

DER GASSER

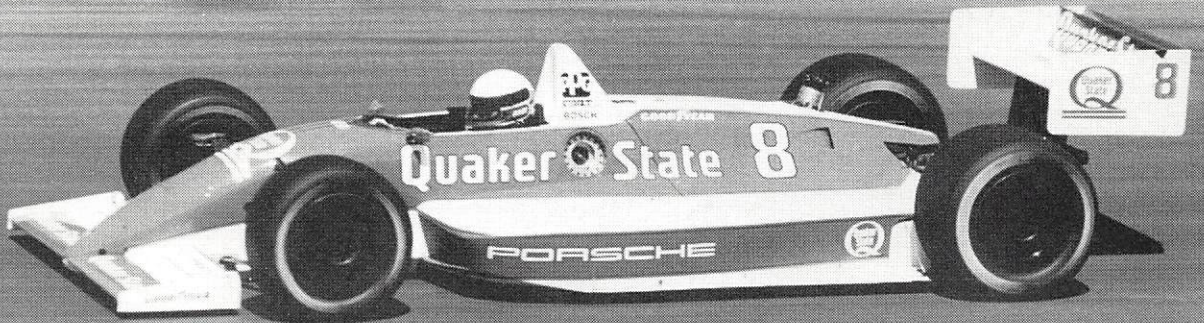


Riesentoter Region PCA

September 89

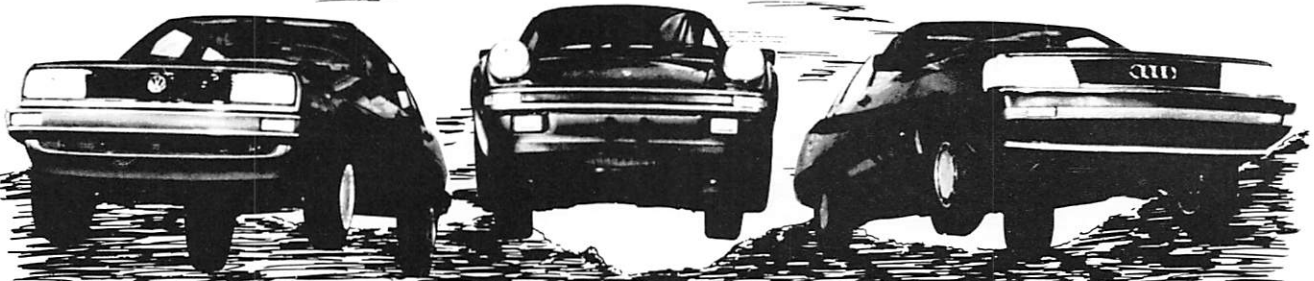
Mid-Ohio

Sept 3, 1989



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President's Message Bob Russo

September - the end of the warm weather is near! Soon the famous words, "When the frost is on the pumpkin, that's the time for apple (or whatever else you prefer) dunkin'", will be heard. (Anyone interested in hearing the ditty in its entirety can see me at the next meeting!) Although the coming cold weather brings an end to many of the car-related Club activities, it does not mean that the Club stops functioning and providing Club members with things to do. True, autocrossing and track events cease, but the social activities will be going strong. We plan to try another rallye, rally, ralley. This will be a "gimmick" type ralley and that means that anyone can win - you need absolutely no ralley skills!

The Oktoberfest is taking shape (details elsewhere in this issue). We are going to a new site; it's a German Club, but it has a name that everyone can pronounce! We have planned it on a Saturday night so that everyone can stay out late and not have to worry about getting up for work (unless you are a priest or something!) We will have the normal Oktoberfest food - beer and sausage-shaped things with cabbage and potato salad. (You won't have to worry much about oversleeping on Sunday morning!) We will also have the Election of Officers, and the Auction. This is definitely not a serious auction. Rarely are things sold for more than a dollar or two, and most are sold for a quarter or so (just ask the Wegers). However, you will buy something, whether you want it or not!!! You are invited

(actually I'm begging you) to bring something to be auctioned. Any Porsche-type part or item that you want to get rid of is eligible. There have been some "sealed grab bags" in the past, and some rather odd and suspicious items have mysteriously appeared on the block! The bidding is quite simple - you just raise your hand, or blink your eye, or breathe, or make any sort of motion that the auctioneer deems a "legitimate bid". It's all in good fun and after a sufficient quantity of beer you really won't mind bringing home that totally useless, grease-covered part that Bob Koerbel was trying to get out of his powder room sink!! Some people have been known to bid against themselves and in the end, buy the part they brought to the auction! Plan to attend - this should be a night of good friends sharing good times. We plan to keep the costs to a minimum and the fun to the maximum. More about this next month.

The Christmas Banquet plans are in the works with the usual festive happenings. For those who may never have attended the annual Riesentoter Christmas Banquet, you should know that in addition to good times, fine food and great people, there are a number of trophies awarded for "outstanding" performances throughout the year. These performances range from service to the Club, to "screwing up" and everything in between. There is an explanation of the awards elsewhere in this issue. We are currently deciding who gets what, so if you have any ideas about the awards, please contact Bill O'Connell or myself.

Message (continued)

There are still openings on the 1990 Executive Committee. Please don't be afraid to volunteer!! It is the way to get involved! As someone who was asked to fill a position said, "That is one way to get what I want from the Club!" That really tells it like it is - remember that this is YOUR Club!!! I hate to keep repeating that, but it's true! Now for the bad news; I have decided to subject you to another year of corny humor, some bad jokes and incessant stories!! But you still have time to prevent this from happening!! Just call me or Bill O'Connell and volunteer yourself or a friend for the Presidency - it is not too late! I would not be upset or disappointed if someone else would like to try their hand at running the Club. Some new blood and ideas could be very beneficial. Honestly, I have no problem with anyone wanting to do this next year.

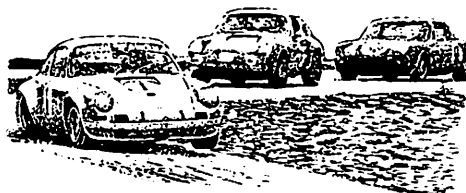
Tech Wrapup

Bob Patton

Nineteen people attended the recent Tech Session at Rosemont Porsche. Many were there for inspection for Pocono, others to change oil, shocks etc, and Fred Matolicz arrived on a flatbed so he could change the clutch slave cylinder,

By popular demand, the seminar on proper brake bleeding was repeated, since this is a requirement for track events.

We have purchased eight Riesentoter Tech Stamps to be used on the Tech forms by recognized independent shops. All cars going to track events must have either this stamp or one from an authorized dealer. A list of stamp holders will be published next month.



Important Info

ARTICLES AND PHOTOS submitted for publication are encouraged. We do reserve the right to edit for space considerations.

DEADLINE IS THE MONTHLY MEETING, FOR PUBLICATION IN THE FOLLOWING MONTH'S ISSUE. TO ASSURE THAT DER GASSER CAN BE MAILED IN THE THIRD WEEK OF THE MONTH, THERE WILL BE NO EXCEPTIONS TO THIS POLICY.

ADDRESS CHANGES to be sent to Jim Hartman, the Membership Chairman.

CLASSIFIED ADS are free to Porsche Club members, \$10 per insertion to others. Limited to Porsche cars, their parts, and Porsche-related items only, please.

For Commercial Advertising Rates, please contact the Editor.

A publication of Riesentoter Region, Porsche Club of America, DER GASSER may contain author's opinions which are not necessarily those of RTR or PCA.

NEXT MEETING

SWEPCO OIL PRODUCTS

***September 27, 8:00 PM, Valley Forge Hilton
Route 202, 2 miles north of Valley Forge Exit***

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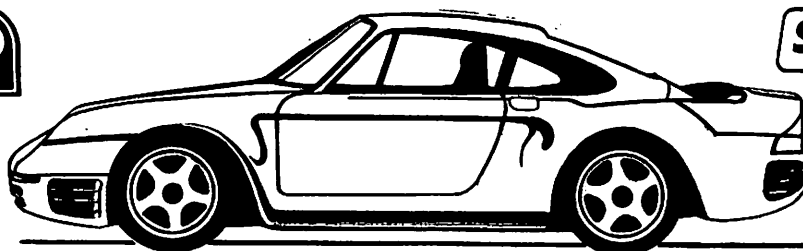
Bruce Anderson in PANORAMA

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SEPTEMBER

- 17 - Riesenotter Autocross, Rex Carle, 363-7044 days, or Art Rothe, 363-0775
- 15-17 - Chesapeake Challenge
- 16-17 - Zone 1 AX, Wallkill, NY
- 17 - BMC AX, Gloucester County
- 17 - Lehigh Valley AX, Trexlertown
- 23-24 - Giant's Despair Hillclimb
- 27 - RTR General Meeting - Swepeco Oil Representative, see page 5

OCTOBER

- 1 - SCCA AX, Plymouth Meeting
- 1 - Gathering of Friends Concours, Jersey Shore Region
- 7-8 - Weatherly Hillclimb
- 7-8 - Zone 2 Gathering at Summit Point Vintage Races
- 8 - BMC AX, Gloucester County
- 14 - Oktoberfest Pre-Registration Deadline
- 14-15 - Autumnfest Weekend, Blue Ridge Region, Roanoke
- 15 - RTR AX, TO BE RESCHEDULED, STAY TUNED
- 15 - SCCA AX, Plymouth Meeting
- 22 - SCCA AX, Plymouth Meeting
- 25 - RTR Oktoberfest, Auction, and Election of Officers

DECEMBER

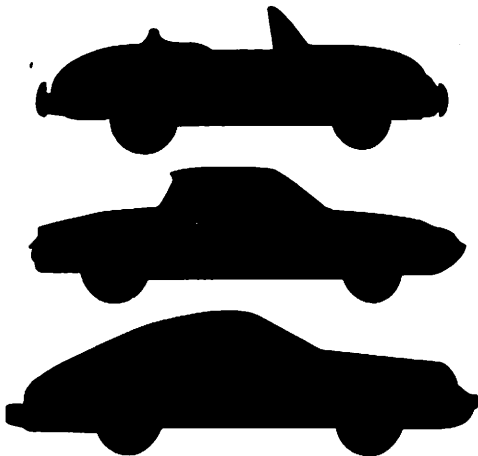
- 2 - Christmas Banquet

Club Contacts

Local SCCA, three remaining events, Plymouth Meeting Mall (behind Ikea) call Kim Fleischer, 935-1993

SCCA Hershey Park, at the Visitor's Center of the Chocolate Factory, Dave Walter, 717-432-4018

Brandywine Motor Club, Gloucester Co. Comm. College, South Jersey, Harry Smith, 302-836-3304



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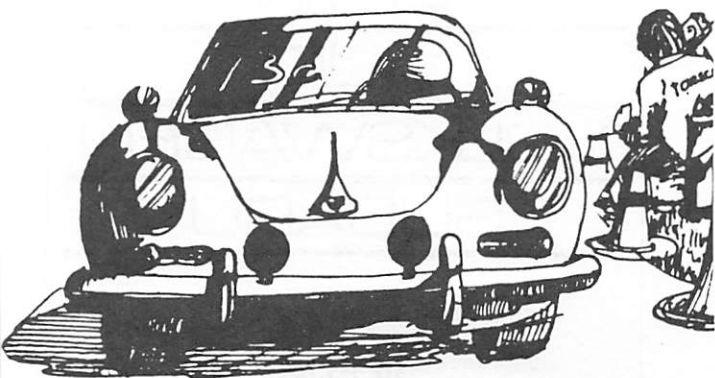


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Welcome New Members

By Jim Hartman

John Back Strafford	74 911 Targa
Courtland Dunn, Jr Kennett Square	84 911 Carrera
John Fizzano Media	89 Carrera 4
Jay Hayes Lansdale	72 911T
Charles Jenkins King of Prussia	74 911
Aris Petropoulos Radnor	77 911
Dave Rees Wyomissing	88 911 Cabriolet
William Spurlin Hatboro	77 911S
Leonard Van Gulick Easton	87 944S
Jeffrey Voluck Philadelphia	88 911 Turbo
Joseph Zglinick Phoenixville	72 914
Brian Dunbar Allentown (Transfer: Central Penn)	75 914



Member Revs

Many new members are trying the offerings of the Club, and during these finishing months, those who think they would like to try an AX or Drivers School should do it!

New members at the Watkins Glen event included Kam Ho with his 87 924S, Lou Broyles in his 73 914, and Russ Kaller with his 79 930, a 3.4. Awarded Most Interested was Ron Whitcraft, who came all the way from the Lancaster area just to see what we were doing. Next time we expect to see his 928 on the track.

Early Congratulations to Catherine Caldwell and Bruce Ferretti, who have announced a September wedding. They hosted Riesentoter's wonderful Spring Social at Belle Terre.

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Exec Committee Minutes

By Vicki O'Connell

July Minutes:

Low attendance at events; need to better publicize, have better Exec support; possibly have events for novices only.

Christmas Banquet at Homestead 12/2, only holds 108. Coopers to check out other places.

Glen should make +/- \$5000; dinner afterwards is on the schedule, after discussion about confusion over whether Exec wanted this or not. Will try to limit our losses by setting a limit of 75 people. Will get dash plaques for event, and Summit and Pocono as well.

Bill O'Connell will be greeter at next meeting, Paul Margaritis will assist.

August Minutes:

In attendance; Vern Lyle, Betsi Leidy, Paul and Sybil Margaritis, Bob Patton, Rex and Lisa Carle, Jim Hartman, Al and Sonny Anderson, Jim Confer, Bill and Vicki O'Connell, Bob Russo, and guests, Janet and Jerry Weger.

Discussion on the Swap Meet billed as a "Riesentoter" event in a recent flyer; Bob Russo to contact the organizers for more discussion.

Oktoberfest dinner on Saturday the 21st to begin early to allow time for the auction. Costs to be kept to a minimum.

September meeting; Cal Cutter from Swepeco Oil; try to hype meeting in newsletter.

Treasury around \$9,000 with some bounced checks from track events, Al to contact.

Discussion about our track events being too lax: purpose is to teach; insurance waivers must be signed; must be an assigned Chief of Tech; overall organization must be more strict. Tech stickers for authorized inspectors; two torque wrenches will be purchased for tech; need certified instructors; possibility of sharing Mid-Ohio with Allegheny.

Autocross; purchase 4 CB radios

Membership; list to be discussed and voted on at meeting.

Ralley possibly November 12.

By Laws changes to be voted on at August meeting.

Raffle: extend to Oktoberfest, look into cost of advertising in various places.

Pocono; not many sign-ups as yet.

Dick
HORRIGAN

PORSCHE

BMW

AUDI

VOLKSWAGEN

SUBARU

1015 Lancaster Ave.
Reading, PA 19607
215-777-1500

Rap at Idle

The Editor

It may be a good idea to start thinking about your nominees for the various year-end awards. You know, the Exec Committee makes the final choices for these awards, but the winners should be determined by input from other members.

First, there is the Riesenotter Award, a beautiful silver bowl which is given to the person who has expended the most effort in furthering the goals of the Porsche Club, and thus personifies the Spirit of Riesenotter. Most of the time in the past, any Club officers were excluded, since they all have volunteered to do their jobs. Only when their contribution was clearly above and beyond the call of duty were they considered for this award. Who do YOU think deserves this prestigious symbol of recognition?

The William C. Schmidt Broken Crankshaft Award was originated by an avid autocrosser upon his retirement, and goes to the Most Improved Novice Autocross Driver.

An award is also given to the Most Improved Driver in the Driver Education events.

The infamous Tattered Helmet was first "won" by Howard Reed, who purchased the very first 914 in our region. This is awarded to the person who somehow distinguishes themselves in a less than glorious manner. Check out the names on this helmet and ask them how they got there!

The Mighty-Nitto Award was started by the Lyle's, after they won their first autocross in a just-purchased car equipped with Mighty spark plugs and Nitto tires, neither one a recognized go-fast goodie. This goes to the person who Makes the Best of a Bad Situation.

While it's true that Riesenotter car-related events shut down for the winter, there are autocrossers who cannot tolerate withdrawal like that and run right up until Santa Claus comes. Dates will soon be available for the Fall Series at Hershey, possibly starting in late October. The courses are usually long, requiring 3rd gear once or twice; the surface is good, and the events run smoothly. They do run open heats, so you need to get there early to register. More details later, so keep this in mind. It's a good way to stay sharp during the winter doldrums, and it gives you a hell of a jump on your competition at the first event of next year. Not to mention the tire testing and suspension adjustments you can make over a six-event series. You know, it's funny that the people you see at these events are the same people who win their class at Riesenotter and SCCA events. Nuff said?

The Raffle of the 944 has been postponed until (hopefully) the September 27 general meeting at the Hilton. On August 20, the original date for the drawing, not enough tickets had been sold to give the hospital much of anything. The new minimum number of tickets that must be sold before the drawing will be held is 750, and a real push by all of us is needed to reach this number before the September meeting.

If you did not buy a ticket for yourself, you might reconsider the new odds you have of winning. You also might consider Riesenotter's reputation if we have to back out of this promotion. And last, but certainly not least, you should reconsider the primary reason for the whole thing - to give some measure of hope to those little kids at St. Christopher's.

Buy your ticket now, and sell some to your friends!

OKTOBERFEST 1990

First German Club Phoenix
301 Bristol Road, Feasterville



SATURDAY, OCTOBER 21, 1989

Doors open 7:00pm Dinner served 7:30

MENU

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Directions: Pennsylvania Turnpike to Exit 28 (Rt 1 Philadelphia).
Take Rt 132 (Street Rd) West to Bustleton Avenue.
Right onto Bustleton (Rt 532) at the Exxon Station
Within 1/2 mile, turn left into Bristol Rd, just after
the nursing home.
Phoenix is about 1/2 mile on right just after the narrow
turning underpass.
Call Bob Russo, 215-674-4756, with any questions.

**THE NOMINATING COMMITTEE PRESENTS:
RIESENTOTER REGION SLATE OF OFFICERS FOR 1990**

PRESIDENT-----BOB RUSSO

VICE-PRESIDENT-----BILL O'CONNELL

SECRETARY-----JANET WEGER

TREASURER-----JIM HARTMAN

EDITOR-----VERN LYLE

SOCIAL-----PAUL AND SYBIL MARGARITIS

TECHNICAL-----GERRY WEGER

AUTOCROSS-----LISA AND REX CARLE

DRIVER'S SCHOOL-----BOB LAMB

MEMBERSHIP-----JOHN WILLIAMSON

AS ALWAYS, NOMINATIONS ARE OPEN UNTIL THE END OF THE SEPTEMBER MEETING.

Autocross 89

Lisa Carle

Two events remain in this year's RTR AX season, and competition in many classes is definitely heating up. Remember, you can drop one race result - only the best four finishes will be used to calculate your series point total. So even if you've missed an event, you can still be competitive. We are working on some challenging courses for the end of the season; come on out and try them and let us know what you think (no profanity, please). As always, the events get underway with Registration at 9 am, Drivers Meeting at 10 and the First Car Off shortly thereafter. Check out the adjacent map.

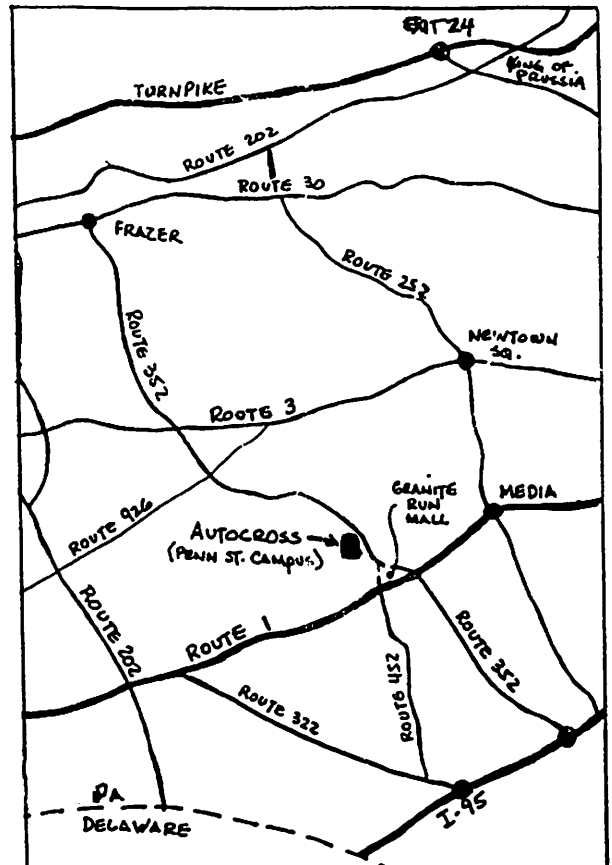
In our never-ending attempts to improve the quality of our AX program, we will be searching for new sites for next year's series. A suitable site would be large and open, relatively free of islands, and vacant on Sundays. If anyone has a lead on such a spot, get in touch with Rex or me and we will be happy to research your lead. Please help us all out if you can!

We've been lax this year in not giving adequate attention to one of the highlights of the AX season, the awarding of the William C. Schmidt Broken Crankshaft Award. This trophy is given annually to the Most Improved Novice Autocross Driver. The names of some of our Club's best drivers grace this prestigious trophy: Axel Shield, Betsi Leidy, Ron Lego and Dave Donahue. I can tell you from first hand experience that it is quite an honor to be selected for this award.

We have had many competitors in the Novice category so far this year. You still have two events left to come out and impress our judges.

It's necessary to mention that you don't have to win the Novice class to win the Crankshaft. Novices are indexed against the corresponding open classes and many fine novice drivers come up against excellent veterans in the open classes. It's your driving skill that the judges are watching, so come on out and show us what you've got!

WE ARE ATTEMPTING TO RESCHEDULE THE OCTOBER 15 DATE DUE TO A CONFLICT WITH A RESCHEDULED SCCA EVENT. OCTOBER 29 HAD BEEN SELECTED, BUT OUR SITE IS NOT AVAILABLE. WE WILL ANNOUNCE THE DATE ASAP.



AX 89 Point Standings

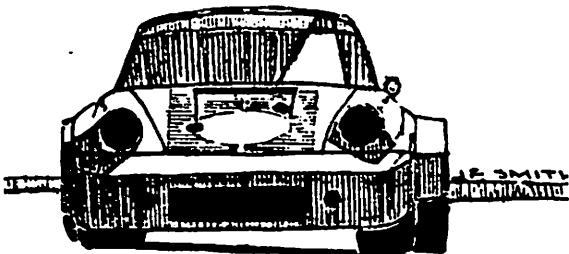
Series points after three events:

	5/14	7/9	7/30	Totals
A - John Williamson	9	4	9	22
A - Paul Swartz	-	9	-	9
A - Rex Carle	-	6	-	6
B - Rex Carle	9	-	9	18
B - Bill Miller	6	9	-	15
B - Ron Lego	3	-	6	9
B - Stuart Cerato	-	6	2	8
B - Paul Margaritis	4	-	3	7
B - Wayne Richardson	-	-	4	4
B - Mike Wolkov	-	3	1	4
B - Chris Beery	-	4	-	4
C - Don Paterson	9	9	-	18
C - Bob Patton	6	6	-	12
C - Mark Schnoerr	-	-	9	9
C - Skip Chalfont	-	-	6	6
E - Vern Lyle	9	9	-	18
E - Art Rothe	2	4	9	15
E - John Crowley	6	2	4	12
E - Gerald Weger	1	-	6	7
E - Doug Paradis	-	6	-	6
E - Jeff Brok	3	3	-	6
E - Scott Sylvainus	4	-	-	4
F - Larry Lewis	9	9	9	27
G - Skip Chalfont	-	9	-	9
L A/B - Lisa Carle	9	4	6	19
L E - Melody Lyle	-	9	9	18
L E - Betsi Leidy	6	6	-	12
L C - Janet Weger	4	3	4	11
NM C - Darwin Ottolini	-	9	6	15
NM C - Ernie Fink	9	-	4	13
NM G - David Weld	-	-	9	9
NM E - Fred Matolicz	4	-	3	7
NM B - John Hlywak	3	1	1	5
NM E - Denny Waldman	6	-	-	6
NM E - Scott Clipp	-	6	-	6
NM C - Scott Torreng	-	4	-	4
NM A - Peter Fiori	-	3	-	3
NM B - Don Applestein	-	-	2	2
NM C - Luigi Cianci	-	2	-	2
NM E - Kam Sun Ho	-	-	1	1

Track Dates

<u>DATES</u>	<u>TRACK</u>	<u>REGION</u>
9/23-24	Summit Point	POT
9/23-24	Rockingham	BLUE RIDGE
9/29-30	Bridgehampton *	METRO
9/30	Pocono	NNJR
9/30	Mosport	Rennsport
10/1	Mosport	Rennsport
10/1	Pocono	NNJR
10/1	Bridgehampton	METRO
10/19-20	Lime Rock	CVR
10/20-22	Bridgehampton	NNJR
10/26	Lime Rock	CVR
10/27	Lime Rock	H-C
10/28	Lime Rock	SCHATT
10/28-29	Mid-Ohio	POT
11/2-4	Lime Rock	CVR
11/3-5	Bridgehampton	FOX
11/10-11	Bridgehampton	METRO
11/18-19	Summit Point	POT

* - Professional Flagging



Club Contacts

Connecticut Valley, Jim Russel,
203-456-7316 (8 to 10 pm)

Ron Fox Enterprises, 201-669-9650
(evenings 8 -11, and weekends)

Metro New York, Len Deutsch,
212-628-1704

Hudson-Champlain, Frank Ambrosino,
518-377-9292 (days)

Potomac, T.R. Pierce
703-370-1994 (evenings)

Schattenbaum, Bob Carrington,
215-321-0767 (days)

Northern New Jersey, Bob Winer,
201-292-9681

Rennsport, Michael Moss,
613-726-0999

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Track Safety

Bob Lamb

There have been a few incidents of car damage this year at track events; fortunately, no injuries have resulted. The track operators, particularly at the Glen, are getting concerned about this situation. The concern stems from the fear of a lawsuit.

It costs \$5-10,000 to rent a track for a weekend. While this is found money for the tracks, it is not a large sum relative to the risk of a lawsuit. The fact that we sign a very broad release at each track does not preclude a person from filing a lawsuit. Even if the law is on the side of the track, once the suit has been filed, it has to be defended. Judges and juries tend to have sympathy for injured people, irrespective of the law. The fees associated with defending a suit can reach \$25-50,000 in the blink of an eye. The time spent by an organization and its management getting prepared for depositions, reviewing and organizing documents and getting its lawyers up to speed is very great. The process is so draining, unpleasant and expensive, the mere possibility of becoming embroiled in a lawsuit causes emotional pain. I know. I have been there in my own business.

With these expensive fears being reinforced by corporate counsels, especially in the case of the Glen which is owned by a foundation sponsored by the Corning Glass Works, they are seriously worried about their exposure if and when they lease the track to car clubs such as ours. What this means is, if people do not stop hitting the guardrails and other barriers at the Glen, we may very well be denied future use of the track.

The idea of a track warning us not to crash our cars is curious. Who would want to bang up their car in the first place? I suspect nobody wants to, however, in ignorance or stupidity or the euphoria of driving on a great track, perhaps people sometimes do not concentrate enough on staying within the limits of themselves and their cars.

Why do the track operators not worry about suits from racers? There is an unwritten rule among racers that they will not sue. However, if they did, they would probably lose, due to the law and precedent. The legal defense costs are the same, but the revenues from races are great enough to justify the risk of a suit.

In the event of a personal injury with car club driving school participants who come from all walks of life, who knows what might happen? We all see plaintiff's attorneys' ads saying; "Were you injured in an accident? You may be entitled to benefits, call us. Remember, there is no cost to you unless and until your claim is settled." With this kind of public attitude in place today, an injured person is economically stupid not to sue. He has no economic risk and if he wins, it is better than winning the lottery. The odds are much better.

Whether or not you are in sympathy with this state of affairs, it affects your life in many ways. Lawyers and insurance companies are setting rules for work and play. We are going to be forced to be prudent and safe. It may, in the process, make life less fun, but that is the way it is. Thus, if we do not want to lose the opportunity to learn and play at tracks like the Glen, we have to stay within our limits and off the guardrails.

PIR, Nazareth, PA

Bob Lamb

I have wondered for some time what a PCA Driver's Education Event might be like on an oval track. I had the opportunity to participate in one conducted by the Northern New Jersey region in early August. Why would anyone want to drive a Porsche on a one-mile oval? Simply because I had not done it. I also have seen enough oval races to realize that great skill is required to drive an oval well.

PIR is a beautiful, clean, neat facility in the Penske tradition. All access roads and the paddock are paved and striped. The grass is manicured like a country club. The track is more like a road course than an oval. There are only three corners, but they all have different radii, length and banking. To add to the amusement, the back stretch goes downhill and the pit straight goes uphill. NNJR did a spendid job of marking the course with apex and braking cones. They included a chicane ahead of turn two to keep the speeds reasonable and give us a right turn. Nobody complained about the chicane and it did make the course more interesting.

On most of the tracks we run, you basically have a series of corners separated by straight sections of varying length. While on the straights, you normally have time to contemplate how you are going to approach the next corner. At PIR, everything happens so quickly that you don't have time to relax, look at gauges or think about the next corner. It is both fast and quick. It is sort of like Lime Rock with no straightaway. You are not stable and balanced for more than a few seconds a lap. The two passing zones are short and quick, and late passing is frequent. You often

find yourself entering turns off line and therefore must make sure you go in slow enough to be able to get back on-line as you exit.

Sports car drivers may look down their noses at the idea of running in circles. But the discipline and concentration required are simply exquisite. I found the challenge both enjoyable and rewarding. Porsche may not be built with oval tracks in mind, but they can handle them just fine.

Road courses by definition resemble roads, but PIR does not resemble any road you have ever driven. The process of driving is not that much different, you have corners and straights which have radii, braking points, turn-in and turn-out points. AT PIR, they just all run together without letting up. As you drive around PIR and gaze at the 3' high concrete retaining wall and notice all the tire marks, and the skid marks on the track itself, it is difficult for your respect for oval track drivers not to improve. When you then consider that the Indy cars lap the track at something approaching twice the speed we do, it simply exceeds your comprehension.

I do not know how alone I am in my enthusiasm about PCA track events at PIR. At the risk of sounding presumptuous, I think many of you would also enjoy the experience. The track is practically in our backyard, only a little over an hour from Valley Forge. I thoroughly enjoyed it and think that Riesentoter should consider running an event there.



Parade Report

Bob Patton

This year's Porsche Parade, the 34th, was somewhat special in that it was the first real vacation that Linda Estock (my fiancée and rally navigator) and I took together. The location was the Grand Traverse Resort in Traverse City, Michigan, the Cherry Capital of the World.

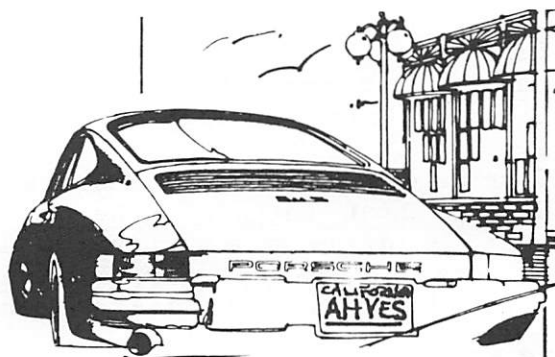
Monday's Concours included an RSK, a 904, a 935, a 959, a (new) Carrera 4, and a Spextre, one man's version of what a 911 Speedster should look like. A factory 911 Speedster was also there. Other beautiful cars were in abundance. Linda fell in love with the 356 Cabriolets. Maybe someday....

Tuesday was the Yokohama Rally through cherry country. The weather was nice and the scenery was pretty. It was challenging to say the least, and many cars found it difficult to stay on time. The first checkpoint opened after the first 50 or so cars passed through. The second checkpoint (and all even numbered ones) were "do-it-yourself checkpoints" so the start of the second and third legs were lost for those arriving at number one before it opened. Hence, the first three legs were eliminated. There were six others that counted. Linda and I started near the end of the pack, so checkpoint one was open when we got there (three seconds early in a 65 minute leg!). However, we maxed the next two, so having the first three legs eliminated wasn't quite so painful. We finished mid-pack without missing any checkpoints, and we're still together, so it wasn't that bad a rally.

The site for the BFG Autocross was the Cherry Capital Airport, on an unused runway. Needless to say, the course was big. The start and finish were tight for safety reasons, but there was a long 3rd gear straight. The weather was beautiful on Wednesday and Friday, but my class ran on Thursday, just after a long rain delay. My car performed well, despite the wet track, but finished about 1.5 seconds out of a trophy. Debbie Cooper took 1st in class with their Improved 911, and Bill just missed a trophy by one place. Vern Lyle's former CRRRA was there wearing Indiana tags, but its new owner had not yet mastered the capabilities of that car. (Ed. note: I hear it's for sale.)

The Bosch Tech Quiz was held on Saturday. This is divided into 5 categories for the various types of cars and these are further split into mens and ladies classes. The first 60 questions are general and are answered by everyone, the next 40 are model specific. Finally, there are the 15 tie-breakers. Bill and Debbie Cooper each took first in Late 911 class. I slipped a bit from last year and wound up 10th out of 46 in Early 911.

Next year's Parade will be in Monterey, California during the last week of June. The 1991 event will be in Boston, a short drive from Riesentoter country. If you have never been to a Parade, they make a fabulous vacation!



I'VE GOT IT! I'VE GOT IT! I'VE GOT IT!

1989 Family Picnic

Sybil Margaritis

The picnic is a fait accompli. It is history. Everything about the 1989 Family Picnic was unusual.

1. It did not rain.
2. The veteran Air-Cooled folks beat/whooped/slaughtered/annihilated/decimated the waterpumpers at softball (first time in recent memory).
3. The veteran Air-Cooled folks beat/whooped/slaughtered/annihilated/decimated the waterpumpers at volleyball (first time in recent memory).

Well, almost everything was unusual:

1. George Bukovsky's pristine red 911 was voted Best Maintained in the People's Choice Judging.
2. Pat Imperato made brownies that were incredible edibles, and she won, of course, the Dessert Contest.
3. Everyone in attendance ate too much of the Bonnani Burgers and Dogs and various Salads, and drank O'Connell Libations and had a terrific time.

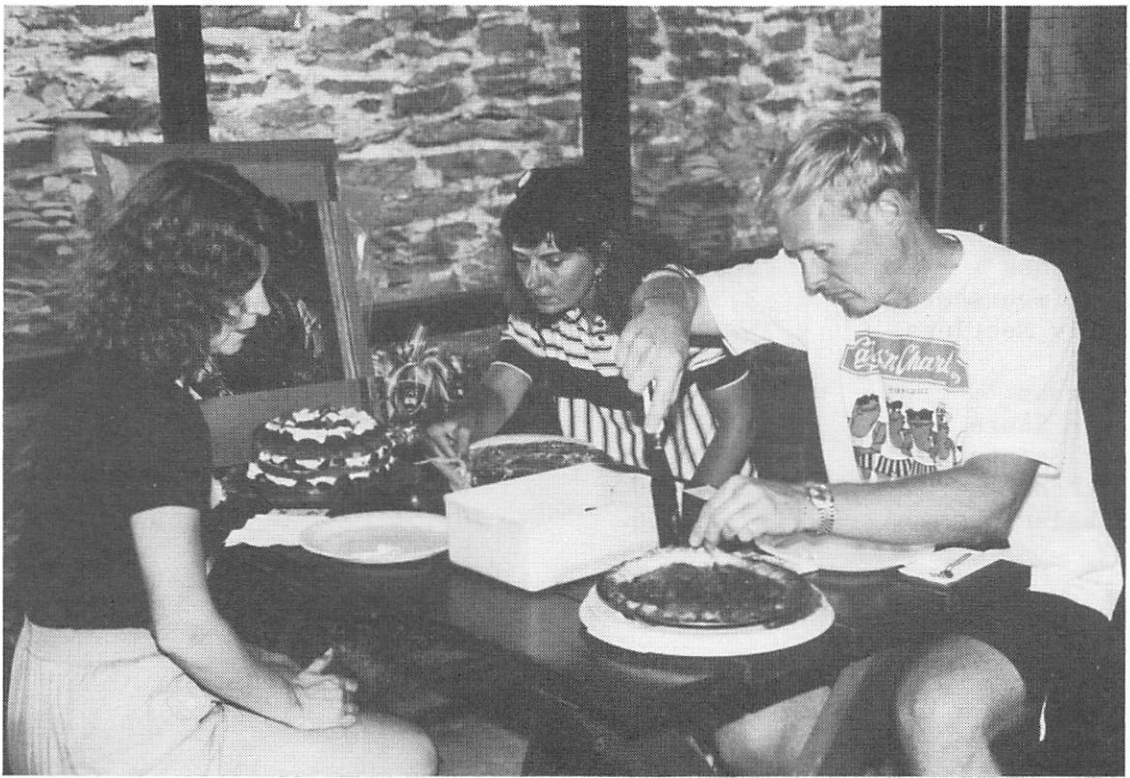
Here is a Salute to the other winners. **Car Show: Cleanest;** 1. George Bukovsky's 911, 2. Rex and Lisa Carle's 911 autocrosser, having just arrived on a trailer. **Favorite Color;** 1. John Dietterle's Pearl White 930, and second, Craig Rosenfeld's Baltic Blue Carrera 4. **In the Lust Category** (the car I want to drive home); Craig's new Carrera 4, and a close second, Gerry Murphy's 930 with nitrous!

Just Desserts: 1. Pat Imperato's brownies (should be in the lust category), 2. Kathy Williamson's Strawberries and Cream (delicious and a tough choice for the judges), 3. Connie Sweigart's Fresh Peach Pie, 4. Sukki's Chocolate Cheese Cake (John Dietterle obviously has great taste in things other than Porsches). And in Sports, the Air-Cooled teams were led to victory by "I've got it, I've got it" Galbraith.

Special thanks to: Tim Kelly at Stroh's Beer for the libations, banners, and door prizes (lights, clocks and Phillies tickets); Joel Bender at Fotorama for door prizes (slide viewers film, pens); Tony Bonnani for all the food; Bill O'Connell for his travelling libation truck; Chefs Lisa Carle, and the Crowley men; Dessert Judges Joe Long, Vicki O'Connell and Jan Jandrlich.

Predictions for the 1990 Family Picnic: Air-Cooled will again be victorious over the Waterpumpers; Pat Imperato will give classes in "Secrets of the Winning Dessert"; Immaculate Bukovsky will tell his secrets; and it will be great fun! You'd better mark your calendar for September 1990!

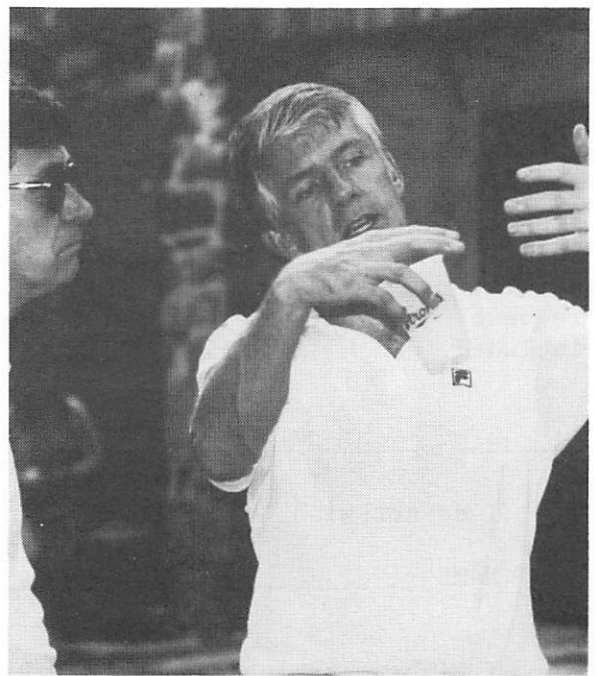
Photos on the facing page are by Bill O'Connell.



Dessert Judges Jan Jandrlich, Vicki O'Connell and Joe Long. Seems that Joe gets stuck with this job every year!



Picnic Chairpeople Sybil and Paul Margaritis hard at work.



Jim Hartman, describing something he had seen recently: No kidding, they were out to here!

Treasury Notes

Al Anderson

2nd Quarter 1989:	<u>Income</u>	<u>Expense</u>	<u>Net</u>
DER GASSER	2,655.50	2,994.82	(339.82)
PCA Reimbursements	3,347.00		3,347.00
Monthly Meetings	222.55	425.00	(202.45)
Social	659.50	1,453.87	(794.37)
Autocross	43.12	987.66	(944.54)
Goodie Store	1,472.00	783.26	688.74
Track Events	7,517.00	6,672.10	844.90
Membership	45.00	85.00	(40.00)
Miscellaneous	36.00	106.56	(70.56)
	\$ 15,997.17	\$ 13,508.27	2,488.90

Club Phone Directory

At the August meeting, a proposal surfaced that we make available a directory of members. This was voted on and passed. Information included will be the member's name, phone number(s), city and type of car. It is anticipated that such a directory will be available for distribution before year end.

We obviously want to honor anyone's request that their name not be included. Such a person will need

to contact Jim Hartman, 293-1916 (H) or 687-4801 (W) by OCTOBER 31 to request deletion.

The coupon below may be used for this purpose, or by anyone who wishes to update phone numbers or car information for the directory.

Mail to: Jim Hartman
1157 Pugh Road
Wayne, PA 19087

 I do not wish to be included in the Club Phone Directory.

NAME _____

I wish to be included in the Directory with this information:

HOME # _____ WORK # _____ Car _____



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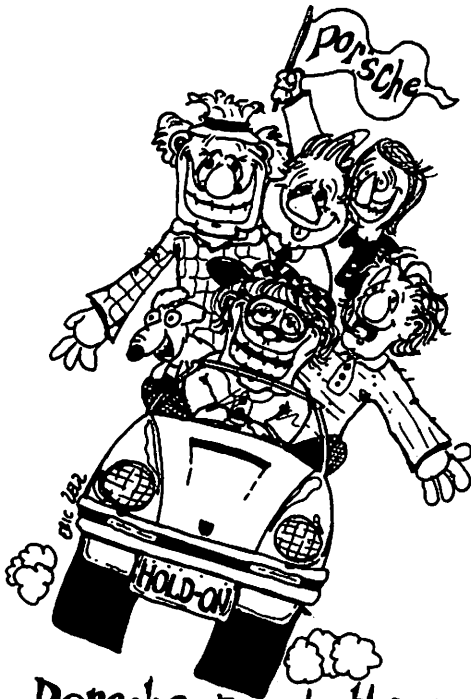
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88 911 Carrera coupe, Grand Prix white, dark brown partial leather, raised hub, limited slip, sport shocks, elec sport seats, short shifter, sunroof, 16" forged alloys, hi-fi package. Excellent condition, 9,500 miles, \$38,500. Paul Somers, 215-640-0680 days, 935-1974 eves before 9

86 944 Turbo, Stone grey w/burgundy, BBS wheels, Blaupunkt equalizer, perfect condition with all necessary options, \$21,500. Call 215-644-4000 days, 399-0807 evenings

74 914 1.8, 40IDF Webers, Crane cam, 1911cc NPR big bore kit, roll cage, six-point harness, Dino wheel, oil cooler, EMPI wheels, RE71s, ss brake lines, 911 master cyl, tow bar and more; only 4,000 miles on engine. Definitely not concours, but clean, rust-free body, for street or track. Nick Plenzick, 215-343-0263

86 1/2 928S, Guards Red, black lea interior, AM/FM stereo cassette, built-in radar detector, 43K miles, garaged; service records available, single owner, non-smoker. Low \$30s. Call Liz, 215-988-9441

87 911 Carrera, Silver metallic, matching wheels, Crimson Red leather interior, sunroof, alarm system, Reno radio, rear window wiper, electric seats; 16,000 miles, showroom condition, asking \$44,000. Call 215-576-1580, 9 to 5

80 928S, 300 hp, 5-spd, 60,000 miles, metallic brown; fast, solid car in good condition, \$16,000. Skip Chalfont, 215-648-0411 eves, 696-1862 days

89 911 Speedster, linen metallic, black leather, Reno AM/FM cassette, shortened shift, cruise, alarm, AC. Serious offers only. Norm Robinson, 215-525-7185

Sales (continued)

80 928, 5-speed, Mocha brown, full brown lea with brown sheepskins. Exhaust headers, rebuilt engine sounds and runs great. Some spare parts available. Very good condition, 65,000 miles, \$15,900 OBO. Ron Fox, 201-669-9650 eves

84 944, 5-speed, silver, black lea sport seats with black sheepskins, sport suspension with sport shocks, Alpine AM/FM stereo cassette and built in Cobra CB; new chain tensioners done recently; silver BBS wheels with 215/60x15 Yoko A001R and full sized spare on BBS; excellent engine with only 35,000 miles; very good condition. Call Ron Fox, 201-669-9650 eves

76 912E, India Red (close to Guards) black, polished alloys, AC, AM/FM cassette, leather seats, 3-spoke wheel and console, 911 F/R sway bars, Konis, professionally lowered & aligned, bumpsteered, headers, Bursch exhaust, 1988 RTR Class G AX champion, stored winters, a beauty; \$13,300 negotiable; John Heckman, 215-836-1592

74 914 2.0, Grand Prix white/black, rustfree Carolina car, street-legal track car, 6 cyl suspension, 930 brakes, 7" cookie cutters/RE 71Rs, roll cage, tow bar, much more. Can't be duplicated for \$8,750, negotiable; John Heckman, 215-836-1592

57 356A coupe, Silver/red, original rustfree Texas car, Super 90 motor, nice driver and great vintage race candidate, \$12,700/negotiable; John Heckman, 215-836-1592

68 912, all black, AM/FM cassette, 16" alloys/Comp TAs; Webers, sport muffler. John Crowley, 215-785-6110 days, 943-9520 eves

Phone dial wheels for late model 944, 1 7x16, 1 8x16; suspension parts for late 944, rear sway bar, 944 turbo shocks & struts; prices negotiable. Jerry Weger, 649-6618

2 - 16x7 factory alloy wheels for 944 or 911, black with silver rim, \$450. Ron Fox, 201-669-9650 eves

911SC parts: crossover pipe, \$100; muffler, \$200; transmission, \$1000; Carrera parts: 87 engine, 10,577 miles, complete with Motronic brain, wiring harness, fuel pump, coil, \$7,500 OBO; new RE71's 245/45x16, \$170 each; AC compressor, \$350; catalytic convertor, \$300. William Cooper, 215-362-2770

RE71s, 2- 225/50x16; 2- 245/45x16, 4/32, \$50 each; one 225/50x16 Gatorback, 5/32, \$50. Call Roy Vernik, 639-3322 W, 947-2155 H

WANTED: two 7x15 and two 8x15 911 alloy track wheels. John Crowley, 785-6110 days, 943-9520 eves

WANTED: 911 rolling chassis - will consider all years, prefer car without rust, minor crash damage OK. Recaro seat, pass side black, all models considered. William Cooper, 215-362-2770

WANTED: trailer for hauling 911. Skip Chalfont, 215-648-0411 eves, 696-1862 days

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Paul Margaritis
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