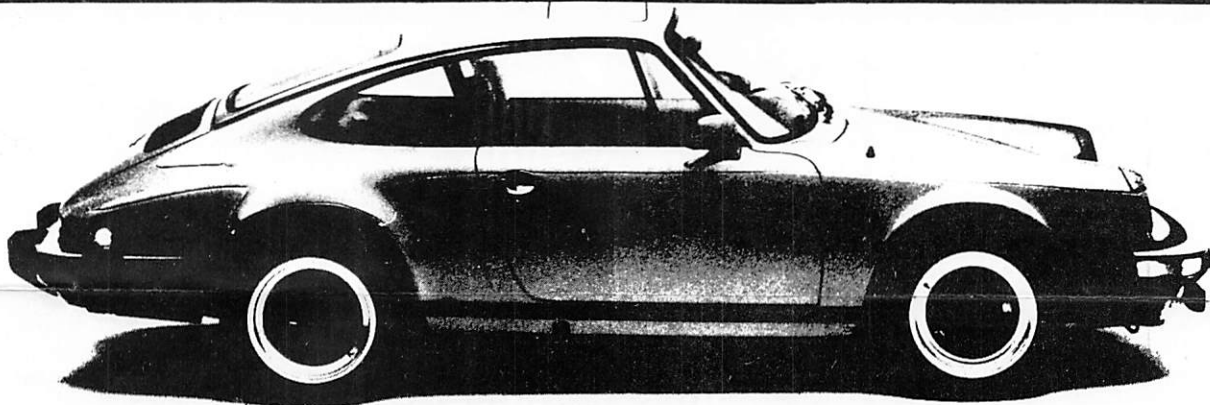
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**FOR SALE:** 1970 911S Targa #9110310144, maroon/black, 85k miles, never any rust, new paint and engine rebuild at 68k by Holberts, new batteries, alloys, am/fm, cover, bra, records, always garaged, excellent condition, \$11,500/obo, call Robert Carroll days at (215)-365-1900 or evenings at (609)-795-3412.

**FOR SALE:** 912 air conditioner, \$250; 911 '66-'68 repairable right door complete with glass, minor dent, \$75; 911 rear quarter windows right and left, \$20 each; 911 jump seat backs, 1 set black, 1 set beige, '66-'69, \$25 per set; 911 '66-'67 arm rests both doors, \$25; 911 wood rim steering wheel with butterfly horn button, \$75; 912 engine cover rain guard, \$20; 911 battery covers, \$5; 356 mech. tachometer, \$30; 356 trans. tail piece for donut mount, call H. Barrett at 544-4985.

**FOR SALE:** 1972 914, new ss heater boxes, konis, springs, starter, tires and paint, low miles, \$3400/obo, call Jay Windsor at 649-1872.

**ED. NOTE:** Tony regrets that he was unable to provide our readers with tread depth and fuel level.

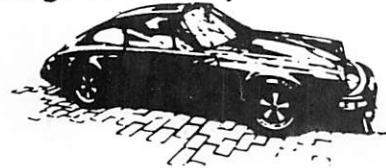
**FOR SALE:** 914 1.8 liter engine parts including; case, rockers, heads, complete injection system, ss heat exchangers, muffler. 4 215 15 70 XWX's (for Ferrari lovers), assorted '72 911 targa restoration parts including 2 black leather seats in perfect condition, \$500 for the pair. Call Don Galbraith at 644-9079.

THE DEADLINE FOR THE SEPT. ISSUE OF DER GASSER IS SEPT. 1st. ADDRESS CHANGES SHOULD BE SENT TO THE EDITORS. CLASSIFIED AD SPACE IS AVAILABLE TO MEMBERS AT NO CHARGE AND NON-MEMBERS AT \$10/MO. THE EDITORS INVITE MEMBERS TO SUBMIT MATERIAL FOR PUBLICATION. PHOTOGRAPHS SHOULD BE BLACK AND WHITE OR HIGH CONTRAST COLOR PRINTS.



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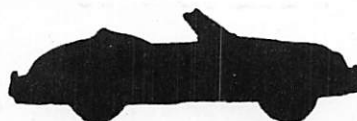
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# TAK

by Axel Shield

With the help of many Riesentoters, our club conducted another very successful Drivers' Ed and PATTS weekend on July 20-22, 1984. Approximately 120 drivers were treated to 2½ days of track time, the PATTS II Time Trial, as well as a Saturday night steak cookout.

Unlike last year, I am going to attempt to keep this report succinct, something I usually find impossible to do (a fact to which my secretary, Shirley, can attest). The balance of the three days greeted the participants with very good weather for West Virginia in late July. It must have been 10°-15° cooler than it was for our 1983 event. We did have a wet track on Saturday and Sunday morning, but within a few hours conditions had cleared up and the track had dried out both days. Most importantly, it was a safe three days with only a few very minor incidents. Considering the total track mileage put in by all present, our weekend was certainly safer than driving to work on the Schuylkill Expressway or making a Friday evening drive up the Jersey Turnpike to New York. It was very pleasing to see several Riesentoters making the trip to West Virginia for their first racetrack driving experience. Also most noticeable to us 'old hands' was the tremendous improvement exhibited by many of our drivers who have begun doing track events regularly over the last few years. If you have never driven on a track then I am sure you will find it hard to believe, but I am equally sure any of Riesentoters' track drivers will tell you that PCA Drivers' Ed events will make anyone a more skillful Porsche pusher.

I must stick my neck out (because I am sure I will forget someone) to mention a few of the people who gave us special help. Wayne Flegler, John Chatley, and Bob Patton all made the trip down to Summit Point again, even though they did not have their Porsches with them. Their willingness to jump in and help out, with nothing in return but the pleasure of assisting their club, made everyone's good time possible. A special thank you must go to Mary Jo and Gary Grove and also to Bob McCullen. Gary and Mary Jo attended without their Porsche, while Bob brought his along and still managed to work 62 minutes out of every hour only squeezing in limited driving time as his hectic schedule permitted.

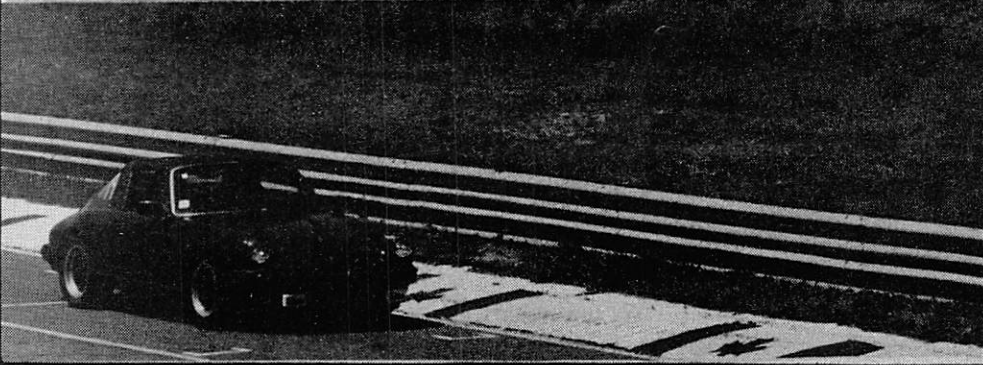
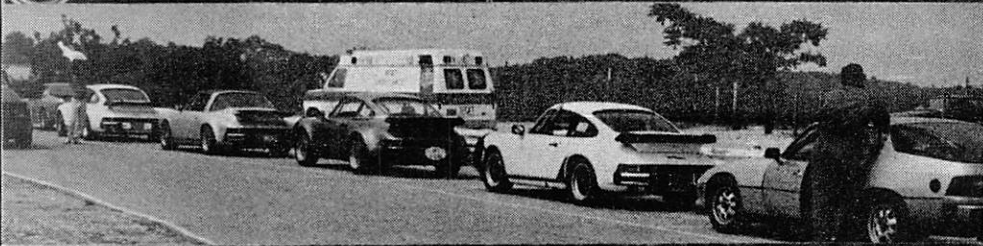
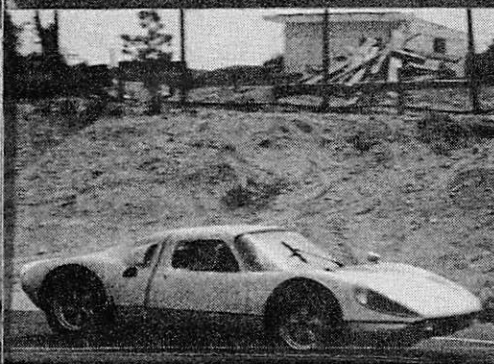
This was scheduled to be Bob McCullen's last year as Riesentoter's

track event safety and flagging chairman. Likewise, Gary and Mary Jo are retiring from their duties as registrars after this season. All 3 of these individuals not only put in many hours of working for their club at the track, but more importantly and probably totally unnoticed by most, they all spent many, many hours of their time at home working to plan and prepare for our Drivers' Schools. They will be hard to replace, but replace them we must, so I am asking anyone willing and or interested in filling these positions to contact me ASAP. Thanks in advance.

Finally I would like to send a Transatlantic "Tak" (thank you) to my friend Per Thykier, from Copenhagen, Denmark, who

voluntarily manned the gate for us for a number of hours all three days as well as working a couple of hours each day on various flag stations. Per is a longtime friend and he told me that this weekend was a really good time for him and that he was very impressed with the friendliness of the PCAers he met as well as the fun available in a weekend such as this. Now, if the Danish government can only be persuaded to allow one racetrack to be built in Denmark!

Enough is enough. This was supposed to be succinct. I will close by saying that those of you who did not attend should take a lesson from Per and join in. The fun of PCA is in the participation. I hope to see more new faces at Riesentoter's track events in 1985!



## RIESENTOTER REGION'S EXECUTIVE COMMITTEE

### PRESIDENT

**Bill Cooper**  
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Hatfield, PA 19440  
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### VICE-PRESIDENT

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### Al Anderson

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H: 275-8605

### TECHNICAL

**Bob Patton**  
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Phoenixville, PA 19460  
H: 935-1725 W: 648-2949

### Larry Bruce

102 Waterview Circle  
Havertown, PA 19083  
H: 446-8042 W: 667-6115

### PAST PRESIDENT

**Don Galbraith**  
10 Cobblestone Drive  
Paoli, PA 19301  
H: 644-9079 W: 972-6829

### GOODIE STORE

**Michael Stolper**  
1504 E Grand Oak Lane  
West Chester, PA 19380  
H: 696-6018 W: 496-2267

## COMING ATTRACTIONS

- Oct. 13: Tech. session at Rosemont Porsche-Audi, 9-3.  
Oct. 13: Potomac Region Drivers' Ed. at Summit Point.  
Contact Steve Schiff at (703)-941-1579.  
Oct. 14: SCCA Autocross at Plymouth Meeting. Call  
Ellen Fogg at 867-0399.  
Oct. 17: 1st Annual New Member's Night & Wine Tasting.  
See advertisement.  
Oct. 20: Tech. session at YBH, 9am-3pm.  
Oct. 20-21: NNJR sponsored Drivers' Ed. at Watkins Glen.  
Contact Bob Moir at (201)-627-3106.  
Oct. 21: BMC DVSA Autocross at Gloucester Cnty. Coll.  
Call Jerry Fink at 566-3891.

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**COMING ATTRACTIONS**

- Sept. 23: Jersey Shore Region hosts the 11th Annual Gathering of Friends. Call Aime Baars at (201) 842-1900, ext. 563.
- Sept. 23: BMC DVSA Autocross at Gloucester Cnty. Coll. Call Jerry Fink at 566-3891.
- Sept. 26: Regular meeting. See page 1 for details.
- Oct. 7: SCCA Autocross, call Ellen Fogg at 867-0399 for info.
- Oct. 13: RTR Porsche/Corvette Challenge postponed, date to be announced.

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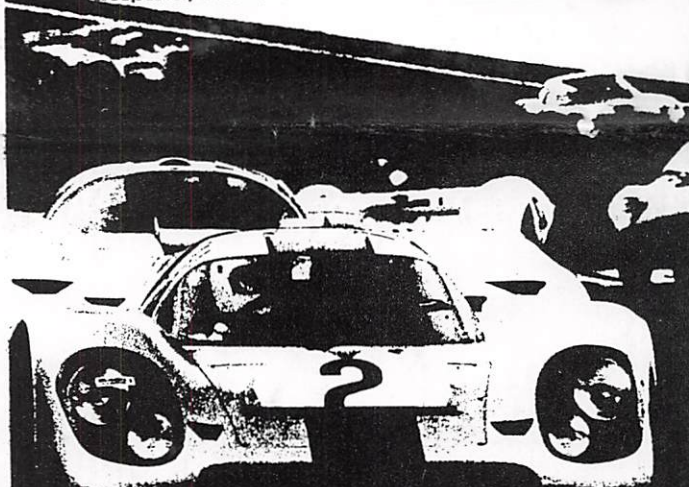
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