

# 05/86



MAY MEETING by John Heckman  
TONGUE-IN-CHEEK AUCTION II, WED 05/28 GEO. WASHINGTON LODGE  
NORRISTOWN EXIT, PA TURNPIKE 8:00 pm

Spring cleaning is here, right? I'm sure you have a supply of old Porsche related items that you don't really have use for, probably never will. Have we got an answer to your problem - donate all the objects 'de junque to our annual auction. Which in turn will give you plenty of space to store all the fine stuff you will find you can't live without once our Chief Auctioneer, Bob Russo starts his pitch. Who knows, you may even want to buy back your own stuff! This is where you will find things you never knew people kept. The evening promises to be fun and we promise that there will be no snow this time so come on out, give your dusty parts to a good cause (the club kitty) and be prepared to part with your spare change. See you there.

PRESIDENT'S MESSAGE by Richard van Zijl

Al Holbert addressed an overflowing crowd at our March meeting. It was once again very informative to get a perspective from somebody with the commitment and insight of Al. I found it encouraging that he is communicating market requirements to the factory and trust that they will be responsive in listening to field requirements. Al was, of course, held responsible for everything from Porsche's marketing woes to the inability of certain tires to perform up to the expectations of some of our members. It certainly was a pleasure having Al address our meeting and I hope that our relationship with the Holbert organization will continue to grow.

We had a tech session at Holbert's, which for me resulted in a treasure hunt of long lost Stolper family heirlooms. I had erroneously thought that my clutch was stiff because it was a 'sport' clutch. It turns out it was a Cross pen, about three dollars in change, and a superb collection of dirt, stones and rocks from race tracks throughout the Northeast. All of the above was stored beneath my clutch and throttle pedals by Michael. No amount of uninformed advice from Don Galbraith could convince me that something was indeed amiss - until Walt suggested I remove the footplate. It is as if I am driving a new car for the cost of a clutch cable.

The wine tasting was reserved for those few individuals in the club whom are able to find their way around without directions or maps. I was indeed pleasantly surprised that the median IQ of the club is much higher than I was initially led to believe. Seventy people found their way to the Cock and Bull in upper Bucks County for what turned out to be a feast.

# DER GASSER

## PRESIDENT, CONT FROM PAGE 1

Several reasonable wines were served and they were followed by superb cuisine. An enormous piece of roast beef backed up by lobster and shrimp were the main items on the buffet. At no time did it appear as if we would run out of essentials. I must, however, admit that I was somewhat concerned about the shrimp which was being consumed at a ferocious rate by Al Anderson but in the end the enormous resources of the Atlantic Ocean prevailed.

Our Autocross School on Sunday with the co-operation beautiful spring weather had a reasonable turnout and everybody had plenty of constructive instruction. The club would like to thank AUTOFEST for their support at this event in supplying us with ice-cold sodas and relieving us (pun intended) of having to make the decision as to which bush to kill this time.

For those of you whom did not attend any of the above I can only say that you missed some neat events and that I told you so.

We have three autocrosses, two high-speed driving events, and a rally, as well as our normal(?) monthly meetings coming up during the next few months and we are all looking forward to your participation in a few if not all of them. See you at the auction!

## HECKMAN'S RALLY

Wondering what to do with the long weekend coming up? Boy have we got something planned for you. Jill and John Heckman are putting on a fun rally on Monday the 26th of May. The rally will start and end at their house and John has promised that it will be impossible for anyone to get lost. Following the rally, lunch will be served for the weary contestants and the worker bees. There is a nominal charge of \$5.00 per car to help defray costs. If you would like to attend or work, give John a call ASAP at home (prior to 9 PM please). 215-836-9168

## RIESENTOTER AUTOCROSS SUNDAY JUNE 8th LULU Temple by Russ Hunsberger

Registration/Tech Start: 9:30 AM  
Driver Meet/Walk thru: 10:45 AM  
First car off: 11:00 AM  
Fee: \$10.00  
Bring a helmet and the car must have a street legal exhaust system!

On April 27, we had our annual autocross clinic. Turnout was moderate and everyone who attended got substantial practice time on each of the sample turns. After the specialized instruction, we put together a short course. Times ranged from the low to high 20 seconds. With some creative thinking by Bob Russo and Larry Herman, we were able to make very effective use of the limited size of the lot. My thanks to all who helped make it a success. Special thanks to AUTOFEST of Norristown for the sodas and most of all, a place to recycle the soda, a Porta-Potty.

On June 8 we will have our first official autocross. It will again be held at LULU Temple on Butler Pike west of Ambler. We hope to have situations from our school incorporated into the course. It will be longer than our school course and we expect it to provide some challenge yet not be so difficult that people get lost on it. If you have ever been lost on a parking lot full of cones, you know how bad it feels. It is worse than getting lost on a road rally.

Since watching an autocross is boring, please plan to come out and participate, even if you missed our school and have never done it before. If this is your first autocross (or you forgot), put between 30 to 40 psi in all four tires, grab a helmet, and pack a light lunch. Hope to see you there.



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**TECH SESSION HARRIGAN'S**  
**SAT JUNE 14, 9 to 3**

The next Tech session is going to be held at HARRIGAN'S Porsche/Audi in beautiful Reading. This session will cover the required Tech for the upcoming event at Summit Point, and is a good excuse to get to the VF complex to suck up on cheap Lee jeans etc. The shop will be open from 9 to 3 and parts will be there from at least 9 to noon. There is a \$3.00 lift fee (CHEAP). Harrigan's is located on route 222 and there are a few good ways to get there. 1) Take new Rt 422 from 202 south of King of Prussia to Rt 222 (an exit from the LEFT side of the road), turn LEFT at the light at the exit and follow the road for about 2 miles. The dealership is on the right. If you get to Rt 724 you went too far. Or, 2) PA turnpike to the Morgantown exit, Left on Rt 10, RIGHT at the light, RIGHT onto I-176 to the very end which merges with Rt 422 West, then take the same Rt 222 exit as above. In the event you get lost, the number is 215-777-1500.

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**HEEL/TOE, ETC.**  
 by Al Anderson

The April Heel-Toe clinic was a success for the 6 people that braved the elements to learn more about driving a Porsche smoothly.

Like every other once a year event, it rained until noon. Thus all the no-shows, but that didn't dampen spirits. We had enough instructors for each driver, a good one-on-one learning experience. The session started with a brief talk about the mechanics of heel-toe and why we do it. This was followed with an in-car demonstration and then lap after lap of braking and down shifting. The instructors rotated between drivers to offer a different point of view. Everyone learned enough to head for the street and practice on their own.

Thanks to all the instructors and drivers who participated in the event. We hope everyone enjoyed it enough to encourage others to come out next year.

**TRACK EVENT REMINDER!**

With the '86 track season underway, we are all looking forward to improving our driving skills... Let's not forget about our cars. Tech inspection at the track is usually short and sweet. Be sure your car is really ready - good brakes, tires, and no loose or leaking fittings. Don't experiment at the track; do that at home in the garage or an empty parking lot.

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195-70VR15 100 62	205-50VR15 131 56	185-50R14 85 81	205-50VR15 208 64
205-50VR13 108 62	235-50VR15 152 53	195-50R14 87 87	225-50VR15 228 60
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215-50VR14 123 47	235-50VR15 138 32	225-50R14 116 38	205-55VR14 188 72
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## EDITOR'S BABBLINGS

Hey there girls and boys, it is time for your favorite article. First off let me make my apologies for my part in the late paper last month. It was far from intentional and I shall do my level best to see it does not happen again.

I just know you are all dying to know about my trip to Atlanta to drive the new and improved 924S but my computer is sealed for another month. At the request of PCNA, nothing can be printed until June 15th, and I shant violate Martha's wishes. Come next month, I, along with Car & Driver, Road & Track, etc. etc., will load you up with more than enough info to send some of you scurrying to your favorite Porsche dealer with your hands chock full of dollars.

I'm not sure if this is a record, or even if you care, but since our last chat we purchased a shiny red Quattro to match the shiny red IXIVIV (which is now being fitted with a roll bar and belts - oh god, not another trackie). Now one would think that anything as bright as Guards Red would stand out like no tomorrow - it sure does with the Police. In fact, we got it instead of gray to be safer. Well an airport bus driver is not your average person. 3 1/2 hours and 35 miles into ownership, while picking Vicki up at the airport, he did his level best to remove the driver's door. Lucky for me, there was an airport officer not 10 feet behind me when it happened. Unlucky for me, he was 'busy' moving a sawhorse and told me to chase the bus. Surprise, surprise, the bus got away in the maze of roads. By the time you read this, it will be all new again. If anyone happens to be at the airport and

sees a large bus with a red right rear bumper, give me a call. Vicki was very impressed with her surprise, at least until she walked around it.

We are looking for some pictures to print next month. There will be some of the 924S and if someone has some autocross pictures, or maybe something interesting from Heckman's rally it would be appreciated.

As you may have noticed, we have added new sponsors and others have shown interest in placing ads. When you shop at our sponsors, and we know you do, be sure and let them know that the ads are noticed, and when you're at a shop that is not advertising, ask them why. Since we don't have an official PR person, any ads you generate are welcome. They help defray the cost of the paper and will allow it to grow.

### Welcome New Members!

Glyn & Nancy Williams Warminster, PA '78 928	Joseph & Frances Henshaw Lansdale, PA '83 944
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Ron & Isabel Huber Huntingdon Valley, PA '84 911	Stephen & Kaurie Musser Lancaster, PA '86 928S
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Toby Ross Flourtown, PA '74 911 Carrera	William Yeager East Petersburg, PA '81 911 Cab



# PCA POTOMAC/RIESENTOTER DRIVER'S EDUCATION

## WATKINS GLEN

### JULY 17th-18th

#### Thursday & Friday

Last year's Watkins Glen driver's school was fully subscribed within 7 days of the first registration date. We purposely kept the number of entrants low to maximize track time. We intend to follow the same guidelines this year. The Glen is 3.377 miles of sheer excitement. It is nestled in the hills far above picturesque Lake Seneca. The result is long straights and roller coaster turns including the infamous 'Boot', and 'Loop/shute'. Now under new management, the track is in excellent repair and the facilities are in top condition. To learn to drive this classic race course you need only register using this form. You will be assigned a knowledgeable instructor who will teach you safe driving technique. Registrants will also receive information regarding our dinner at the Glen club on Thursday night. We will be giving away a set of high performance tires during dinner as we did last year..

- Cost:** \$65.00 per driver. Make checks payable to Potomac Region, PCA.
- Dinner:** Information will be mailed with registration materials.
- Requirements:** Valid driver's license; Member of PCA; Porsches only; 18 years or older.
- Entry Date:** Applications will be accepted with postmarks no earlier than April 28th, 1986 from Potomac and Riesentoter members, no metered mail. Applications from Non-Potomac/Riesentoter members may be postmarked no earlier than June 10th, 1986.
- Send To:** Jane C. Stolper, 1504 E. Grand Oak Lane, West Chester, Pa 19380.
- Other:** Registration materials, and information on accommodations near the track will be mailed approximately 3 weeks before the event.

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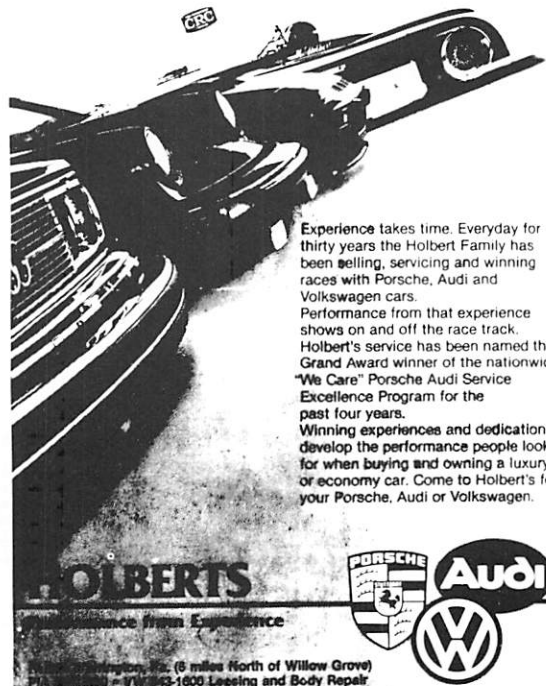


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State: ..... Zip: .....  
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Porsche Model: ..... Year: ..... Modifications: .....

**Second Driver**

Last Name: .....  
First Name, Initial: .....  
Street: .....  
City: .....  
State: ..... Zip .....  
Home #:( ) ..... Work:( ) .....  
PCA Region: ..... Preferred Car #: .....

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Last school: When?..... Where?.....  
In what run group? begin. interm. advan. instr.  
# of events at Watkins Glen: ..... All tracks:.....  
Other high speed experience: .....

**Second Driver Experience**

Years in this car: ..... In other Porsches: .....  
Last school: When?..... Where?.....  
In what run group? begin. interm. advan. instr.  
# of events at Watkins Glen: ..... All tracks:.....  
Other high speed experience: .....

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**TENTATIVE 1986 EVENT CALENDAR**

These events are subject to change and more will be added. Check the calendar on the back page each month for updates. For further information on an event, contact the chairperson of the proper committee. Events not sponsored by RTR require contact with the proper club. It is important that you respond early for any event as many fill on the first day of registration.

Events at Watkins Glen, Summit Point, Lime Rock, etc. are all high speed, and when sponsored by a PCA region, are classified as a High Speed Driving School.

All events are PCA regions unless marked with an "\*".

Prior to RTR driving events, we will hold a tech session to check out your car. Watch for the time and place.

<u>DATE</u>	<u>PLACE</u>	<u>SPONSOR</u>
MAY 24	Summit Pt	Potomac
26	Heckman's	RTR
30-31	POCONO	NNJR
JUN Early	TBA	RTR autocross I
1	POCONO	NNJR
21-22	Summit Pt	RTR <u>PATTS</u>
JUL 4- 6	Mosport	NNJR
17-18	Watkins Glen	RTR & Potomac
23-24	Lime Rock	Northern NJ
25	Lime Rock	Schattenbaum
AUG 3- 9	Portland ME	Porsche Parade
14-15	Lime Rock	Connecticut Valley
17	Camp Hideaway	RTR picnic
Mid	TBA	RTR autocross II
22-24	Watkins Glen	NNJR (Closed?)
SEP 4	Lime Rock	Metro NY
4- 5	POCONO	NNJR
6- 7	Summit Pt	Potomac <u>PATTS</u>
19-21	Bridgehampton	RTR/SHATT - TENT!
19-21	"	OR RON FOX
28	Harrisburg	PORSCHE/CORVETTE autocross
OCT 17-19	Charlotte	Potomac (Tentative)
23-24	Lime Rock	CVR
25-16	Summit Point	NNJR
30	Lime Rock	* High Performance Drivers Club
31	" "	Hudson Champlain
??-??	Bridgehampton	Metro NY - PATTS
NOV 1	Lime Rock	Schattenbaum
7- 8	" "	CVR
15-16	Summit Pt	RTR/Potomac

**AUTOCROSS PHILA/HARRISBURG SCCA**

These are SCCA not PCA events and are subject to change. For more info, contact Russ Hunsberger, our Autocross chairman.

<u>DATE</u>	<u>PLACE/SPONSOR</u>
MAY 18	Gloucester County (BMC)
25	Harrisburg
25	Northampton County
JUN 15	Harrisburg
22	Plymouth Meeting
22	Harrisburg
28 & 29	Harrisburg - Pro Solo
29	Gloucester County (BMC)
JUL 13	Northampton County
20	Harrisburg
20	Gloucester County (BMC)
27	Harrisburg
AUG 6	Northampton County
9 & 10	Harrisburg, NE Div Champ
17	Harrisburg
24	Gloucester County (BMC)
SEP 7	Plymouth Meeting
14	Gloucester County (BMC)
15 thru 19	SCCA Nationals, Kansas
20 thru 21	Pro Solo Finals, Kansas
OCT 19	Gloucester County (BMC)

**PCA CLUB CONTACTS**

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 518-664-5289

**Metro NY - New York City**  
 Doreen Ventura  
 84 Berglund Ave  
 Staten Island, NY 10314  
 718-698-0428

**NNJR - Northern New Jersey**  
 Richard Schmidt  
 29 Fair View Ave.  
 Hartland NJ 07506  
 201-423-1770

**POT - Potomac**  
 Dan McChesney  
 10407 Mountain Quail Rd  
 Silver Spring, MD 20901  
 301-681-3712

**SHATT - Schatttembaum**  
 Peter Tremper  
 450 Glassboro Rd  
 Clayton, NJ 08312  
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# RIESENTÖTER REGION

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687-9574 (H)

MEETINGS are normally the last Wed of every month. The time, place, and topic for the upcoming meeting is printed in DER GASSER.

CLASSIFIED and ARTICLES. Ads are FREE to members and \$10 per issue to others, and are NOT automatically reprinted. Articles and/or pictures dealing with RTR events, Porsches, or topics of general club interest are welcome. Articles should be type written (we have to be able to read them to re-type them into the computer), and between 200 to 800 words in length. Pictures should have good contrast and be 3 1/2 x 5, color or black and white. The deadline is the 1st of each month and can be given to the editors at the meeting or mailed to the address listed under the EXEC committee.

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- '84 944 Copenhagen Blue, grey/beige Porsche cloth sport seats, 15" 7s & 8s w/P6, limited slip, a/c, p/s, stabilizer bars, side molding, Blaupunkt, 3k miles. Bill Cooper 362-2770

- '84 Mercedes-Benz 280GE Gelandewagen 4WD cross-country vehicle. 5 door, auto, Silver w/deluxe cloth Recaro interior, all options, 25k miles, immaculate. A. Rosen 794-3433

- '83 944 rare Sienna Red met/brn lea, Blaupunkt, sport susp, S/R, A/C, Porsche mats, side moldings, wheel locks, etc. always garaged & covered, no smoke or snow, mint 6900 miles \$19,900 OBO. Rudolph Peritz 635-4380 (h)

- '81 924 Silver, sport seats, am/fm cass, alarm, Comp T/As, 48k miles, excellent condition. Kurt Fredrick 398-8611(w) 967-6088(h)

- '74 911/930 Coupe. Complete restoration & modifications done by Porsche dealer with genuine Porsche parts. 2500km since total rebuild. \$25,000 Joe Moore III 455-3700

- '73 Mercedes 350SL (450) Orient Red w/tan leather & sheep skins, stereo cass, A/C, both tops, 4 alloy & 5 steel wheels, P77 all season + mounted snows, bunches of spares + NEW: soft top, brake master cyl, power booster, and front calipers, shocks, front end bushings, door and trunk rubber, etc, etc. 100k miles, well maintained, service records. Uses leaded gas and VERY fast. Spring is here and so is the Quattro. Vicki O'Connell 687-9574(h)

- '72 911T coupe mech inj, burgundy/black, no winters, fresh: paint, motor, & trans, rest is 90% new. Fastest, cleanest, street-driven '72 around. \$13,500. Vern Lyle 679-9262

- '72 911T coupe totally restored, \$20k invested, concours condition, everything new, 2nd owner, white/black, all service records. \$14,200, Alicia Somers 527-6565

PARTS FOR SALE

- Pirelli P-77s (2) 195/60x15 all weather, will fit 944 etc. Michael Stolper 696-6018 (h)

- 914 5 1/2x15 Fuchs alloys, w/lugs \$400.00.  
- 914 brakes, struts, Koni shocks, & assorted junkie. Larry Herman 233-5845

- 914 5 speed '71, 70k miles, rebuilt at 60k, probably ok. \$300 obo. Bill O'Connell 687-9574

- 911 parts Blaupunkt Bamberg AM/FM/SW/LW radio w/cass and recording system, 2 frt and 2 rear speakers  
- Brown leather turbo wheel  
- 2.2E ign distributor heads 5 P/Cs  
- York A/C compressor York/Sanyo adapter Offers. Bill Cooper 825-5257(w) 362-2770(h)

- 944 Weltmeister springs front coil, 210 rate, street/comp, lowers car 1 inch \$50.  
- Factory forged alloy 16x6 wheels, 2 @ \$75 ea. Al Anderson 275-8605(h)

- Fuchs factory alloys 2 sets; 7 & 8" w/ 205 & 225x16 Pirelli P7 less than 2k miles on both sets, perfect.  
- Factory front valance s/integrated fog lights and spoiler for 911 Turbo body  
- Seats factory black leather sport seats from Carrera, perfect.  
- European 911 Turbo muffler w/less than 2k miles, complete. Andy Rosen 794-3433

PARTS WANTED

- 911 6x15 Fuchs alloys. Larry Herman 233-5845

- 911SC or Carrera motor, any condition Bill Cooper 362-2770 (h)

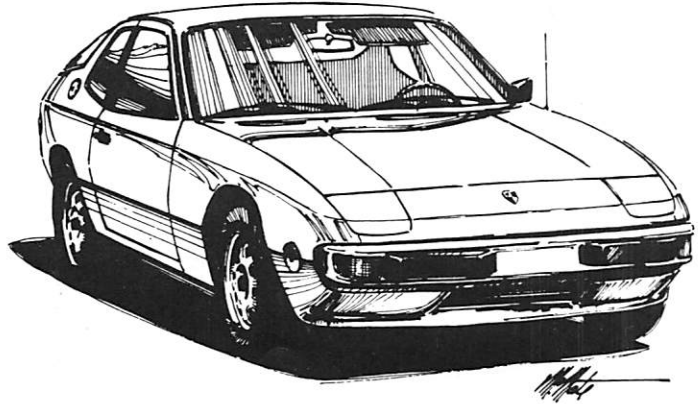
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WANTED: Good meeting site. We are looking for a place to hold our regular meetings. If you can be of some assistance, please contact John Heckman or any officer.

SWEATERS, hand knit with large Porsche emblem, all sizes, call for details. Chris Galbraith 644-4911 (w) 644-9079 (h)

CAR PHONE, portable phone in briefcase with rechargeable batteries, 3 antennas; magnetic, glass, and briefcase mount, D/C power cord. Includes phone number. Retail \$3,200, sell for \$1,900 OBO call for details on this once in a lifetime offer. Bill O'Connell 687-9574




Heat waves shimmer off of the track as you sweep out of the esses and start the long climb up the gently sloped back straight. The bright blue guardrails serve as blinders to focus your vision on the distant turn. 100, 110, 120 mph and more, you rush headlong towards the tar strip that you always use to judge your braking point. The corner markers flash past. Lesser drivers would be comfortably on the brakes by now, but you strive for that extra 40 or 50 feet. The front tires thump over that tar strip as you stand hard on the brakes. The nose of the car practically scrapes the road and the front tires chirp in protest of the tremendous braking forces. Your eyes scan around the upcoming right-hand turn, checking for traffic, but not for the exit, because the turn sweeps down and out of view - the CLASSIC BLIND APEX! You downshift reflexively, and picking up the reference points that will lead you to the apex, turn-in at the first phone pole. Getting back on the gas, you slowly press it to the floor as you follow the repaved strip of road. Past the second pole, you are half-way around the corner and accelerating hard. Moments later, there is your apex point, and the exit of the turn. Almost magically your line has brought you right to the apex and then out to the edge of the track; all under full power! Racing down the hill, the next corner appears; a diving left-hand sweeper with another blind apex. Then, an uphill hairpin, also blind, followed by another straight.

This is Watkins Glen. A beautiful 3.7 mile road course laid out in the rolling hills of upstate New York. Unlike any other track that you have ever been on, it rises and falls majestically and it's sweepers and blind apex corners will challenge your ability all of the way around the track. All of the greatest drivers in the world have raced here - Stewart, Moss, Clark, Hill, Fittipaldi, Andretti and many others. This track is steeped in history, and now is your chance to drive here too. Exhilarate to the unending acceleration up the long back straight. Test your meddle in the diving left-hander, and in the uphill off-camber turn. The Glen is the consummate drivers track - it separates the men from the boys, women from girls, and the truly fast from everyone else. July 17 and 18. Don't miss it!

A track like the Glen epitomizes the importance of proper corner entry. It tests your judgement, observational skills, and knowledge of the proper line. By not being able to see the apex, you have to rely on reference points to drive the line. These points are used for braking, turn-in, throttle application, and proper arc. Not being able to see the apex point prevents you from making unnoticed corrections to a poor entry line. If your line is wrong, you will come out in the wrong place, and will have to make drastic corrections to clip the apex point. But, if your line is right, you will know it! I think that after running on a track like the Glen, you will tend to use reference points more in your driving on tracks where the apexes are visible. And this tends to make your driving more consistent.

These reference points are also very necessary in learning

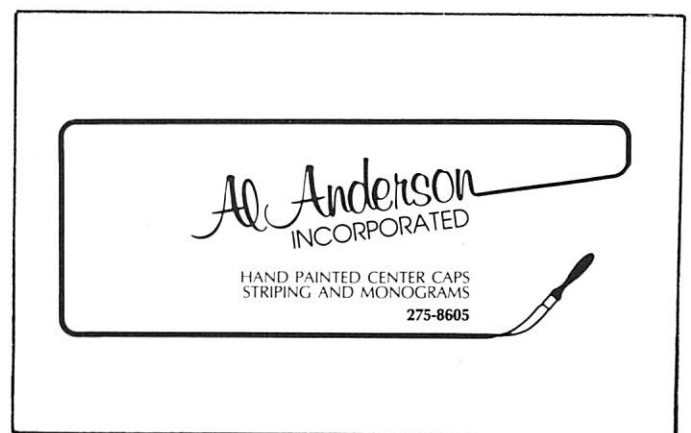
how to enter a corner. This is the last part of driving a corner, and it ties braking and late apexing together. In my last article you will remember that the object of braking was to be at the proper speed, in the proper place on the track to turn-in to the corner. The object here is to make a smooth transition from braking to cornering, and turn the car into the corner so that you can step on the gas and start accelerating as soon as possible. This is the part of the track where you will be maximizing the cornering power of your car, and driving the tightest arc. It is also the point at which the car will be most unstable, because of the dual change in attitude of the car; from straight line to cornering, and from nose-down braking to nose-up accelerating. It is important to learn what is happening to the car here, and how to minimize the unstablizing forces. When you are braking, the nose of the car is heavy, and it will be very responsive to steering input. The rear of the car is light, and somewhat "loose". As you release the brakes, the nose will still be heavy, and this is the best time to turn into the corner, when the front tires can generate maximum cornering force. HOWEVER, the rear of the car is light, and when you turn into the corner it will become LIGHTER! This further lightening of the rear occurs because the car will pitch forward on the outside front tire when you turn-in. But it takes time for the suspension to compress. BEFORE this happens, you must step on the gas! This will transfer weight to the back of the car, improving the grip of the rear tires, and voila, the car magically becomes stable again. The instant in which you step back down on the gas is very subjective, and can be learned only through feel. For starters, when you turn the wheel, the rear will become queasy, and that is the instant that you should step on the gas. This does not mean that you should necessarily floor it, but you should use enough throttle to shift the weight to the rear of the car. From this point on, you should be constantly pressing harder on the gas; the rate determined by the corner, your car, and your ability. As your skills improve, you can use the weight shift of the car to your advantage, and by altering when and how hard you step back on the gas, you can actually make the car handle better. Next month we will continue with ENTERING THE CORNER.



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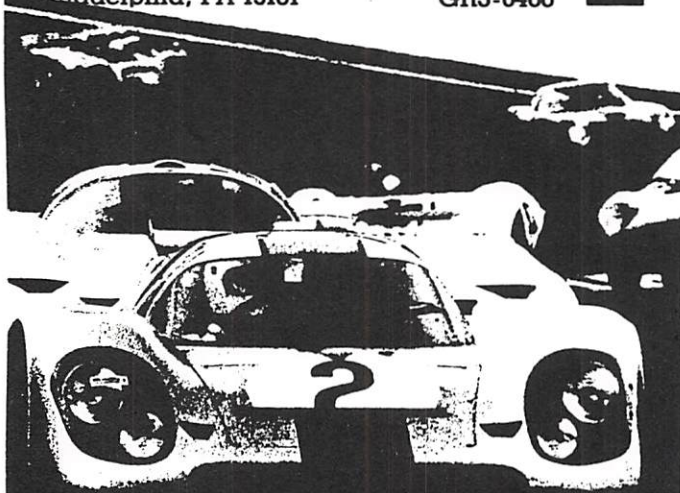
5/24: POTOMAC; at Summit Point  
 26: Rally at Heckman's  
 5/28: AUCTION, GEO WASHINGTON N-TOWN  
 6/Early: Autocross event I  
 21-22: RTR at Summit Point  
 7/17-18: RTR/POTOMAC at THE GLEN  
 8/17: Summer Picnic; Camp Hideaway  
 Mid: Autocross event II  
 9/6-7: POTOMAC, Summit Point  
 19/21 RTR/SHATT, Bridgehampton  
 28: PORSCHE/CORVETTE CHALLENGE, Harrisburg  
 11/15-16: RTR/POTOMAC at Summit Point

June  
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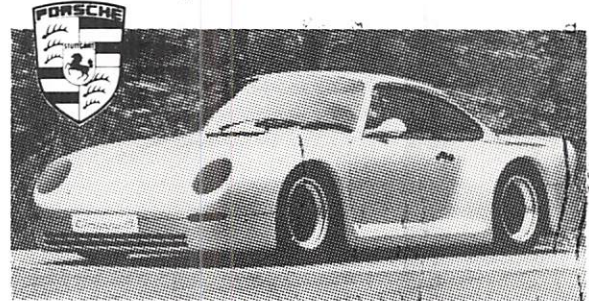
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