

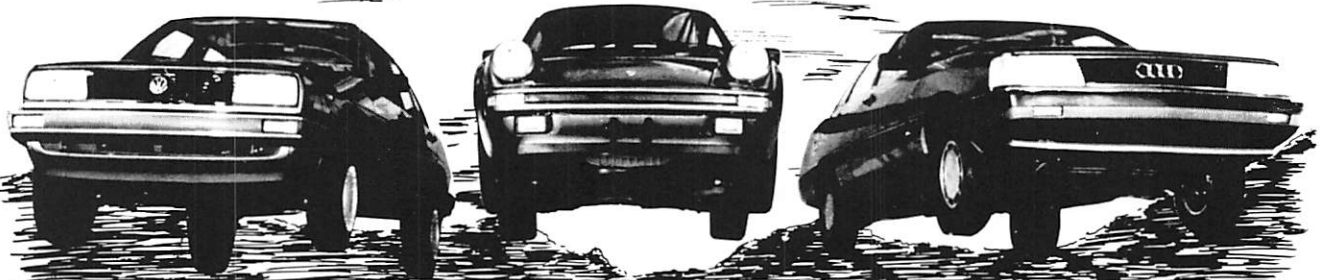
Der Gasser

JUNE 1994



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President's Message

ENTHUSIASM

Enthusiasm - Webster's defines it as, 'a strong excitement of feeling, something inspiring zeal or fervor.'

One of the qualities of Riesentoter that has impressed me over the years (19, now) is the enthusiasm of its members. For the most part, that enthusiasm is most easily seen in things automotive, but it is more than that. It is an enthusiasm for the particular activity they're involved in. Recent club activities clearly demonstrate this.

On May 15th we had our spring rally and our new rallymaster John Hoey came up with a really unique way of giving clues. Instead of handing out the usual sheet of instructions, John prepared audio tapes with the clues on them. Each car received a tape and played it as the rally unfolded. The rally was enjoyable, fun and easy to follow. However, listening to the clues added something special. (For those of you who may not know, John is a professional musician, and that may be a clue to those who asked why audio tapes!) All of us benefited from John's enthusiasm for rallying.

For those of you (and there were many) who were at the May monthly meeting for the presentation of the new 993, you saw other members' enthusiasm. First, there was the irrepressible Bob Lamb showing off his custom-made driver's suit. (If you want to know the story behind it, see the May Der Gasser) While some may not share Bob's tenacity which surely was necessary to get the suit made, or the boldness of the suit's colors, you couldn't help but to be infected with Bob's enthusiasm for the 'project' and to share in his excitement. Also, you couldn't help being effected by Vince Evans' enthusiasm for the new 993. Sure, some of you may say, of course he's enthusiastic about the car - its his job! But for those of you who were there, it was something more than a salesman's pitch that came through. And that's true of the entire Holbert organization's support of the club over the years.

Earlier in the month, we had our annual autocross school. As the day began, it was cold, windy and rainy. I couldn't be there in the morning and I was sure that no one in their right mind would be out in that type of weather. I arrived around noon - just as the skies were clearing. Though the weather had been far from ideal, Brad Carle, Dennis Angelisanti (who were the winning rally team!) John Phillips and Greg Lepore, among many others, were having a great time and were really looking forward to an afternoon of 'fun runs.' Again, we benefited from their enthusiasm - it certainly enriches the club experience for all of us.

And therein lies the point of all of this - we benefit from each other's unique differences and enthusiasms.

Yes, that may sound like a 'politically correct' statement, but in this case it is true. What an absolute bore this club would be if we were all the same, and interested in doing only one thing, in the same way time after time. From my vantage point, this diversity can make being president challenging at times, but always rewarding. Seeing members enjoying being with other club members and taking part in club activities is what is truly rewarding. If you don't come out, you're really missing something unique.

See you out there,

NEW GOLF OUTING INFO!

We are attempting to organize a Golf Outing for club members and their friends in August or September. The fee of approximately \$100 per person would include green fees, golf cart, dinner, and awards. The event would be at a private club.

If there is enough interest in the outing, we may get a car donated for a hole-in-one contest! Any one interested? Contact John Hoey at 610-622-6213.

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- 10-12 Chesapeake Challenge, 25th anniversary!
- 29 Monthly meeting Don Rosen Porsche/Audi

JULY

- 27 Monthly meeting Holiday Inn Ft. Washington

AUGUST

- 31 Monthly meeting Holiday Inn Ft. Washington

SEPTEMBER

- 11 Annual Picnic
- 28 Monthly meeting Holiday Inn Ft. Washington

OCTOBER

- 26 Monthly meeting Holiday Inn Ft. Washington

NOVEMBER

DECEMBER

- 10 Holiday Banquet

DRIVING EVENTS

JUNE

- 10-12 Mosport, UCR (Upper Canada)

JULY

- 10 RTR, PSU AutoX
- 9-10 Nazareth, SCCA AutoX
- 8-10 Mid Ohio, NNJR
- 16-17 Nazareth, SCCA AutoX
- 23-25 Watkins Glen, RTR
- 28 Lime Rock, NNJR

AUGUST

- 1-2 Watkins Glen, CVR
- 5-7 Watkins Glen, NNJR
- 20-21 RTR PCA Race, Pocono
- 21 Franklin Mint, SCCA AutoX
- 26-28 Mosport, UCR (Upper Canada)


SEPTEMBER

- 22 Lime Rock, CVR

OCTOBER

- 2 Franklin Mint, SCCA AutoX
- 1-2 Mosport, UCR (Upper Canada)
- 14 Summit Point, RTR
- 16 Franklin Mint, SCCA AutoX
- 21-23 Bridgehampton, NNJR
- 28-29 Lime Rock, CVR

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Vicki O'Connell, CTC General Manager

JUNE MEETING ALL SORTS OF PCA RACE CARS!

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Turbo Tony has set up yet another extravaganza. He intends to have all sorts of PCA race cars there from Autocross to track event to PCA Race cars.

Axle Shield will give a talk on PCA Club Racing! And, Ed Bell will give a short talk on nutrition and how it pertains to racing. Hey, this should be a winner!

DER GASSER STILL LATE ?

Unfortunately, we are not the Post Office, nor do we control the delivery as one member suggested (as in "Your 1st Class Mail..."). The only thing we know that has any effect, minimal as it may be, is to take a copy of Der Gasser to the post office and ask to talk to the Post Master. Show them the back cover and ask for an explanation. May's issue was received at the mailing post office at 1pm on May 18th (their date/time stamp) to give you a starting point. You may have to fill out a complaint form from the counter to get more satisfaction if the PM can't or won't deal with the problem. I know this is a pain but it is the only way to deal with this group. John goes through a lot of grief to get them in the order they want and we spend good money to send this First Class, there is no reason not to get the service you pay for!

Sundry Comments By The Editors

Boy, I thought last month was busy. I'm sure all you folks that have opened a new retail store already knew all this, but I thought I could just sort of waltz in and start doing business - WRONG! I'm sure it will all be worth it in the end, at least it better be. In any event, my career as a purveyor of fine autos has ended. As I mentioned last month, it was a very interesting period.

And just when we thought the mail problem was solved, I find a message on my machine from a member that got his copy about a week after the meeting, sigh. On the good side, the number of you getting the famous postal shaft seems to have been reduced.

Just for grins I thought I might mention that we are still looking for a few folks to edit this fine publication. If anyone thinks they might be interested give John or me a call. The pay is great!

The Coopers, Bill and Coopette, are now firmly in place in Washington and asked me to print thier new address so here it is:

Bill and Debbie Cooper
4100 Palomino Drive
Bainbridge Island, WA 98110
206-842-3241

They plan on attending the Glen event (Annie is still out here, awaiting thier return).

Bill

READ THIS!

ALL articles, want ads, and pictures are due at the meeting for the following month's issue. If you choose to mail it, they should be sent to BILL not JOHN and should arrive by the meeting. Bill does the initial setup and John does the final print and delivers it to the printer. Articles delivered on a floppy disk stand a much better chance of being printed as written. ASCII (.TXT) or Word Perfect (.DOC) files preferred. Given the PO's inability to deliver this in a timely fashion, we need to enforce the deadlines.

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Bob's Corner

BOB LAMB - TRACK REPORTER

THE NURBURGRING IN A SIMCA

In 1959, my sister and I accompanied our parents on a week long drive through France and Germany. I was 19 and my sister 17. It turned out to be our last vacation as a family.

For several years, I had been interested in sports cars and automobile racing. The arrival of Road & Track was a monthly high point.

Our touring vehicle was a small rented four door Simca. The motor was a four cylinder, and the displacement was something less than 3 liters. The color was dull grey. If that was not sporting enough, after several days of visiting cathedrals, World War II battlefields, and American Military Cemeteries, the car developed a notable loss of power.

My father and I shared the driving. To my father, cars were merely transportation. If they moved, that was fine. The state of tune was of no concern to him. For two days, I suggested maybe we should have the car checked out and fixed. Since the car was still providing transportation, he not only didn't care, but became decidedly irritated with my persistent negative observations. Besides, we were in the rural French countryside, and who would look at it? None of us spoke French. I suspect my father was concerned about being at a strategic disadvantage dealing with a rural French mechanic.

One morning, as we approached the German border, we again looked under the hood to see if we could determine the problem. Quite by accident, since under the hood was alien territory to both my father and me, I discovered a loose plug wire. That was a condition we were able to deal with. After several days of three cylinders, having four was a delight.

However, at it's best, the car typified what a noted garage owner characterizes as a perfectly balanced car. It did not go, stop, or handle.

We had lunch in Luxembourg and then drove into Germany with Bonn as our evening objective. The afternoon was cloudy and grey. Around 3:00 in the afternoon, we passed a road sign that said the Nurburgring, 20 kilometers. I was driving and suggested that it would be fun to go out and see the track. No one else in the car shared my interest in seeing a race track in a forest in Germany. Perhaps because I was driving, and due to my enthusiastic persistence, we followed the sign to the track. It was built by Hitler as a showcase for pre-war Mercedes Benz and Auto Union race cars. It was 13.2 miles long and had 182 turns. The track was much like a two lane road wandering up and down a forested hillside. In 1959, it was still the home of the German Grand Prix and major sports car races.

As I followed the signs to the track, I had no idea what I would be able to see if we ever got there. I guess I expected to see grandstands and maybe the pit area. Finally, late in the afternoon, we reached the track entrance. There were several vehicles in front of us. An armed guard was at the gate.

Near the guard was a sign saying that for the equivalent of 50 cents per passenger, you could drive the track.

We were already an hour or more out of our way, and had no hotel reservation in Bon. My father liked flexibility. By contrast, my mother had a lower tolerance for uncertainty. Dusk was near, the day was already long, no place to stay and now a kid wanted to take for a ride around a race track. This tested her patience.

I, however, was in persuasive form and we were getting closer to the guard. Directly in front of us was a BMW opposed twin motorcycle with open megaphones. The rider was in full leather and helmet. At the time, most bikers did wear helmets in Europe.

We got to the guard, paid our money, and received a little instruction sheet in several languages, including English. The only thing I remember was a dire warning about only going race direction on the track and if you got into difficulty, do not turn around. We drove by the guard. I had no idea what the race direction was on the track. We were on an access road near the start-finish line. We came to a road, which was the track. I did not know which way to turn. Fortunately, the BMW bike was still in view and I followed him. The bike slowed almost to a stop, then blasted down the track with beautiful sounds coming from the open megaphones. I suspect my mother was not as thrilled by the sounds as I was. I followed the bike on the track and he immediately disappeared from view.

For the first several miles, I drove the course as if it were a county road, staying to the right. I was worried that some fool might not have read the rules and would be going the wrong direction. I was not going very fast. The Simca would not go fast. However, both my parents not only thought I was going too fast, but felt compelled to share their feelings with me about every 20 seconds. I do not think any of us had any idea how long it would take to cover the track's 13.2 miles. I suspect it took twenty minutes. About half way around, I started to get a little comfortable. The track had a certain rhythm. I started to use the whole road. Many of the corners were blind. My parents continued to share their feelings of concern with me.

Then an interesting thing occurred. My sister, in a rather forthright tone, suggested to my parents that they cool down and relax. I was not doing anything reckless, so let me enjoy it. My sister did not usually express herself in quite this way. My parents quieted down a little.

When the lap was completed, I was ready to go again. That was not in the cards. My parents were now exhibiting signs of stress relief, as if they had just survived a terrible experience.

The ride around the Nurburgring was my first drive on a track. The idea that you could go play on the track for 50 cents a lap suggests a wild difference in cultures and legal systems. I do not believe I reached 70 miles per hour. I think

my mother never quite got KPH and MPH clear in her mind. She apparently was looking at the speedometer in KPH.

For decades after our experience, my father would speak of THAT ride around the Nurburgring. He was not recalling a fun experience. I do not think I ever heard my mother refer to it again. My sister recently asked me to write this story about our family adventure.

Going to the Glenn?

BRAKE FLUID

We've covered it a bit in this story already, but a few more words about brake fluid are in order. Let's recap: brake fluid is a non-compressible fluid designed to exert hydraulic pressure on the caliper piston so it will squeeze the friction material against the rotor. The important thing to know when dealing with brake fluid is the fluid's dry boiling point. Typically, commercially available DOT 3 and 4 fluids have boiling points in the 275F to 350F range. This is okay for autocrossing and probably for most road racing applications, but heavier vehicles used in high speed situations will produce more heat, thus requiring a fluid with a higher boiling point.

Many of the racing brake fluid lines, like Motul and AP, offer a variety of fluids with boiling points ranging from 500F to 700F; the price rises as the boiling point goes up. But there is a fluid out there with a true 600F boiling point that is available right in your neighborhood for about four bucks a pint. Do you want to know what this big secret is? It's Ford heavy duty brake fluid (Part # C6AZ19542-AA). This is available at any Ford dealer and is really good stuff. So good, in fact, that it is used by many GAP, Firehawk, World Challenge and Trans Am teams-and not just the Ford guys! (In fact, many of the individuals who recommended it to us asked that we not reveal their identity.)

A high boiling point is good because it means the brake fluid will have to get that much hotter before it boils. As we mentioned before, when a fluid boils, it releases gas, which is compressible. This compressible gas causes a spongy and low pedal and drastically reduces braking efficiency. Liquids will also begin to boil when any portion of the fluid reaches its

boiling point. This means that the entire braking system does not need to reach the boiling point for air to be liberated from specific areas. Think of a pot of boiling water: Air is liberated at the bottom adjacent to the heating element long before the entire pot of water reaches boiling temperature.

Another bad thing that happens to brake fluid is that it can become contaminated with water due to condensation. This has a number of unfortunate consequences. First off, water boils at a much lower temperature than brake fluid. In addition, the water can corrode many of the metal parts in the brake system. For these reasons, you should replace your brake fluid often. How often? Well, that depends on how your car is used. We know people that replace their fluid after every race. This may be overkill, but if you can afford it, hey, why not? For most folks, every four to six months is a good rule of thumb, unless you live in a very humid climate where condensation can get into the brake lines easily.

It's also a good idea to switch from rubber to stainless steel or metal brake lines. Rubber lines are prone to swelling and cracking with age which can lead to a spongy pedal. Metal lines do not "give" under pressure and so provide a firm, positive pedal. The down side is that many metal lines have to be custom bent. But there are companies, like Stainless Steel Brakes, that offer custom-bent lines for many cars.

We don't really recommend silicone brake fluid. Although silicone doesn't absorb water and can withstand very high temperatures, it is compressible at high temperatures and can be very hard on rubber seals. Silicone fluid is also very hard to bleed. We recommend sticking with a good quality, non-silicone brake fluid.

It's also a good idea to bleed the brakes as often as possible to get any moisture out of the lines. Remember to always start with the longest brake line and work your way to the shortest. Some cars with ABS need to have the modulator bled as well. Check your factory service manual for instructions.

Another brake-fluid-related problem is seal breakdown due to incompatibility of the seals with certain brake fluids. One of the cruel facts of life is that some of the higher temperature brake fluids are also real tough on rubber seals. Be aware of how your particular seals react with your chosen fluid. Be sure to check seals often for any signs of swelling, cracking or seepage.

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5. Crankcase temperature, during standard running sequence	240 F	290 F
6. Flash point	490 F	400 F
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TECH '94

Ron Pace, Techmeister

During late July our second track event of 1994 will be held at Watkins Glen. The Geln is one of the most challenging and fastest road courses in the US. The track event will be three days long during the summer. Read that to mean — bring extra brake pads, start with fresh tires, have oil and brake fluid available. The long summer days are demanding on people as well as cars so bring along plenty of fluids for yourself and sun-screen. The Tech Session for the Glen event will be held on July 16th at Don Rosne Porsche. As usual we will reserve two lifts for inspections. Rosen has an extensive facility so there will be ample space for that wrench your own project you've been putting off. See you at the Tech Session!

Watkins Glen Tech Session

July 16, 1994

9:00 AM to 3:00 PM

Don Rosen Porsche

1312 Ridge Pike

Conschocken, PA

Helmuth Bott 1925-1994

Helmuth Bott passed away after a short illness at the age of 68. Herr Bott was one of the people that made Porsche the name it is today. He joined the company in '52 after working for Daimler-Benz and Bosch. Some of his accomplishments include designing the suspension for the 356A, working on the 917 team, and as Chief Engineer at Weissach, most of what you enjoy about the 911, 928, and 968. The list of his accomplishments would fill Der Gasser many times over. He, along with a very small group of others had a major influence on just about every Porsche made during his career. Starting in the early 70s, he became Chief Engineer and remained there until his retirement a few years ago. After his retirement, he became a consulting engineer for the factory which kept him close to the cars he loved so much.

Even as Chief Engineer, his door remained open to everyone and could always be reached by all the employees. He will truly be missed by many.

When you fire your Porsche for the next drive, remember, much of what you love was brought to you by him.

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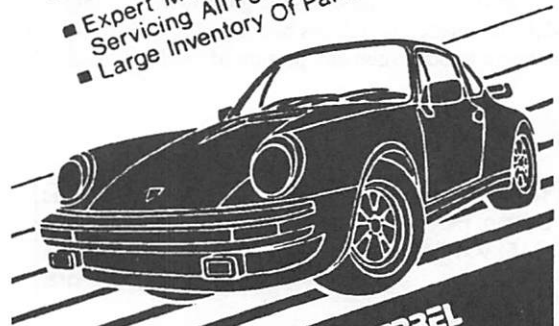
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Spring Rally and Social May 15, 1994

Dennis Angelisanti

Brad Carle claims his wife accuses him of yelling at her during rallies. He says he's just offering suggestions. My wife, Mary Alice, refuses to either drive or navigate with me during rallies. She says I'm not exactly Mr. Warmth. (Can you believe that ?)

Because of the above, Brad and I were confined to the very small cockpit of my 914 for several hours during the Riesen-toter spring rally while Judy and Mary Alice explored Southern Chester County in an air conditioned Accord.

Thirteen teams showed up to take up the challenge of Rally Masters, John and Tammie Hoey, including the father and daughter team of President Don Applestein and daughter Laura and the mother and daughter team of Mimi Erhman and daughter Katie. Jeff was home washing the 911, so Mimi was in the family sedan.

Bill Vaughn in his beige 912 ably manned a check point midway through the rally.

Among the entries were guests from the Schattenbaum Region Dolly and Bill McCrink in their 930 and their daughter. Daughter and friend drove a 4WD but did stay on the paved roads.

The taped instructions were clear and concise helping to insure that all entries finished. Several other members joined the modified spring social at the Red Rose Inn.

A tie breaker was used to determine the second place finisher. Helen and John Phillips driving their Carrera Targa were awarded 2nd place over the McCrinks in their 930. This despite Helen having to actually read the instructions to John since a CD not a tape player is installed in their dash.

Oh, by the way, Brad and I finished first despite the fact that we were unable to count to 34. We did, however, identify the early 70s rock group Blood Sweat and Tear's version of "Fire and Rain" for some bonus points. Also, I think we won the Monte Carlo portion of the rally.

The rally route was very scenic, so I'm told. The Hoey's did a great job of taping all the instructions on cassettes which explains why Joe Shemanski had a large boom box on his lap. Joe's six foot plus frame and the boom box really filled the red 914's cockpit. We could hardly see Pat behind the wheel.

Congrats go out to John and Tammie for insuring everyone who entered had a great time. Let's just hope more of our 800 plus members will actually show up for the fall rally as these events demand much work from the chairpersons and helpers and the only real reward is seeing a large number of entries have a good time.

Please give your fellow members that little reward, come out and have some fun.



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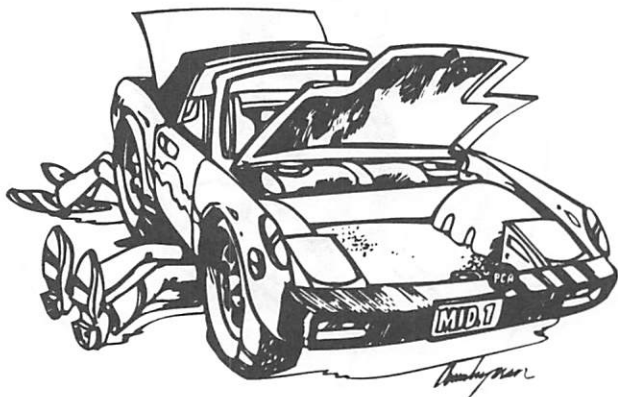
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CONEHEADS

John C. Phillips



914 OWNERS UNITE !!!

The 914 Owners Association will hold their East Coast Reunion in Reading, PA on August 5th thru 7th. The headquarters hotel is the Sheraton Berks in Wyomissing PA.

Registration begins Friday evening. You'll meet old and new friends or maybe me. A truly laid back "concours" will follow Saturday AM at the Grings Mill recreational area. This is about 3/4 mile from the hotel. Picnic lunches will be available. A rally/driving tour of Berks County follows later in the PM. Yes, people actually **DRIVE** their 914s to this reunion and then actually **DRIVE** at the reunion. Really, in 914s yet. Last year, mid-engined roadsters came to Virginia Beach from as far away as Michigan, Ontario and Georgia.

Saturday's activities close with an awards banquet and some partying in the lounge or by the indoor pool.

On Sunday, after or during brunch we will demonstrate (hands-on) Valve Adjustment and tune-up procedures. This will be performed on a four cylinder motor mounted on a stand. Further some advice on injection trouble shooting will be available.

Also you will want to bring money, checks or plastic as the headquarters hotel is a stones throw (or an autocross course length) from scores of outlet stores at the Vanity Fair Outlet Center. Remember, you have **TWO** trunks in that little car for outlet goodies.

If you don't own a 914, you can still come on Saturday to see more fine tuned, rust-free and clean 914s than you've probably ever seen assembled in one place. Bring your running and walking shoes too, as the Grings Mill Recreation area has a great paths several miles long that follow the beautiful treelined Tulpehocken Creek. You can picnic as well and later follow us in your "other Porsche" to the Pagoda on Skyline Drive and then to the Daniel Boone Homestead in Birdsboro.

For information and entry forms contact Dennis Anglisanti at (610) 385-6602, please leave a message.

Well, the Autocross schedule for this year is finalized, and is printed in the Driving Events Schedule in this issue. We will be using the Penn State Delco Campus in Lima again this year for the bulk of the events. Finding a site for the series was very similar to the experience of spinning a rod bearing in my 911; a large grinding malfunction in the rear. Thankfully, it is over and we can get on with the fun part.

Although the Penn State lot has parking medians which reduce flexibility in course design, it does have some significant benefits. First are indoor toilets with running water. Second, it has good space for pits and staging. Finally, it is convenient, being only 10 to 15 minutes from the Blue Route. Oh, and let's not forget. It is **AVAILABLE**. We explored alot of other sites in those rare moments when they weren't covered with snow. Most of them simply ignored my calls and letters or belonged to the "just say no" club. We did get into protracted and ultimately futile discussions with Warminster Air Warfare Center.

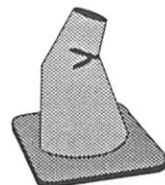
Finally, I have not scheduled the Charity Event yet. Since I plan this for early October, I have some time to find a site. I will announce details later in the season. I would like to thank some folks who took time out to help me with a site: Bill Vaughn, Shannon Foster, Brad Carle, and especially Art Rothe who got the PSU site for us.

In other news, the Autocross School May 1 went well, despite uneven weather. In a stunning impersonation, the PSU campus turned itself into Pocono for the day. Warm cloudy wather turned into a cold deluge, as we all chased the registration table around the lot. After huddling in our cars for several minutes, we saw the sky lighten and by late morning it was hot and very sunny (first sunburn of the season).

Despite the threatening weather, 17 eager scholars turned up for the event which went off without a hitch. We were pleased by a healthy crop of new autocrossers, including several family teams (fathers, sons, daughters, wives etc). This bodes well for this year.

Finally I am talking to the BMW club about using our events for their proposed series. Although our rules prohibit jointly managed events, our event are open to other makes so this is not a problem. If this does come about, it will provide some interesting competition and hopefully some rivalry to spice up the series.

The next event is July 10 at PSU for those of you not planning to go to the parade. Maybe we'll add a "concours" to ease the disappointment of not making the parade.



MEMBERSHIP

Helen Phillips

The member information from National was a little slow in arriving last month and didn't make it in time for the May DER GASSER cut-off date. The following new members joined in March and April.

WE WELCOME THEM ALL.

Satoru F. Amagasu of New Hope joins with a 1987 944 Turbo. His interests are social and AX.

David W. Banov of Philadelphia joins with his 1975 911S. David is interested in tech, concours, and drivers ed.

Salvatore Biundo of Newtown joins with a 1984 944 and is interested in all club activities.

Walter J. Cholawsky of Christiana and his wife Merry Mark join with their 1986 944 Turbo. They are interested in tech, social, AX and drivers ed.

Scot Dolak of Springtown joins with his 1983 944.

Mike Fries and Carol Fries of Coopersburg join with their 1981 911SC. They are interested in tech, social, AX and drivers ed.

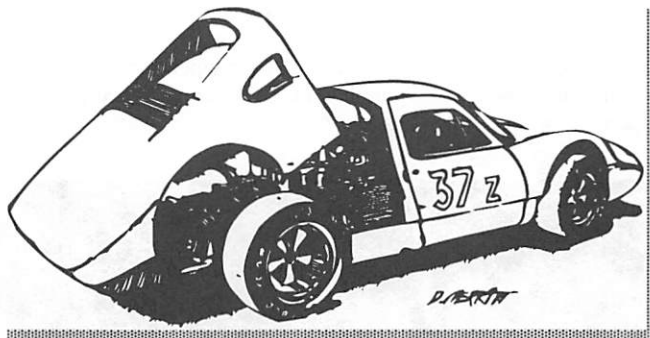
R. Peter Gunshor and Roslyn Gunshor of Yardley join with their 1965 356SC.

James A. and Andrea Mehling of Buckingham join with their 1985 944.

Anthony Muscatello and Shirley Muscatello of Pottstown join with their 1994 C2.

Paul Nederostek and Kay Nederostek of NewTripoli join with their 1986 944.

contd on page 15



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CHASSIS DYNO SERVICE - PCA RACE PREPARATION



325 Westtown Rd West Chester, PA 19382 (610) 696-2164

SKIRMISH REVISITED

Tony Rock Bonanni, Vice President

On May 14th, a group of RTR members and friends gathered at the Plymouth Meeting Mall to once again travel to Jim Thorpe, PA to play paint ball. The cast included both new and veteran players. The vets were split into teams of equal ability, as judged by their prior performance.

After the smoke had cleared, the shouting had died down from the heat of battle, and 9,250 rounds of ammo had been spent, no clear winner could be declared. It was 3 wins each for the red and green teams, resulting in a tie.

All players congratulated their opponents and talked enthusiastically about the return visit in the fall. Some of the players, like Jerry Weger and Debbie Gross, did complain about sore body parts but generally everyone survived the day.

P.S. - A note about social gatherings: RTR members are encouraged to come out and join in our club functions to really experience what the club has to offer.

HELP NEEDED FOR NAZARATH CART/INDY RACE ON 9/16, 17, & 18

John Chatley day, needs about 60 good workers to assist at the Cart/Indy race. No experience needed - he will train on the spot. If you can pitch in any 2 of the 3 days (or all 3 if you wish) give John a call. John does a great job helping us out at PCA races and track events, so it's payback time. If he gets enough people, you'll get plenty of time to spectate as well!

It's your big chance to see this up close and personal. You can't get any closer without being in the car.

John can be reached at 610-696-7125 nights, or 889-0800 during the day.



RIESENTOTER AX'S PROVE THEY ARE THE BEST

May 25, 1994 Brad Carle

Toledo, OH was the stomping grounds for the latest Pro Solo. The SCCA event was filled to the limit with 175 of the nations op autocrossers competing, including two of Riesentoter's finest, Rex and Lisa Carle!

When the board was set for the Run-Off's, which is the sudden elimination for both the top 16 men and top 16 women, Rex and Lisa were both on the list. Rex won round one by 1/1000 of a second and proceeded to round 2. Lisa was edged out by the lady who made it to the final ladies run. Rex proceeded to win the following rounds, and ended up in the final round to compete as overall winner. The story does not stop here. Claiming he was calm the complete event, Rex overcame his worthy opponent and won the the overall event!

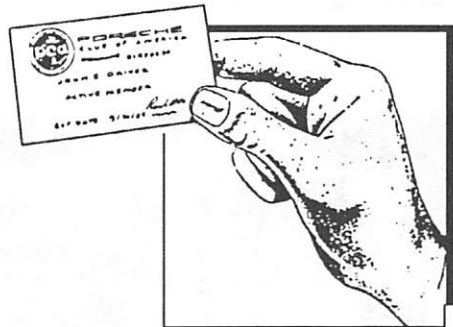
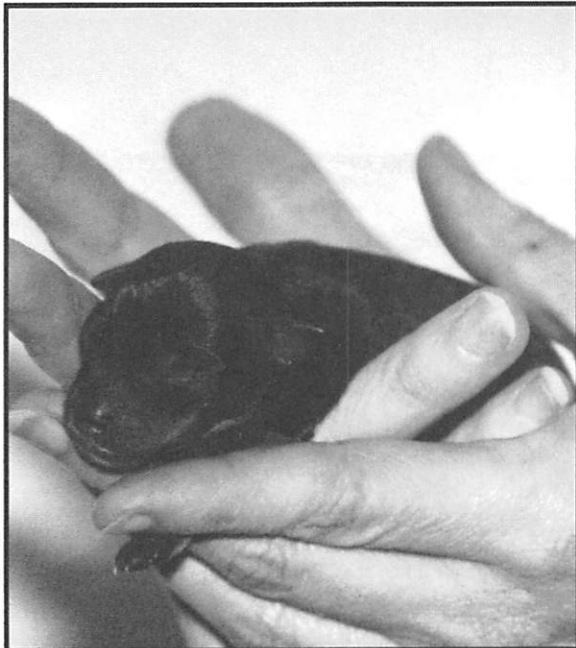


Special Announcement

Alex, "the Track Rat" Crowley and his lovely bride Rascal are proud to announce the birth on May 11 1994, of quadruplets. The three girls and a boy, Eenie, Meenie, Minee, and Moe, weighed in at a whopping 88 grams each. Mother and children are fine, the father is in shock.

Notice Notice Notice

Please check the address label beneath your name. You will find what we believe to be your membership renewal date. If this date is 199403 (March, 1994) or earlier, this is your last issue of DerGasser because according to our records you have not renewed your membership. If you believe the date is in error please contact membership at once.



AUTUM FEST STUFF

AUTUMNFEST '94

Blue Ridge Region announces Autumnfest '94 at Roanoke, VA

On September 16-18, 1994 Blue Ridge Region is proud to invite you to its annual Autumnfest at the Star City.

We will be waiting for you to arrive at the Sheraton Inn Airport, Roanoke, VA. Friday evening there will be a Welcoming Party to greet old and new Porsche friends. Then Saturday morning is the tops only Concours at the Country Side Golf Club. After lunch there is a 2 to 3 hour rally Monte Carlo rally designed to keep everyone on course. Saturday evening is the Concours & Rally Awards Banquet. An early drive on Sunday morning will take you to Smith Mountain Lake Airport, for a unique and fast autocross. As the autocross winds down you will be treated to an old fashion southern BBQ followed by the final awards for the weekend. You will be on your way home by 2 PM. For registration information contact Registrar - Suanne Scrogam, 210 Valley View Ave., Mt. Sidney, VA. 22467. 703/248-4217.

Sound like fun. Of course! So come on and enjoy some mountain hospitality this Autumn. You will be glad you did.

Cole Scrogam
A'fest Chm, BRR PCA
703/248-4217

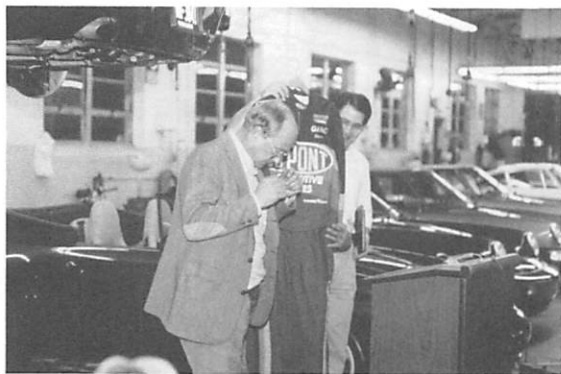
Earl Hutson
President, BRR PCA
703/890-5883



September 16-18, 1994

**Multi-event weekend
at Roanoke, VA**

- Concours • Rally • Autocross •
- Registrar - Suanne Scrogam
210 Valley View Ave.
Mt. Sidney, Va 24467
703/248-4217



Would you sell a suit to this man?
Photo by Wm. O'Connell



RTR strong man Bob Russo holds up the new VW concept car for all to see. Photo by Wm. O'Connell

EXEC MINUTES

Exec Minutes - May 13, 1994

The May Exec meeting was held at the home of Helen & John Phillips. In attendance were: Don Applestein, Tony Bonanni, Shannon & Jim Foster, Pat & Len Herman, Bill O'Connell, Ron Pace, and, Art Rothe.

TREASURER: The income and expenses from the Pocono Driver's Ed were reviewed. Art received seven requests for refunds from the event which were received after the published deadline. Art will contact Kam Ho to get more information about these requests before any refunds are issued.

RACE: Paul was unable to attend the Lime Rock race; therefore, the Timing software was not reviewed. The software will be used at the Summit Point race, and several RTR members will review it at that race. Len Herman volunteered to call the author of the package and get more information about the software and the options.

GOODY STORE: Shannon has received the Goody Store merchandise and has prepared an Inventory List. She will be ordering Fire Extinguishers and tee shirts (both long and short sleeve.) The idea was also brought up to investigate getting Autocross decals similar to the Club Racing ones.

MEETINGS: The May meeting will be held at Holbert's where two 993's will be on display. The June meeting is scheduled to be at Don Rosen's where 993's and Club Member's cars (from Club Racing, Autocross, etc.) will be on display.

TECH: The next Tech Session will be held July 16, and this will be the tech for the Watkin's Glen Driver's Ed event.

AUTOCROSS: The school went well except for a period of rain in the morning. Dates and sites have been firmed up and the first Autocross will be July 10. John will be purchasing trophies.

MEMBERSHIP: Nineteen new members joined in March, and there are seven new members in April. All Activity Chairs were reminded to submit their volunteer list to Lisa Carle so they will be invited to the Volunteer Party at the end of the year.

DER GASSER: Due to a cleaning up of the membership list, fewer Der Gasser's were sent out this month than in past months. The current mailing list and the membership list still need to be reconciled to correct discrepancies.

PRESIDENT: The subject of the Riesentotter Award bowls was revisited. There are 18 active members who won the award but did not receive the small commemorative bowl. The Exec agreed to purchase bowls for this group and an entry will be made in the budget for the purchase.

membership, cont'd

Bruce A. Polekoff of Warminster joins with his 1982 911SC and is interested in tech and drivers ed.

Lawrence Price and his son, **Shannon**, join with two 914s. a 1972 and a 1974. They are interested in social, AX and drivers ed.

Gerard Reimel of Yardley joins with his 1986 944. Gerard is interested in tech, AX and rally.

Steven Saslow of Henryville and his spouse **June Brody** join with their 1994 911Turbo.

Khalil Shaqfeh and his son David of Washington Crossing join with their 1988 928 S4.

Jeffrey Sheldon of Yardley joins with his 1989 944 Turbo. His interests are tech, rally and drivers ed.

David Stern of Melrose Park joins with his 1995 993 (it's black) and is interested in social.

Eugene Bonacci and Karen Bonacci of Hatfield have transferred from Central New York with their 1985 911.

Greg Fresh and Karen Fresh have transferred from Nord Stern with their 1986 944.

Marcello Mirabelli has transferred from Pacific Northwest with his 1993 911 C2.

Al Bino and Deborah Bino of Sinking Spring have joined with their 1983 944

Bernard Dubin of Huntingdon Valley joins with his 1990 944 and is interested in tech, social and drivers ed.

Ron Lacey of Doylestown joins with a 1982 911. He is interested in tech.

Douglas H. Pyle of St. Davids joins with a 1965 356C and is interested in tech, social and concours.

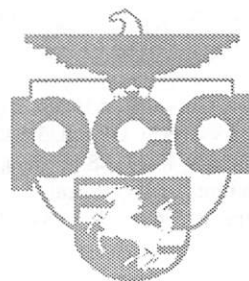
Rick Saeger and Carol Saeger of Wind Gap join with their 1986 944 Turbo. They are interested in tech and drivers ed.

Chris Usavage of Bethlehem joins with his 1978 928 Euro and is interested in tech, social, AX, drivers ed and rally.

Michael Warhol and Kathryn Warhol of Haverford join with their 1995 911. They are interested in tech and rally.

George Cornwell of Reading has transferred from San Gabriel Valley with his 1987 944T.

Christopher Holliday has transferred from Northern New Jersey with his 1971 911T.



FOR SALE

59 356-A Sunroof Coupe # 107330 Motor # 738777 Normal Ivory with tan vinyl, German carpet, complete restoration, floors, rockers, longitudinals, engine tray, battery box, body dipped, all new mechanicals, brakes, lines, shocks, clutch, pressure plate, bearing, heater boxes, etc. All chrome replated, gauges rebuilt by VDO, Nardi wheel, and more. Over 40k invested - asking \$21,000. Fred Brubaker 610-434-8778 (D), or 610-797-9298 (E) ³⁹⁴

69 911T Sportomatic Glacier blue/black 82k, Koenig seats w/3 point belts, 7" & 8" x 16 205's & 245's, lowered, rebuilt trans, rear steel flares. New: paint, carpet, heater boxes, battery, shocks, windshield, lenses, H-4's, mirrors, bumper moldings, trunk liner, black head liner, rotors, and more. Over 20k invested - asking \$13,500. Fred Brubaker 610-434-8778 (Day), or 610-797-9298 (Night) ³⁹⁴

71 914/1.7, Garnet Red/black. 10,000 miles on '88 restoration, appearance group, 5 alloys, Comp-TAs, big bore, Webers, sway bars, 10mm master cylinder, ss brake lines, drilled rotors, Monza muffler, sideshifter, short shift kit, ss heat exchangers, am/fm cass w/amp. \$6,500. Dan Bonsall 626-5461 ⁴⁹⁴

72 911S, Original California 911T with S options and professional 2.4S engine and paint 18,000 miles ago. Former I2 Parade champ and current stock club racer. White and very nice for \$22,500. Jim Hartman, 610-687-4801 (Day) 610-293-1916 (Night) ³⁹⁴

80 911SC Coupe, sunroof, metallic light blue/black leather, garage kept, Turbo tail & front spoiler, 7&8x16 Fuchs, Fiti wheel, 930 brakes, cool brakes, 2 front oil coolers, 22 & 28mm torsion bars, adjustable sway bars, 15k on rebuilt 3.2 long stroke motor w/ carbs, S cams, SSI exhaust and sport muffler. Light and fast (2550 lbs/260 hp). Great for Drivers Ed or PCA racing. \$18,800. Jonathan Baker 617 Newark Road, Kennett Square 19348 268-2603 ⁶⁹⁴

81 911SC Coupe, 72K miles, Euro model = more horsepower, light blue metallic, blue berber cloth, sunroof, cruise, AC, limited slip, H-4s, 16" Fuchs, Comp T/As, new battery and alternator. headlight washers, popoff. \$17,000. Jim Farris Days 610-660-1190, Night 610-667-8968 ⁴⁹⁴

84 930S Turbo Coupe, Guards Red/Black, steel slant nose, side rocker panels, fender vents, DP tail, 3.5 ltr twin plug, direct fire ign, racing cams, K-27, SS headers, Kremer intercooler and much more. Magnificent & super fast. Asking \$55,000 obo. Neil Fine 215-639-9292 days, 364-8682 after 7pm. ³⁹⁴

85 944 Coupe, Black/black leather. Power sun roof, rear wiper, limited slip, factory alarm, 5 speed. New dash cover, shift boot and outstanding Sikkens paint. Dealer installed factory 3rd light. Cold A/C. 72K, looks and runs great. \$6,800. Walt Hafner 215-262-4805 ³⁹⁴

86 944 Turbo, Grey/Grey leather, fully loaded, ltd slip, Clifford alarm, Autothority Stage II chip (270 hp) \$3,000 plus stereo (Alpine, ADS MBQuart), Saratoga glass sunroof, all service records. New: P-Zero tyres, timing belt, clutch, water pump, brakes. Immac. 60k miles. \$15,500. Thomas Scaperdas 215-564-5310. ³⁹⁴

86 911 Coupe, Sunroof, triple black, Carrera tail and front spoiler, 16" Fuchs alloys, all power options, garage kept, meticulously maintained, 85k miles! Complete service records, SUPERB condition throughout! \$19,800. Jascha Kresh 215-762-1704 (day) 215-321-0913 (eve) ⁶⁹⁴

87 944S Black metallic/black partial leather, touring package, 65, miles, carefully maintained and driven by the original mechanical engineering professor owner, all records, \$10,000. Leonard Van Gulick, Easton, PA 215-250-5445 Days, 215-252-8129 Night. ⁴⁹⁴

88 924S, Alpine white, 38k miles, 5 speed, air, sunroof, Blaupunkt, Yoko's, Clifford alarm, excellent condition. \$9,000. Joe Schreiber 215-256-6092 ⁶⁹⁴

924 Factory race car, built by Holbert Racing, won Porsche Cups in Germany '89 & '91, tons of spares, reliable, very fast. \$19,900. Don Meluzio 717-846-2222 ²⁹⁴

PARTS, ETC

924S BRA, brand new, still in box, fits any 924, \$ 75.00. Chrome foiled windowshade, new, fits any 924/944 \$ 30.00 Hans Schweikert (215) 361-0726 ⁶⁹⁴

Goodyear race tires, 23.0x9x15, very few heat cycles, plenty of tread. \$100.00 per set of 4. Don Meluzio 717-846-2222 ²⁹⁴

911 Roll bar, bolt in with removable cross brace and 5 point belt tabs. Good for PCA racing and Drivers Ed events, \$150. Buyer pays freight. Jonathan Baker 617 Newark Road, Kennett Square 19348 268-2603 ⁴⁹⁴

2 complete sets, 930 suspensions. and 1 turbo look set \$2,200 a set. David Macrae 215-355-1028 ³⁹⁴

2 16X6 Fuchs. \$50 each. Al Anderson 610-793-3911 ⁴⁹⁴

Tires, "Just right" for autocross. 2 - Yoko 008RS 225x50x16, 3-4/32s and 3 BFG TA/R1 245x45x16, 3-5/32s, \$20 to \$60 each.
Bob Burnett 215-572-1024 ⁴⁹⁴

Goodyear Race Tires. 225-50x16 and 245-45x16, 1/2 tread or better. Must go due to sponsor change 7", 8", 9" GT wheels. D. R. Snyder 610-282-1627 ⁴⁹⁴

BBS 3PC, 2-9x15 2-9.5x15 painted red with red racing fans. asking \$1,400. 3.3 ltr 930 intercooler, asking \$150. Comp T/A R (3 years old) 4-245/50x15 ZR & 2-225/50x15 ZR. No more than 35 miles on them. \$35 each. Turbo bar gauge \$75. Neil Fine 215-639-9292 Days, 364-8682 after 7pm ⁴⁹⁴

Porsche literature collection. Pano complete 65-87; 356 Registry Vol 5 thru 12; R&T 79-90, Autoweek 71-87, Sports Car 71-79; Formula/Race Car 76-80; 15 books and assorted factory posters and calendars. Call for list. Bob Gutjahr 410-799-8023 ⁴⁹⁴

73 914 1.7l motor \$300 great for project car. 1 pair of SS heat exchangers for 1.7 \$300. 1 Ansa chrome tipped quad exhaust \$75. Please buy this stuff, I need to get my 2.0l on the road. Dion Ronio 610-270-0130. ⁴⁹⁴

RUF Carrera 2/4 wheels and tires. (2) 8x17 - 215/45 and (2) 9x17 235/45 Dunlop D40 M2 (1500 miles). Wheels available with or without tires. \$3,200 new, best offer over \$1,500. Rich Cole 610-279-8270 days, 215-379-2486 nights. ⁴⁹⁴

AutoThorty 2 chip set for 944 Turbo S. Part # 951.020.300, KLR, chip, and DME Chip and Banjo Bolt. \$150. Rich Cole 610-279-8270 days, 215-379-2486 nights. ⁴⁹⁴

Comp T/A. (2) 225/50 ZR 16 50% tread. 1 Pirelli P700 Z 225/50 ZR 16 6k miles. \$50 each or 3 for \$135. John Panizza 610-873-1486 ⁴⁹⁴

(2) 7x16 Fuchs wheels, no marks. 1 black passenger seat 911, 944, 924. VDO gauges from '77 924. Make offer. Joe Herwig 610-58-8102 ⁶⁹⁴

911 Misc stuff. (2) Bilstein rear rallye shocks, B46-973, used 1,000 miles on street \$150. Set Euro taillight lenses, black trim, excellent condition, \$150. Factory spare parts catalogues, 2 volumes, '78-82, \$75. Euro rear fog light, \$25. Tune up and maintenance video, VHS, \$25. Jim Farris 610-667-8968 ⁶⁹⁴

924 2.0 parts. Complete fuel injection system, many headlight and blower motors, misc. interior trim parts. Also working VDO clock, wiring harness (cut), and misc. electrical parts. Would like to sell all for \$400/offer, but will separate in a pinch. Since car is gone, I don't need the parts. Scott 215-957-4160 (w) 343-3462 (h) ⁶⁹⁴

914 suspension/brake up-grade. Front suspension system

from a '73 911T including; struts w/new Boge shocks, M calipers, backing plates, rotors, etc. Everything but hubs to up-grade a four bolt 914 to the five bolt system. \$325. 4 - Fuchs 6x16 wheels in very good condition. Black centers with polished rims. \$550. Glenn Davis 215-368-6876 nights. ⁴⁹⁴

LOST

At RTR Pocono event 4/23-24 Mont Blanc 164 Ball Point Pen. I know, I know, I should have been carrying a Bic. It is black with gold trim with a crack on the bottom half. I loaned it to somebody and didn't get it back. I can't remember who I was silly enough to give it to. It was a gift (to me - not them!) and it has sentimental value. Please check your pockets, cars, etc and if you find it, call John Heckman at 215-248-4445. ⁴⁹⁴

WANTED

3.0 liter engine for 911. In running condition with at least half life left. Need complete for installation in a '75 911S. Cash - not looking for exchange but will consider. Tony Checkowski 584-0776 ⁶⁹⁴

2 9x16 or 8x16 Fuchs factory alloys. With or without tires. Offset to fit '84 Carrera. Black centers. Must be straight. Nicks and scratches ok. Joe Schreiber 215-256-6092 ⁶⁹⁴



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610-622-6213

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AUTOCROSS/SOCIAL/MEETINGS
Brad Carle

TRACK
Bob Lamb

PHOTOGRAPHER
Bill O'Connell

Deadline for submitting articles and photos for publication is the monthly meeting!

Address changes should be sent to both the Membership Chair and National

Classified Ads are free to PCA members and are printed on a space available basis with preference given to RTR members. Non members may place ads for \$10 per month (checks payable to RTR/PCA and submitted with the ad). Ads are limited to Porsche related items and are subject to editing for both space consideration and content. The Editors reserve the right to reject any ad.

COMMERCIAL ADVERTISING RATES and general information is available from the Advertising Manager.

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Something
New!*



*Things
are
Changing!*



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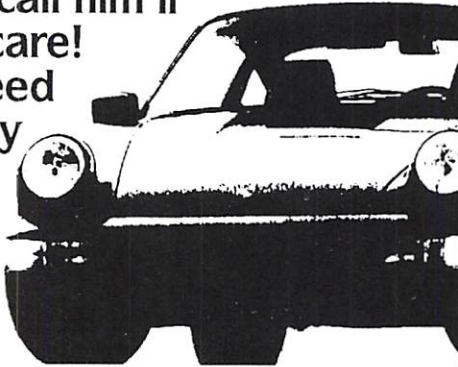
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