

02/85

FEBRUARY MEETING = SAFETY 1985
by Richard van Zijl



All of us in Riesentöter are concerned about and involved with road safety. We are all aware of the publicity that drinking and driving is getting, the controversy that air-bags are causing, and that buckling-up is fast becoming the law of the land.

However, involved with does not necessarily imply committed to. Commitment is exemplified by bacon and eggs and the chicken and the pig. The chicken is involved with the production of bacon and eggs, but the pig is committed to it.

Few clubs and organizations are as aware and committed to safety as P.C.A. Anyone who has attended a Riesentöter or other P.C.A. regional event, be it high-speed or other, I'm sure will agree that this is the case. With P.D.T. (prime driving time) rapidly approaching, we felt it appropriate to make SAFETY the topic of our February meeting.

The verbally prolific Bob Russo will not only be attempting to sell us Nomex suits, gloves and helmets for daily commutes, but will also feature as a speaker. Thanks to Bob for arranging a guest speaker from a leading safety equipment manufacturer to address us as well.

All are encouraged to attend this meeting and help us achieve our objective of making 1985 another safe Riesentöter year.

The meeting will take place at the George Washington Motor Lodge just off the Norristown Exit #25 of the PA Turnpike on 02/27/85 at 8:00 P.M. We now have a reserved parking area roped-off in the vicinity of the large window of our meeting room. Members are encouraged to drive their Porsches - barring bad weather - and to use this new facility. (What the heck, if the weather's lousy, bring your beater and park that in the roped-off area. Look for my Malibu with the P.C.A. and R.T.R. badges on the back. Just come! - ed.)

PRESIDENT'S MESSAGE
by Michael Stolper

One hundred seventy-two thousand people joined me at the Penske Race Shop for our regular monthly meeting on January 30. The Roger Penske Organization, which had anticipated only fifty Porsche Club members, resorted to mace-wielding riot police to control the crowd. Tim Lombardi, the Penske Racing Team Coordinator, led one hundred thirty people on an organized tour of their Reading, PA facility. Most of those who attended listened and observed while Tim described various race cars on display from the Penske stable, including several Marches. Some of those who were present conducted their own blind inspection of the cars, a few of which are valued at well over \$250,000. But what Porsche owner among us would not want to have 130 strangers tinker with and paw his/her precious automobile? Some of us were also surprised to learn that several members of the BMW club had decided to hold a meeting at Penske's that same evening. We were only sorry that they had not had a chance to alert the R.T.R. Executive Committee so that we could properly receive them. (cond on pg 2)

DER GASSER

(cond frm pg 1)

Nevertheless, most of those who attended felt privileged to tour such a fine facility. This month's meeting on Safety should be an excellent warm-up for what is developing as an unusually exciting year for Riesentöter. Unofficially, we have secured Watkins Glen for a joint track event with Potomac Region in October. Al Holbert has agreed to speak at our March meeting. We are also well on the way to finalizing a new autocross site at which to hold an ambitious 1985 schedule of events culminating with our annual Porsche-Corvette Challenge.

Jane and I will be dining at the George Washington Motor Lodge restaurant before the meeting this month. I hope you will join us.

1984 RIESENTÖTER BANQUET
by Skip Corey

One hundred, twenty-seven Riesentöters attended our annual banquet on December 1, 1984 at the Kimberton Country House making the affair an unprecedented success for our region.

Cocktails and hot hors d'oeuvres preceded a delicious meal.

Bob Russo and Vern Lyle did a typically entertaining job of presenting our traditional awards, taking a few moments to describe each one.

The Tattered Helmet, presented for dubious achievement, this year went to Henry Boreen. It seems that Henry rolled his 930, had it repaired, and not long after rolled it again! Henry's name is accordingly painted upside down on the award.

Betsi Marsh received The Broken Crankshaft Award for being our most improved autocrosser.

The coveted Riesentöter Award, for the enthusiast(s) of the year, was presented to John and Jill Heckman for their help and faithful attendance of the club's events.

Al Anderson received The High Speed Driving Award for showing the most consistent enthusiasm for track events. (see last month's Der Gasser)

Vern Lyle presented the Mighty-Nito Award for making the best of a bad situation to our Zone 2 Representative and former Region President Bob Holland.

(cond)

Bob's 930 didn't come off it's trailer properly one morning, and the front spoiler broke. "Big deal", one might say. Except that this was THE MORNING of THE CONCOURSE at THE PORSCHE PARADE. With a little duct tape painted with a little green touch-up, Bob truly made the best of the bad situation.

Following the awards and the giving-out of door prizes, it was time to dance. Our D.J.'s choice of mostly oldies kept mostly everybody out on the floor.

Thanks to all who attended and helped to make this event a landmark!

Vern Lyle Photo



Henry's name upside down.

Vern Lyle Photo



John & Jill with the Riesentöter Award.

Vern Lyle Photo



...out on the floor.

SOCIAL SCHEDULE
by Tony & Eileen Checkowski

- Feb. - Nothing scheduled - Keep Warm!
- March 24th - Riesentöter Women's Tea & Talk
1 p.m. to 5 p.m. at our place. Mailer will give you details, but essentially this is to get the gals together, to meet each other, to discuss why their husbands are involved in the club, to see how they can benefit from the club, and to have a nice Sunday afternoon. The Exec will be on hand after 3:00 to help with questions.
- April - Our famous Wine Tasting Party. Always a blast, and some say the best track event of the year. You can expect excellent cuisine, ample wine, and good friends. More details to come with selected date and place.
- May - It's Rally time. A Sunday afternoon drive on a beautiful Spring day somewhere in Montgomery/Delaware/Chester Counties area. No speeding, no violent turns. Just a nice, precise drive. We'll have lunch afterward.
- June - Porsche Driving Fest? See page 5 of this issue.
- July - Maybe something cool - if it is not too hot.
- Aug.
- Sept. 8th - Picnic - Camp Hideaway. Details later ...
- Oct. 30th - Oktoberfest.
- Dec. - Annual Banquet.

Check your future issues of Der Gasser for details on these and other social events as the year unfolds. 1985 promises to be one of the best yet for Riesentöter and its membership of Partying Porsche People!

BACK TO BASICS
by Tony Checkowski

Aside from gasoline and love, the product most often added to a Porsche is oil. We all know where oil comes from, what it does, and what it doesn't do. Maybe our toughest job is trying to understand what is written on the can of oil.

Most of us know what we must in order to buy the right can of oil. What we may not know is interesting also. For instance: the letters on oil cans for gasoline engines mean -

SA straight mineral oil
SB non-detergent oil
SC meets 1964 manuf.'s requirements
SD " 1968 " "
SE " 1972 " "
SF " 1980 " "

There is no classification of oils for cars manufactured after 1980.

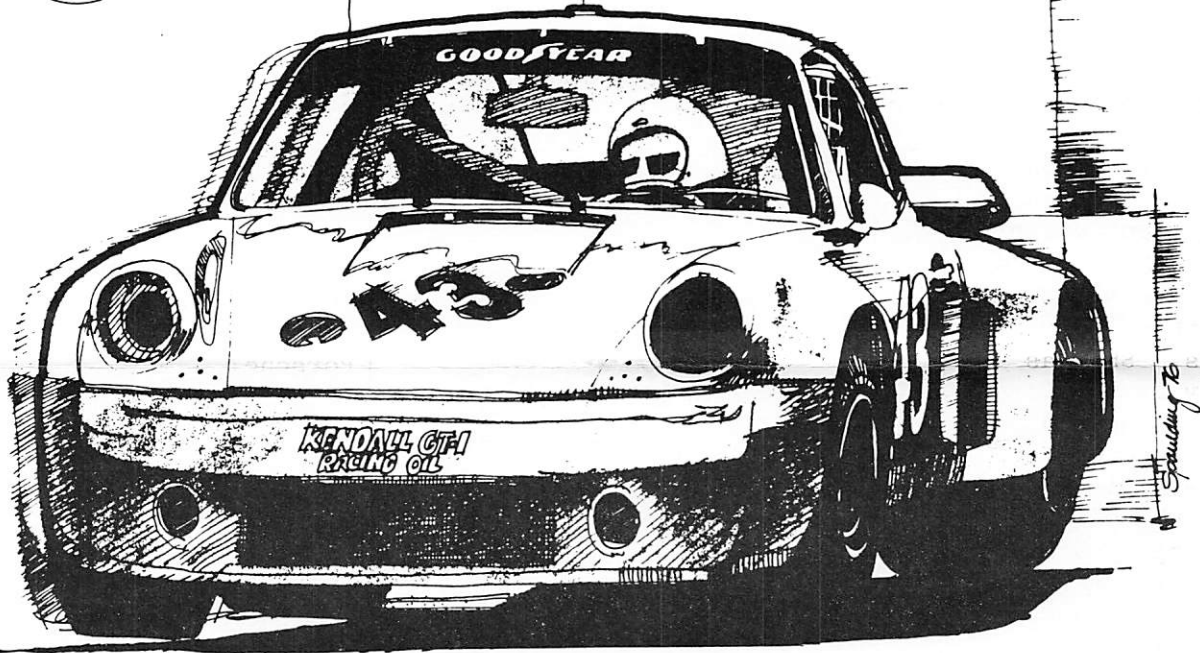
I am leaving out the information on diesel engines since the Porsche diesel is not due until 1992. I think.

When you see the letter W after the first number of the viscosity of the oil ie., 10W30, it indicates the lowest outdoor temperature the engine can be started in and still get good fluidity for low temperature lubrication.

If you use straight, or single grade oils such as 20, 30, 40, etc., that number indicates the lowest outdoor temperature in which the car should be started.

I'm looking forward to the time of year when we can all use the higher numbered oils - summer time!





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ALL TYPES OF INSURANCE

In the 1984 SCCA Solo II series, an '84 Vette won A Stock, but Don Reinhard in a 15-year old, and beautifully maintained, white 914/6 was second. Riesenböter's own Competition Chairman Russ Hunsberger was third in his 911 Targa.

In B Stock, newcomer Scott Rankin in a 944 blew everybody into the weeds.

I had a tough time against Jerry Fink's Lotus in A Street Prepared, but did take first on consistency (indeed a riesenböter, or as it translates from the German - a giant killer).

My wife Melody did miss some events and wound up 5th - in the Men's class. She was beaten only by the Lotus and me all season long. Especially noteworthy was her class win at the Divisional Championships in Harrisburg by 0.2 seconds. Also, Melody's victory at the Chesapeake Challenge was particularly sweet, when she was 4th fastest out of 60 cars, winning over some people who had beaten me at the Divisionals. I was second fastest at the Challenge behind a modified car, after missing a shift into 4th gear. Who says autocrosses are slow?

Betsi Marsh, our Most Improved Autocrosser, took third in Ladies' C Stock. She even took Ladies Fastest Time of Day (FTD) one day, after a few of us glued her distributor rotor back together. It was a back-ordered Marelli, of course.

Other Riesenböters on the autocross scene: Tony Checkowski, with his home-made sport muffler, sounding and running very strong; Don Cox who came out for the last three events and served notice that he soon will be a front runner; Tom Beil, adding a bunch of class with his RSK; Nick Gianpetro, in an ex-Stolper car; and Jim Royer saying, "If I could have just one more run."

Plan now to join us next season.

It appears to me that there is a group of first-time Porsche owners in our club who have only experienced the joy and wonderment of driving their one and only Porsche. Some of these members have bought 356's, others - 911's, 914's, 924's, 944's, 928's, and even 930's, and have missed the experience gained by driving other Porsches. Does a first time 356 owner have an interest in driving a 911, a 944, a 928? Is a 928 owner interested


in finding out what it is like to handle a 356? Does the membership want to find out why the other guy thinks he has the REAL Porsche?

As Social Chairpersons, Eileen and I think so, and we would like to arrange what we would like to call a Porsche Driving Fest. What this simply means is that you will have the opportunity to drive five different vintages of Porsches on various public roads. In turn, you will explain your car and ride as passenger when it is driven by five other members. We feel the experience gathered by all participants will lend itself towards a more homogenous club. A club in which its members have a better understanding of the evolution of "thee" car.

Before we undertake this task (the logistics to set-up such a function can be difficult at best) we will need some encouragement from you. No encouragement, no Porsche Driving Fest.

If you feel that this is something that you would like to be a part of, call either Eileen or me and let us know-now! We would like to set a date for early June, but we need time to plan it. You will find our phone number in the list of Executive Committee members elsewhere in this issue. (Personally, I think this is a great idea. I have a 356. Do you have a 928 with auto. trans.? - ed.)

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COMPETITION
1985 Tentative Track Event Schedule
RIESENTÖTER GETS THE GLEN
by Al Anderson

DATE	REGION	TRACK	COMMENTS
03/28-30	CVR	LR	
04/05-06	POT	SP	Inst.'s Schl. 4/5
04/12-13	MNY	LR	
04/26	H-C	LR	
05/3-4	NNJ	LR	Closed Event
05/9&11	CVR	LR	T.T. & PATTS I
05/10	SBM	LR	
05/25	POT	SP	
06/1-2	NNJ	PO	Long Course
06/15-16	Zone 1	WG	Closed Event
06/21-23	RTR	SP	T.T. & PATTS II
07/6-7	NNJ	MO	
07/24-25	NNJ	LR	
07/26	SBM	LR	
08/15-16	CVR	LR	
08/17-18	SBM	PO	Tent.
08/24-25	POT	SP	T.T. & PATTS III
09/05	MNY	LR	
09/6-7	NNJ	LR	
10/18	CVR	LR	
10/19-20	RTR&POT	WG	
10/19-20	NNJ	PO	Short Course
11/01	H-C	LR	
11/02	SBM	LR	
11/08	CVR	LR	
11/16-17	RTR&POT	SP	

CODES

LR=Lime Rock
SP=Summit Point
PO=Pocono
WG=Watkin's Glen
MO=Mossport
RTR=Riesentöter
CVR=Conn. Valley
POT=Potomac
MNY=Metro. N.Y.
H-C=Hudson-Champlain
NNJ=Northern New Jersey
SBM=Schattenbaum



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FOR SALE: Factory alloys (4) 7x16 (2) 8x16 All w/new P-7's. Michael Stolper 696-6018 (H) 496-2267(W).

FOR SALE: OEM whale tail. Mint. John Maine 854-6110.

WANTED: Sports car club newsletter editor for 1986 season. No experience necessary. Will train. John Heckman 836-9168(H) 248-4445(W).

FOR SALE: Factory alloys (2) 8x16, never used. \$750. Cy Moreland 494-6544(H) 494-0505(W).

WANTED: Early 911 heater box, rht. side, good cond. Tom Puschak 222-7914(eve).

FOR SALE: 911 parts. Prices as noted or B/O. Factory alloys (2) 8x15 black ctr. w/CN-36 (2) 235/60x15 \$900. American Vector mags (2) 10.5x15, (2) 8.25x15, (2) 7.5x15 w/lug nuts \$400. the set. (10) 78 mm studs, (2) 27mm spacers \$175. (2) rear deck grills-chrome \$50. ea. Wink full-view mirror (new) \$20. Early front spoiler for 9" flares \$250. Tom Puschak 222-7914 (eve).

