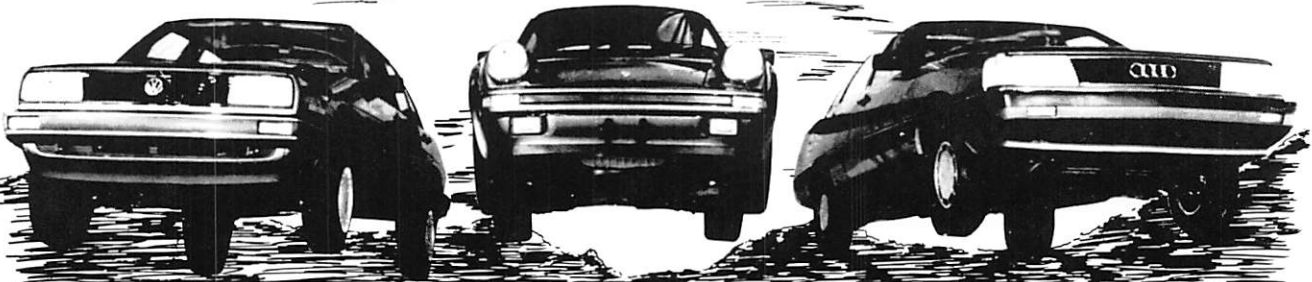


# Der Gasser

AUGUST 1994



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# President's Message

While there are articles describing the Lake Placid Parade elsewhere in this Der Gasser, I wanted to take a moment to talk about the "feeling" or atmosphere at a Parade. I have been to three Parades (Boston in '91, Cincinnati in '93 and Lake Placid) and at each the people have been very outgoing and friendly. At each a spirit of camaraderie pervaded. This has been most evident at the Sunday night Welcoming Parties. In Cincinnati I met two couples from Tennessee who had attended 14 Parades together. Apparently, they had met at their first Parade and don't see each other during the year except for the Parades. Their friendship was the main reason for coming back each year. This year at Lake Placid while Linda and I were in the Welcoming Party food line, we got talking to the couple ahead of us. They were from California. Soon the couple behind us joined in. They were from Oklahoma. Finally a guy in the line joined our little group - he was from Australia! The same thing happens time and time again at each Parade function. You come away with the feeling that these peoples' interests and tastes are really similar to yours. After attending a Parade, the term "Porsche Family", takes on a new meaning.

While at the Parade, I attended the quarterly meeting of the national Executive Council. (Region Presidents are members of the Council but can rarely attend because the meetings "move" around the country). Like so many meetings, a large portion of the meeting was spent hearing committee reports, which frankly were pretty BORING. However, Fred Scwab, President of Porsche Cars of North America gave an off-the-cuff presentation. He reported that PCNA will definitely make a profit this year. Also, the new 993 is selling VERY well - indeed it is sold out through October of this year. Additionally, he emphasized two points in which he and factory believe. First, Porsche must race. Second, Porsche must win over-all; just not in class. He then explained that in recent years because of the cost of some types of racing, the factory had shied away from it. But with the upswing in sales and the completion of the steps toward greater production efficiency, the factory was again turning its attention to the traditional Porsche venue - racing. He alluded to Porsche's 1994 win at Le Mans (number 13!) as an example of what he was talking about. Someone specifically asked him if he saw Porsche in F-1 or CART, and he responded no. He explained that it was felt that both venues were controlled by people who are intent on seeing themselves continuing to be in the winners' circle. Anyway, he added that they were not the traditional racing venues for Porsche i.e. production-based sportscars. He was then asked if Porsche was going to get back into IMSA and he simply smiled and started to take the next question. However before doing so, he interpreted himself and went back to the previous questioner with a big smile and said "Notice, I didn't deny that!" Stay tuned.

The Portland Parade will be next August, and Bill and

Debbie Cooper said the welcome mat will be out for Riesentoters - by the way, they were at Lake Placid (and Watkins Glen), looked fine and said to say hello to everyone. The 1996 Parade will be in Oklahoma in September. If the pattern holds true, the 1997 Parade should be somewhere in the East. Think about going. I've never met anyone who hasn't had a good time at a Parade.

If this reaches you in time - come to the race. Its another good time for Riesentoters. Also, don't forget the autocross in late August and the picnic on September 11th. By then everyone will be home from vacations and the kids will be in school (unless we have an early ice storm!) - so come out and BRING YOUR PORSCHE for the peoples' choice voting.

See you out there,  
Don

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## SEPTEMBER

11 Annual Picnic

28 Monthly meeting Holiday Inn Ft. Washington

## OCTOBER

28 Monthly meeting VE (German) Club, Warminster

## NOVEMBER

## DECEMBER

10 Holiday Banquet

## DRIVING EVENTS

### AUGUST

20-21 RTR PCA Race, Pocono

21 Franklin Mint, SCCA AutoX

28 RTR Autocross

26-28 Mosport, UCR (Upper Canada)

### SEPTEMBER

22 Lime Rock, CVR

28 RTR Autocross

### 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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# ***AUGUST MEETING***

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## *Sundry Comments*

The summer is winding down. One can only wonder what fall will be like after the giant freeze followed by the giant melt down.

As is typical this time of year, things are somewhat slow. But we do have some great articles from the parade and even a big conehead report for your reading pleasure.

There are plenty of events still to come while the weather is nice from the remaining autocrosses, to the picnic to the Vintage Grand Prix.

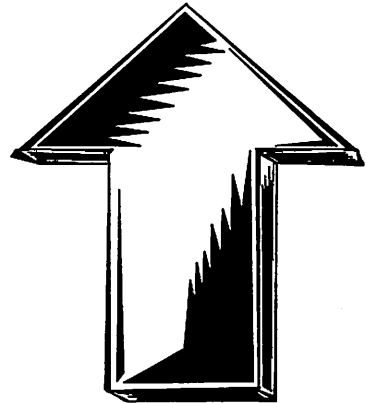
And speaking of upcoming events, start saving your pennies because we are planning a super event for next year. A cruise on the Star Flyer, a 4 masted sailing ship in the Star Clippers line. We will cruise the Mediterranean Sea for a week and then attend the Grand Prix of Monaco. Sound good? Well we have it just about figured out. It won't be cheap but it will be well worth it.

There is still an opening on the Der Gasser Staff for next year. Anyone interested in the power of the press should give Don a call and let him know you want to be next year's editor.

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

In the 70's, I learned that the USGP was going to be held in the streets of Long Beach, CA. I had not seen a F1 race since the early sixties at the Glen. I had flagged at the first Glen GP in '61. It seemed like it might be fun to attend the first Long Beach F1 Grand Prix. My son and I decided to go. He tells me he was 10. We had a great time, not only at the race, but we took in Disneyland and the Universal Studios tour.

In the last ten years, I have seen very few races live. After going to various tracks for Drivers Ed events, the appeal of going to see a race has dimmed. For several years, there has been talk of a possible Westtown Cup Race at the Indianapolis Motor Speedway. When the race was announced in April 93, I thought it would be a show to see. The first problem was getting tickets. The Speedway decided to give the right of refusal to Ind. 500 ticket holders. In July 93, tickets were to go on sale for an August 94 date. I knew a business acquaintance that had gone to the 500 for years. I asked him if he was going to go to the stock car event. He said no and I was welcome to his seats. As it turned out, I ended up getting tickets from a guy in Texas who was a friend of my friend. I paid for the tickets last September. I received them in June 94.

I had heard travel and lodging for the 400 could be a bear. In May or June I called a tour operator who had a package that included lodging as well as travel to and from the track on race day. When I asked about availability the response I got was what year? I sheepishly said this year. I was laughingly told it had been sold out for a long time. A travel agent came to the rescue. The hotel industry of Central Indiana understands a good thing when they see one. The one motel room cost almost twice as much as the round trip air fare for two!

John Acuff had planned to join me on this adventure. The weekend before the race, he developed a bad back condition. With less than 24 hours to go, he concluded that he would not be able to make the trip. My son, now 26, was eager to stand in John's place.

My own status was a little vague. Earlier in the week I began some physical therapy for a pinched nerve in my neck. I specifically requested that she do nothing that might increase my pain level and put the trip to Indy at risk. She had no idea why anyone would go anywhere for a car race. She asked me if I was participating in the event. I assured her I was not. Her program increased my problem. I discontinued her program.

We we scheduled to fly to Indy Friday afternoon. The race was the next day. When we arrived at the departure area we quickly discovered we were not alone. Racing fans wear their colors even in airports. Caps, shirts, luggage, etc. hailed Erhardt, Gordon, Martin, Kyle, etc. I was wearing some of my colors (*Could he really have worn his Jeff Gordon suit? Ed*)

We arrived at the Indy airport, rented a car and drove to our hotel. As we were checking in we asked for the best route to the track. We were handed a printed 3x5 card with directions. I then asked where one parked. The fellow behind the desk said we could park on his front yard. He lived within site of the turn four stands. I asked about the cost. He said he could not in good conscience charge a hotel guest.

The race started at 12:15. We were told we should leave the motel at 8 a.m. for the 4 mile trip. We left at the appointed hour, had breakfast and arrived with little traffic delay at the hotel fellow's front yard. He greeted us and directed us where to park. The track gate was 1/2 mile from his house. We walked to the gate. it was a 1/2 mile walk to the stands, than another 1/2 mile hike to our seats near the start-finish line.

We arrived at our seats about 9:30 a.m. We were not alone. The auto and foot traffic approaching the track and within the grounds was well controlled by countless police and volunteers. Our seats were on the upper level and under cover. Food and restrooms were 100 feet away.

It is difficult to describe the magnitude and first class quality level of the Indy physical plant. in recent years, improvements have included a new garage area, new retaining walls all around the track, new stands, and new paving, What is not new is maintained as if it were intended to last forever. The next day, the local paper said 280,000 people attended the race. All were reserved seats. The only place around the 2.5 mile track without permanent stands is along the backstretch. The sight of all these seats empty or filled is quite attention getting.

The 90 minutes before the race is consumed by the cars being rolled out, miscellaneous driver interviews, sky divers, the Indiana State University Band playing Back Home Again In Indiana, Jim Nabors signing the National Anthem, and elaborate photo of all drivers standing on the start-finish line with the cars and crowd behind them. a fly over by four F-16s, and the release of thousands of blue and orange balloons.

When the command to start the engines was given, it was almost an anti-climax.

The noise was raucous, thundering loud. You could feel the vibration in your body and they had not started moving.

The pace laps and start were very colorful. Many of the cars appeared to not only have bright paint schemes, but maybe light reflecting logos to catch one's eye.

The first half to the race was not much to speak of. The second half was a typical NASCAR barn burner. The crowd loved Jeff Gordon's performance and win. The duel with Ernie Irvan in the last few laps was as good as it gets. For the last 40 laps, the whole 280,000 were standing. When Jeff Gordon would take the lead, you could hear the scream of the crowd over the car noise. Jeff went to High School 15 miles

from the track and was a local hero before going to NASCAR.

We left the stands and started our mile plus walk to our car. Traffic and people moved easily. We arrived at our car in the hotel guy's front yard. He and his wife came over to visit. I asked if we could buy a beer or tow from them. No we could not but they would be happy to give it to us. We had several beers and delightful conversation while the traffic eased. They told us the race was locally blacked out but would be on T.V. at 7 PM. They recommended several places to eat.

We left and drove to an Australian theme restaurant called Outback. Half way through dinner, the driver Lake Speed came in and sat down at the next table. Nobody seemed to notice or care.

I spent the evening watching the race replay on TV with an ice pack on my neck. My son checked out the local night life.

We flew back the next morning. Most of the people on the plane had been at the race. I do not think I would go again but the one time was great. The race was quite a spectacle and high entertainment. My greatest recollection however will be the enthusiasm and friendliness of the local people. Everyone knew the race was happening and they all wanted to have a good time. The traffic and crowd control was superb and could be the model of how such things should be done.

As for the race itself, perhaps a local headline summed it up best calling it 'absolutely breathtaking'.

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*Shannon Foster, Prop*

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## ANNUAL PHOTO CONTEST

That's right boys and girls, it is time for the annual "See my picture on the cover of the Der Gasser" contest. For those not familiar with this most sacred event, each year you get to bring your favorite RTR or at least Porsche related pictures and get judged by your fellow members. The ballot is secret so you will never know if your spouse voted for you or not. The picture with the most points is printed on the cover in living color - or as close as we can come to it. The contest will be held at the SEPTEMBER meeting and the winner will be printed in Oct. or Nov.

The rules are pretty simple:

- 1 - The print should be color (otherwise why have a color cover?) but B&W will be accepted. Slides are not acceptable.
- 2 - It works better if it is a horizontal picture but the printer can either shrink or crop if necessary. The ideal size for the printer is 8x10 but from 4x6 to 11x14 is ok. If it is framed, it will have to be unframed so it can be copied. Reasonable care will be taken with the pictures but as this is an amateur contest, no multi-million dollar damage claims will be entertained should something happen.
- 3 - The subject must be RTR or Porsche related, yes, we know that your precious child is a future RTR member but that does not count.
- 4 - The picture MUST be taken by the entrant, professional photos of your car or whatever are NOT eligible. This is an event for our members. Pictures taken by friends will be considered but must be accompanied by a letter giving us the permission to use it, and of course, must follow #3.
- 5 - Pictures will be returned at the Oct. meeting, which reminds me, I still have some from last year that were never retrieved. I don't know who they belong to but you should know who you are.
- 6 - Pictures are numbered and ballots are secret so it's about as honest as we can make it.
- 7 - The editorial staff has the final say!

Now, after reading all that (life was much simpler when this thing started), if you are interested in entering, just bring your picture to the meeting and register it with me.

And for those that appreciate my work, no I won't be entering anything. I disqualified myself.

So if you don't have anything yet, dust off that old Brownie and get clickin'.

One last thing, a batch of good ol' Jack Daniels Manhattans goes a long way toward invoking rule #7.

Bill



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## Report From Camp Lake Placid

by Dennis Angelisanti

Three Riesentoter cars and their occupants met at the rest stop on the Northeast extension of the PA Turnpike to begin the trek to the 39th annual Porsche Parade in Lake Placid. Mark Terlecky and Rose drove the Hartman's white 911 S (formerly Vern's car), Don Sanders and his daughter Corey were in a Red Carrera Cab and Mary Alice and I were in our Yellow 914.

Mark took the lead after we all agreed on the scenic route and the trip was mostly uneventful except for some grumbling about high oil temps, ice cream and general stores. Uneventful except for the road construction, which in upper New York State means NO ROAD. Although this surprise only lasted for the final 10 miles into Lake Placid, we were not amused with the mud, gravel and bumps. Nor were the lowered cars.

Mary Alice and I checked into the Holiday Sunspree Resort and found our room had a great view of Mirror lake and Lake Placid. The view made a pleasant week with friends and Porsches even more pleasant.

Although 32 Riesentoters were at the Parade, we only made contact with slightly more than half of you, so if we missed your experiences and successes please forgive us.

One note, Debbie and Bill Cooper were there but not registered. It seems that even though the Parade was not a sell-out (by almost 100 cars) they could not register late. Aside from the incessant blipping of throttles on certain Ruf C2s the other thing we heard the most was "rules are rules." Now on to the good stuff.

After our heat wave, the cool rain at the welcoming party was not entirely unwelcome but when the wind blew up and the rain came into the tent sweaters and slickers became a hot item.

Monday was sunny and pleasant, the weather matching the people and cars at the concours. Bob Russo brought Al Holbert's Lowenbrau Car and Ron Dyson's RC Cola 962. Brad Carle ably assisted Bob in the early AM while I slept in. Forgive me Bob.

The Scheuermanns and their 356 coupe finished second in class while John and Jill Heckman's neat 356 Cabrio finished third in class at the concours just a point and 1/2 out of a trophy. Mary Alice risked life and limb and rode with Russo on his brand new Harley Springer.

Monday evening we celebrated Brad's birthday with Judy, the Lyles, the Rex Carles and Bob Russo while the concours banquet droned on endlessly according to those in attendance.

Tuesday's rally was run by the crack team of Carle/Angelisanti, the Pattons, the Lyles, father and daughter Applestein and team Terlecky/Radcliff. If I missed anyone you can tell the world next month. There were four pages of results in the unequipped class, with the Lyles finishing on page one, the Carle/Angelisanti team on page two and all others following. Most teams were on speaking terms at the Ice Cream Social that followed at White Face Mountain.

On the way home from the rally Brad and Judy's green racing striped white 914 died and remained "brain-dead" for the rest of the parade. Tests indicate that it is still "brainless" but the plug will not be pulled.

The first day of the driving event saw Brad Carle capture a trophy for a solid second in class despite the oft heard "rules are rules". John Heckman claimed a "first in class" i.e. a class of

skinny tired 356s. We never found this class in the PCRs, but we'll allow John his claim.

On Friday Lisa Carle captured a first in ladies M-4 class, again "rules are rules" could have been a factor but wasn't. Rex managed a second behind the very fast, pure racing 914 of Andy York. Lisa was the second fastest woman overall, actually turning a time in a practice run (a weird anomaly in parade competition) that would have made her a repeat women's champ. Our congratulation go to Jan Mayo, womens champ, driving a very fast 914 four banger.

Vern Lyle took a first in I-2 class while Betsi took a second in I-2 ladies in the "QWK SLVR" 911 S. Oh yes, I finished first in I-1 in our 914 2 liter "POORSHE". The driving event finished then it rained, perfect timing.

Friday evening's driving award banquet was quite a party. The band featured was "Nik and the Nice Guys" and they put on quite a show. So did Peter Porsche and several PCAers. I retired early, but Mary Alice continued Partying with Mark, Rose and the Coopers. I could hear the party in my room but fell asleep anyway as the 5:00 AM wake up took its toll.

The return trip on Saturday was a bee line home, no scenic route, just get there. We saw Brad and Judy dragging home "VOLCANO" just past Port Jarvis. I think every one got home safely.

Next year Porsches will parade in Portland Oregon, probably

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## PORSCHE PARADE COVERAGE

By Bob Patton

Sixteen couples from Riesentöter travelled to the 39th Porsche Parade, which was held in Lake Placid, NY from July 8 to July 16. Lake Placid, the site of the 1932 and 1980 Olympic Winter Games, is about 450 miles north of Riesentöterland, and is easily a one day drive. For those of you who have never been to a Parade, it is a week long event that includes a Concours d'Elegance, a Rallye, an Autocross and a Tech Quiz, plus many picnics, parties and banquets. Other activities included a 5K run, and tennis and golf tournaments. There were about 650 Porsches from all over the US and Canada. The guest list included Peter Porsche and his son Daniell, plus many officials from the factory and from Porsche Cars North America. Also in attendance were Bill and Debbie Cooper, and some of the pre-Jurassic fossils may remember Harry Wardlow, who is now living in Ft. Lauderdale, FL.

Sunday's Goodyear/Valvoline Welcome Banquet was held in a huge tent in the center of the Speed Skating Oval, which kept the rain off of us. The tent was taken down that night, and Monday's PCNA Concours was held on the same spot. Fortunately, the weather was beautiful for the Concours. In fact, while most of you were sweltering in the heat down here, the temperatures ranged from highs around 80°F to lows around 50°F all week, with very little rain. The Monday night Concours banquet was held in the same arena where the US Hockey team defeated the USSR team in 1980.

Tuesday's Yokohama Rallye wound through some of the most beautiful mountains on the east coast, and included a very ingenious off-course trap involving a photograph of a parking area sign (what guardrail?). Keeping on course was not really difficult, but keeping on time presented the challenge. However, the overall winners had a total score of 5 points for 6 checkpoints! That's 3 seconds off a perfect time. The rallye ended up at Whiteface Mountain Ski Lodge for lunch and an Ice Cream Social. Later that day, Linda and I climbed the switchback road up the mountain to the castle (in the Porsche, of course), and climbed the last 267 feet of altitude up to the summit on foot along the rock trail. Wednesday evening's Rallye banquet, a Western style barbecue, was held at the Olympic Ski Jumping site. A ride on the skilift and then on the elevator to the top of the ski jump tower, plus a freestyle skiing demonstration were included with this. The view from the catwalk, *on the ramp of the 90 meter ski jump tower*, was breathtaking, to say the least.

The B. F. Goodrich autocross was held on Wednesday, Thursday and Friday at Plattsburg Air Force Base, about 40 miles north of Lake Placid and near the Canadian border. This was on the largest contiguous concrete area I have ever seen. The course was laid out in the shape of a moose's head, and appropriately enough was called "The Moose." I got the commemorative long-sleeve, 100% cotton T-shirt, "Cut Loose on the Moose," with a course map on the back. Friday evening's Autocross banquet was held at the Holiday Inn SunSpree, under a large tent again, and turned into a nightclub after the awards were presented.

nation of every type of Porsche trivia imaginable. Saturday evening's Pirelli Victory Banquet was at the same site as Friday evening's banquet.

Riesentöter did not leave Lake Placid without its share of trophies. Mark Terlecky kept up Jim Hartman's Riesentöter tradition of winning overall in the Parade 5K run, and Rose Radcliff took first in her class. Henry and Claire Scheuermann took home a Concours trophy. Autocross awards were taken by the wheelbarrow load. Dennis Angelisanti, Brad Carle, Rex Carle, Lisa Carle (2nd fastest among ladies), John Heckman, Vern Lyle and Betsy Lyle each took home a great looking ceramic stein. Vern and (former Riesentöter Rallye-master) Betsy Lyle also took home the only Rallye trophy among us. Sorry I didn't make our Tech Session at Don Rosen on July 16, but your former Tech Chairman (me) was busy winning a Tech Quiz trophy. I hope I didn't miss any of our trophy winners, but it was a busy week and Riesentöter really did do quite well.

Next year's Parade will be in Portland, Oregon, and the 1996 Parade will be in Oklahoma. In 1997, it should return to the East Coast.



Saturday morning was the Bosch Tech Quiz, a written exami-

# MEMBERSHIP

## Helen Phillips

There is some old business that needs to be addressed. First, **Herb and Claudia Abbott** of Downingtown, PA joined late last year with their 1993 911C2, and were apparently missed in the news. Let's welcome these new members and we hope to see them at RTR events. Second., there are two other new members to acknowledge. I was unable to enter their names due to a computer problem (probably due to the user). They are:

**Marc and Marilyn Kamp** of Paulsboro, NJ who have joined with a 1982 911SC and

**Peter Kern** of Robbinsville, NJ who joins with a 1988 944.

RTR also wishes to welcome the following new members and looks forward to meeting them at club meetings and events:

**Diana and Michael Armstrong** of Levittown, PA, join with their 1976 924 and are interested in social, concours and AX.

**Chris and Ronda Ayoub** of Churchville, PA join with their 1991 911C2 and are interested in social, AX, and rally.

**Thomas and Kathleen Baldwin** of West Chester, PA join with their 1983 930. We will be seeing them at AX and drivers ed events.

**Alan and Heather Bassman** of Fort Washington, PA join with their 1980 911SC and are interested in tech.

**Joseph and Doris Mae Bowen** of Quakertown, PA join with their 1988 924S and are interested in tech, social, and rally.

**Frank Caponi** of Havertown, PA joins with his 1973 911E.

**H. Jeff Dougherty** of Ivyland, PA and affiliate **Bill Swanson** join with a 1990 911 and are interested in social and rally.

**Fritz Fritzky** of Newtown, PA and affiliate **Beth Mueller** join with a 1989 944T.

**Deborah and David Hopkins** of Berwyn, PA join with a 1994 911C2 and are interested in social, rally, drivers ed and AX.

**Robert and Elizabeth Malacofrf** of Bethlehem PA, join with their 1986 911.

**Robert Thorpe** of Yardley, PA joins with a 1995 911 and is interested in social, rally and AX.

**Bill and Susan Wagner** of Downingtown, Pa join with a 1983 944 and are interested in social.

**Dennis and Linda Wasserman** of Wynnewood, PA join with their 1984 911 and are interested in tech, social and drivers ed.

**James and Linda Westgate** of Quakertown, PA join with their 1970 914.

Let's also welcome:

**Mitchell Appelbaum** of Rydal and **Jeffrey Applebaum** join with a 1991 928.

**Michael and Kathleen Blundetto** of Glen Mills join with their 1977 911SC and are interested in all club activities.

**Buddy and Carolyn Currens** of Downingtown join with their 1984 944 and are interested in tech, social, rally and drives ed.

**Vince Hedrick and son Matt** of Whitehall join with a 1995 911 and are interested in AX,rally, social and tech.

**Fred Klaus** of Downingtown joins with his 1981 911. Fred is interested in social, concours and rally.

**Robert and Rebecca Larys** of New Hope join with their 1986 951. They are interested in rally, social, tech and drivers ed.

**Alan Lowenthal** of Southampton and **Herb Lowenthal** join with a 1994 968 and are interested in concours and rally.

**Howard Morris** of Bryn Mawr and **Andy Morris** join with a 1994 911 and are interested in tech, social, rally and drivers ed.

**Tracy and Frances Nelson** of Conshohocken join with their 1987 944S and and interested in drivers ed.

**Patricia Porter** of Fairless Hills joins with her 1983 928.

**Paul and Sally Weiss** of Allentown join with their 1988 911 turbo and are interested in drivers ed.

**John and Sara Worthington** of Perkasie join with their 1993 911 and are interested in tech, social and concours.

## FULL SERVICE REPAIR FACILITY

**MECHANICAL SERVICE:** Engine and transmission rebuilding. Custom engine modification and fuel injection systems. PA state inspection.

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**CHASSIS DYNO SERVICE - PCA RACE PREPARATION**



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

# CONEHEADS

John C. Phillips

## I. The Memorial Day "Little Indy"

Our Memorial Day "Little Indy" test and tune at the Willow Grove Naval Air Station is in the books and proved to be the most competitive motor-sports event of the day.

The event had its genesis in late 1993 as the site negotiations with NASWG began (my adjutant will call your adjutant and we will effect mess at 13:00 hours...), and ended with us getting the Navy Exchange parking lot on Memorial Day (big deal). Given the unfamiliar lot, unattractive date, and uncertainty about how The Authorities would react to the event (I'd positioned it as "driver safety training"), I decided not to risk scheduling it as part of the championship.

The weather was beautiful. The lot was small but acceptable, and featured a white Toyota which had apparently been parked there since Desert Storm. As expected, our activities brought out The Authorities in the form of U.S. Marine Corps MPs. To my relief the first turned out to be a friendly motor-head who planned to stuff a 455HD V-8 into his '86 Firebird. All clear, I thought. End of Problem.

Wrong.

We were soon visited by the U.S.M.C. May Poster Boy in the form of a Military Police NCO. The NCO consisted primarily of a jaw and a pair of sunglasses, accessorized with a prominently displayed 9mm automatic. He was briefing the RTR-Military Liaison Committee (Vern and Dennis) on the threat to democracy and order posed by wild-eyed car crazies racing over-powered foreign sports cars on U.S. Government property.

Seeing a problem brewing, I did what any stand-up, dedicated Autocross Chairman would do-- fiddle with the timing equipment. The RTR-MLC came through with a deal. Soon I saw the NCO and the now very serious-looking motor-head loading Helen into the back seat of a patrol car (cones for hostages?) and the event was on.

The course was tight but fast (with a four second penalty for hitting the Toyota), and we got five runs in fairly quickly. The event was very much a family affair with many husband/wife and parent/child teams. Jeff and Mimi Ehrman returned to Autocross with a vengeance setting FTD for both men and women respectively. Newcomers included Jim Foster who improved significantly and got very close to Shannon's time by run #5 (this could be an interesting husband/wife rivalry); Vince Mignogna who showed up in a red Audi, but later did a couple of hot laps in Steve's 911 (hey dad, can I borrow the car?); and Ron Pace who brought the track car to see how the other half lives.

The Brad/Dennis shootout got off to a good start with Dennis taking the first round. Afterward, we returned to Chez Phillips for beer and hoagies, and watched the Penske Day parade on TV.

## II. Autocross #1 July 10

While some of you were at the Parade, the rest of us were in Philadelphia having some REAL fun. The weather was exotic (a cross between Key Largo and Jurassic Park), and excitement built to fever pitch as befits an Autocross Weekend. Although I was caught in a swirl of unforgettable experiences, the highlight has to be standing with Greg Lepore in the middle of an asphalt lot in 100 degree heat hauling piles of half melted road cones in and out of the trailer (ahh such memories...).

Sunday was so hot that people were experiencing brake fade in the staging area. The course was fun but lapped back on itself several times, and was potentially confusing. After warning drivers to be extra careful in their walk-throughs, we staged and began.

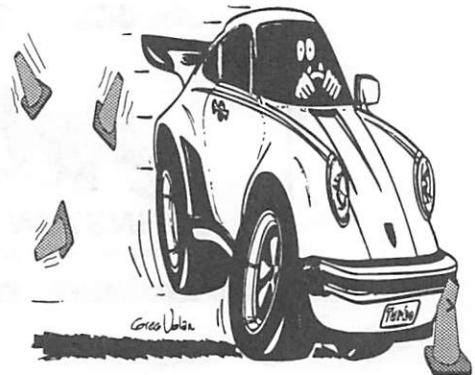
I've always suspected that setting up gave the autocross chairman the advantage of greater familiarity with the course, and thus a faster line. I proved this true by going out on my very first run and cutting 30 seconds off the next best time. To prove this was no fluke, I was able to duplicate this feat several more times.

Last minute entrant Dave Weld, also fell victim to the course. Having time for only a cursory walk-through, Dave went out and re-designed the course according to his own unique inspiration. After approximately 2 minutes Dave ran through the timing box, and came to the timing vehicle. Such was the totality of Dave's confusion that he actually asked ME where the course went. Amazingly, Dave went out later and set a very competitive time.

The rest of the runs went smoothly, and final results are published on the next page. One note: I categorized Greg Lepore's car in group "B" for this event. After discussion with other committee members, the car properly belongs in "C" and will remain there for the rest of the season. All results for this event will remain as published. My apologies for the confusion.

The next Autocrosses are scheduled for August 28, and September 11. Some of you may notice that this is the same day as the picnic. Not to worry. If you plan to do both (I hope that's all of you), I will make sure we finish up in time to get to the picnic. You should plan to go right from PSU to the picnic and pack accordingly.

By the way, Dennis. Did you know the Buick will run on 2 stroke pre-mix?



## RESULTS AUTOCROSS #1

### Class B:

1st	B. Wiegand	53.285
2nd	G. Lepore	53.360
	J. Phillips	53.880
	N. Betegh	56.348
	F. Crout	1.04.359
	B. Crout	1.07.087
	M. Fries (N)	59.216

### Class C:

1st	S. Foster	58.352
2nd	L. Herman	58.948
	D. Weld	59.013
	J. Foster (N)	59.893

### Class D:

	B. Lassoff (N)	58.929
	J. Matassa (N)	59.436
1st	F. Matolicz	1.00.997

### Novice:

1st	B. Lassoff	
2nd	J. Matassa	(tie)
2nd	J. Foster	

## Musings of a Track Junkie: A Report from Summit Point

by jerry weger

As I blasted by the checkered flag, about 20 feet from the gray 944 Turbo in front of me, I couldn't help but wish that the race should have been at least 1 lap longer. After all, I had been gaining on that car for the last 5 laps and there was no doubt that I could have completed a pass. So I finished right in the middle of the 32 car race. Not bad for an overweight (just a little) 50-year old dentist.

My next thought was how the heck did Turbo Tony Bonanni, and Axel, the last of the great late brakkers, Shield do? After all, the three of us optimized the spirit of Club Racing and coincidentally were in the same race. As far as I know, we represented the last of the anachronisms, those that had driven their Porsches to the race and certainly wanted to drive them home.

This year, the competition was extremely stiff. There were cars from states that most of us had never visited. There were people with elaborate multi-car transporters and there were teams that had brought their own mechanics. Did I feel over-matched? You bet I did but that didn't prevent me from having a great time. Oh, by the way, Tony merely won the race overall and Axel won his class. These guys did it the hard way and if you see them please congratulate them. They really earned it.

Riesentoter was well represented at the event and everyone had a great time. Nice going Jim, Joe, Colin, Axel, Tony, Steve, Skip, Nick, Graham, Tucker, Bob and the two Chrises. Although not everyone finished on the podium, RTR contributed to eleven top ten finishes. Not bad for an event that had over 100 participants.

As expected, Potomac region put on a first class event at what many of us consider one of the most fun tracks around. We were blessed with good weather, good food and a well organized event. We all look forward to returning next year. Hope to see some more of you there.

### RTR ANNUAL PICNIC Sept 11 Lenape Valley Swim & Tennis Club Chalfont, PA

1:00 to 6:00

Burgers and dogs compliments of  
BONANNI FOODS

Bring a Picnic Lunch

\$9.00 per adult, kids free

Softball, Volleyball, Swimming,  
Baking Contest, Jawboning,  
People's Choice Concours

Send in your dough now!  
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215-836-1274

A reminder to all RTR track entrants.

Effective 1/1/95 Snell 90 helmets are  
required at all RTR track events.

Donate your old helmets to  
RTR autocross to be used as "loaners".



# Philadelphia Vintage Grand Prix and New Car Show Update

Bill O'Connell

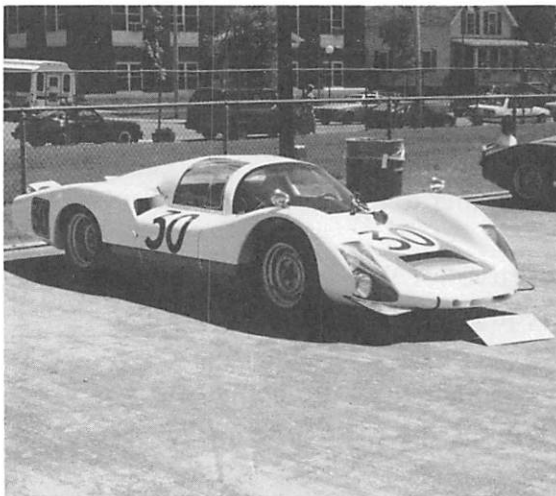
The event will be held on October 7, 8, and 9 this year due to a multitude of reasons - not the least of which is the re-paving of the Drive.

It will come as no surprise to some of you that I have been sucked into running the club area again and it will be a big portion of the event. RTR tends to be a major supporter of the event and I'm recruiting volunteers to assist in various areas. I'll need help in the club field, and there are other areas that need some assistance as well so if you're interested in helping drop me a line, give me a call, stop by the store, or whatever.

This year we are are planning some new things, including a display of racing for the young. We want to set up an area with Soapbox Derby cars, go carts, various classes and sizes of midjets etc. If you have something that might fit and you are interested in showing it, let me know. (Phone and address on the Exec page).

I also need an RTR contact to work with me in setting up something for us. Each club can have an area for a picnic, small tent, or whatever and I'd like to get something going with us. In the past we have had a tent with a tv and vcr, last year as Marque of the Year we set up a goodie store, this year we will ??? We have always been the dominant marque and I would like to see that continue.

If you belong to another club, please contact your president, or whomever and make sure they get in touch with me. My list of other clubs is somewhat fragmented and I don't want to miss any of them.



## NOTICE: CLUB RACING AFFLICTED!

Oct 8/9 - Heartland Park Topeka Kansas  
possibly get to meet Dorothy and Toto  
If you are interested contact Turbo Tony  
Bonanni at 828-9469 or 843-1509



## Help Still Needed

NAZARATH CART/INDY RACE

ON 9/16, 17, & 18

John Chatley is still looking for people to  
help out at the Cart/Indy race.

NO EXPERIENCE NECESSARY

Please give John a call  
610-696-7125 evenings

or

889-0800 during the day



**RIESENTOTER PCA DRIVER EDUCATION  
SUMMIT POINT RACEWAY  
FRIDAY OCTOBER 14, 1994**

Cost: \$ 60.00 for 1 day. \$ 45.00 for instructors

Requirements: Valid drivers license; minimum age, 18; one novice driver per car; Snell 85 helmet; 2.5 lb fire extinguisher. NOT limited to Porsches.

Entry Date: August 20, 1994

Send to: Kam Ho, 32 Leatherwood Drive, Collegeville, PA 19426 (610) 650-0658

Refunds: Refundable if notification is received prior to October 1, 1994.

Tech Inspect:: All cars must be tech inspected two weeks prior to the event by an approved tech inspection facility.

**RIESENTOTER RESERVES THE RIGHT TO REFUSE ANY APPLICATION.**

	FIRST DRIVER		SECOND DRIVER
NAME:	_____	NAME:	_____
STREET:	_____	STREET:	_____
CITY:	_____	CITY:	_____
STATE, ZIP	_____	STATE, ZIP:	_____
Home Phone:	_____	Home Phone	_____
Work Phone:	_____	Work Phone	_____
PCA region	_____		

CAR: \_\_\_\_\_ YEAR: \_\_\_\_\_ COLOR: \_\_\_\_\_ MODEL: \_\_\_\_\_

LIST THE NUMBER OF EVENTS YOU HAVE DRIVEN AT THE FOLLOWING TRACKS:

POCONO	_____	_____
WATKINS GLEN	_____	_____
SUMMIT POINT	_____	_____
LIME ROCK	_____	_____
BRIDGEHAMPTON	_____	_____
OTHER TRACKS	_____	_____
OTHER HI-SPEED EXPERIENCE	_____	_____
LAST RTR RUN GROUP	_____	_____

TRACKS WHERE YOU HAVE INSTRUCTED: \_\_\_\_\_

**I CERTIFY THAT I HAVE NO MENTAL OR PHYSICAL DISORDER(S) WHICH MIGHT AFFECT MY ABILITY TO SAFELY PARTICIPATE IN THIS EVENT.**

1ST DRIVER SIGN \_\_\_\_\_ 2ND DRIVER SIGN \_\_\_\_\_

# EXEC MINUTES

# FOR SALE

Exec Minutes - July 8, 1994

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

**TECH:** The next Tech Session will be held July 16 at Don Rosen. Volunteers are needed for the Pocono race to help with Tech. An ad will appear in this month's Der Gasser.

**RACE:** The club will be subsidizing hotel rooms for those people volunteering to help at the race. The lesser expensive Timing software was reviewed at the Summit Point race and the more expensive software was reviewed at the Bridgehampton race. After discussion on the pros and cons of each package the motion was made and carried to purchase the Fast Lap software (the more expensive package) with CVR and NNJR. The cost is \$3000. This software will be used for the Pocono race.

**SOCIAL:** We would like to revive the Oktoberfest this year and hold it in conjunction with the elections. Volunteers will be needed in order for this to happen.

**ELECTIONS:** The nominating committee is currently gathering a slate for next year's Exec.

**GOODY STORE:** Fire Extinguishers and Pano Slip Covers are available in the Goody Store. Autocross logo decals (they were on display at the June General meeting) will be offered in a choice of colors as well as the "official" club colors.

**AUTOCROSS:** Autocrosses are set for 7/10, 8/14, 8/28, and 9/11. Trophy's still need to be ordered.

**MEETINGS:** The July meeting will be a Parade re-cap with a slide show and presentations by parade-goers. It will be held at the Holiday Inn, Ft. Washington.

**RALLY:** The date has not yet been set for the Fall Rally. It will be a multi-county rally throughout Berks, Montgomery, and Delaware counties.

**DER GASSER:** YBH is no longer an advertiser.

**68 912** New floors, rockers, etc. Rebuilt motor, rebuilt brake system, Fresh burgundy paint. \$5,400 Dick Bogert 610-395-8657 <sup>294</sup>

**72 911S,** Good looking (white) with engine, suspension and cosmetic rebuild work done by Russo/Lyle. I've improved mechanical, suspension exhaust and safety equipment. Car deserves a good offer. Jim Hartman, 610-687-4801 (Day) 610-293-1916 (Night) <sup>294</sup>

**76 911S,** Summer Yellow/dark Blue garaged, original paint. 7x15 BBS wheels, pop off valve, upgraded tensioners, 11 blade fan, new battery, black out trim, no sunroof, ac, or power windows. Light and quick. Excelent potential as a track car. Exceptionally clean and well maintained. 93,000 miles. Asking \$11,500. Karen 215-997-8179 <sup>294</sup>

**76 914/2.0,** White/Blacked 60k miles, new clutch at 48k, recent engine and electrical work. New 60 series tires, shocks, sprints, motor mounts, and pedal bushings. New Bursch muffler. Covered and garaged. Clean interior, some rust, \$2,600. Barry Lassoff 610-525-2679 <sup>294</sup>

**77 911S Coupe,** Red/tan. Track event, club racer. '86 3.2 ltr. enine. 7/31 ring and pinion. Quaiffe limited slip diff. PMW and Redtech bars. Adjustable sways, adjustable Konis, SC flares, 8 and 9x16 Fuchs wheels, Recaro seats, 5 point harnesses, roll bar, window net. \$26,500. Paul Richardson 215-985-1053 <sup>294</sup>

**78 928,** Euro model Sliver w/checkered interior. Runs Great, New clutch & hydraulics, tie rods, ball joints, rear shocks, brakes, battery, rebuilt alternator (90 amp) CD-2 Disc player, all new filters, plugs, and wires. 78-93 workshop manuals, exploded parts microfiche, 4 225-50 ZR Goodyear Eagles with less than 8000 miles. Moving, must sell. \$8,500 OBO Chris Usavage 201-575-2329 (D) 610-691-2397 7-9pm <sup>294</sup>

**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 <sup>294</sup>

**80 911SC Coupe,** New calipers, oil coolers, brakes, struts,



front tires, rebuilt alternator, low miles on motor recently installed, tuned, valve adjustment etc by Don Gabraith. No rust, excellent paint, Fuchs 16" alloys. Very solid car, looks excellent, originally Euro car. No sunroof, No air conditioning. Alpine stereo. Super track/Club Racing car. Best offer over \$10,500 Firm. No tire kickers please. Keith Reber, Trooper Pa 610-630-8506 8/94

**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. \$15,000 - Firm Jim Farris (D) 610-660-1190, (N) 610-667-8968 8/94

**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. 5/94

**84 930** Black/Black 23k miles, Ruf exhaust, Ruf front spoiler with oil cooler, Recaro Leather 6 way heated seats, short shifter, H4s, lowered, Fresh major service, new clutch and flywheel assembly, waste gate modification, car cover and bra. \$34,000. Fred Brubaker 610-434-8778 (Day), 610-797-9298 (Night) 8/94

**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 5/94

**86 944 turbo** *I'll wait for your call on this terrific bargain!* Facts: Looks great (new paint, red!), runs fast (turbo!! with many new parts) & extremely affordable (let's talk!) *This car can be used on the street or the track and is sure to provide fun reliable driving pleasure. So, don't make me sell your car without talking with you first!* Call Colin Dougherty during the day 692.6039 or home 429.5968, all offers considered. 7/94

**87 911S Carrera Targa**, Triple black, 30,000 miles, excellent condition, new tires, 16: alloys, AC, Blaupunkt, garaged. \$27,000. Paul Wenzler, Newtown PA 215-579-4816 8/94

**87 944S** Black metallic/black partial leather, touring package, 65k miles, carefully maintained and driven by the originl mechanical engineering professor owner, all records, \$10,000. Leonard Van Gulick, Easton, PA 215-250-5445 Days, 215-252-8129 Night. 4/94

**89 944 Turbo**, Black/Black leather, 63k miles, immaculate and carefully maintained. \$19,250. Michael Blank 215-947-9200 (D) 610-668-7943 (E) 8/94

## PARTS, ETC

**WHEELS AND TIRES:** Set of 911 Fuchs, 7's and 8's x15, rim of one 7 nicked, asking \$900.00. Two Bridgestone RE71's 205 X 50VR 15, 50% tread left, \$60 each or \$100 for both. Two Bridgestone RE71's 225 X 50ZR 15, almost no tread (great for autocross), \$30 each or \$50 for both. Don Applestein - call 565-5716 evenings, 761-2480 days. 8/94

**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 4/94

**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 4/94

## WANTED

**Porsches looking for a good garage.** Collector has one opening in a heated security equipped garage. Located in Wayne. Month to month. Jim Hartman 610-687-4801 (D) 610-293-1916 (E) 8/94



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Brad Carle

TRACK

Bob Lamb

PHOTOGRAPHER

Bill O'Connell

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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  
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*Things  
are  
Changing!*

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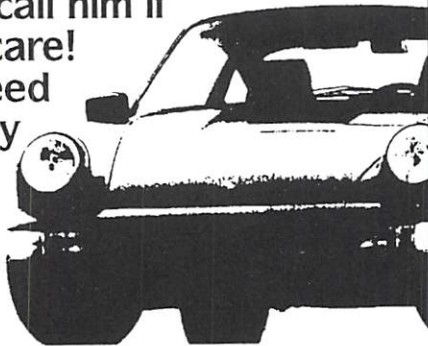


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DISCOUNT ON SELECTED ITEMS

22 EAST MARKET STREET, WEST CHESTER  
610-436-6070 - 436-4533 fax  
MONDAY THRU FRIDAY 8:30 - 5:30  
Saturdays are flexible  
WM. O'CONNELL, PROP.