



PRESIDENT'S MESSAGE

My message this month is about a facet of PCA that is most enjoyable to me: competition. For the past few years the Club has supported the Delaware Valley Sprint Association and the PCA multi-regional sprint series. The fate of the multi-regional series is not certain at this time, but our support of these sprint series will continue as in prior years.

The Executive Committee of the Riesentoter Region has decided that our region will also hold its own sprint series. This series will consist of one sprint school and three sprints. These events will be open only to Riesentoter Region members.

The sprint school will be a structured session with instructors to give personal attention to novice drivers. Assistance will be available not only on how to negotiate the sprint, but also on how to make your car more agile and responsive.

The sprints will be organized so that the morning will be available for pre-sprint practicing. At noon the competition will begin. Each driver will then be allowed three runs through the course, with the best time to be counted for competition.

Our thoughts are that the Region's events will present less competitive pressure and allow for more practice and, in general, more fun. There will be novice classes to encourage participation of those new to sprinting. Speaking from my own experiences, these were the events that got me interested in sprinting, and they are still the ones I prefer.

Our sprint schedule will be published as soon as the locations can be reserved. Come to a Riesentoter Sprint: I am sure you will enjoy it.

Bob

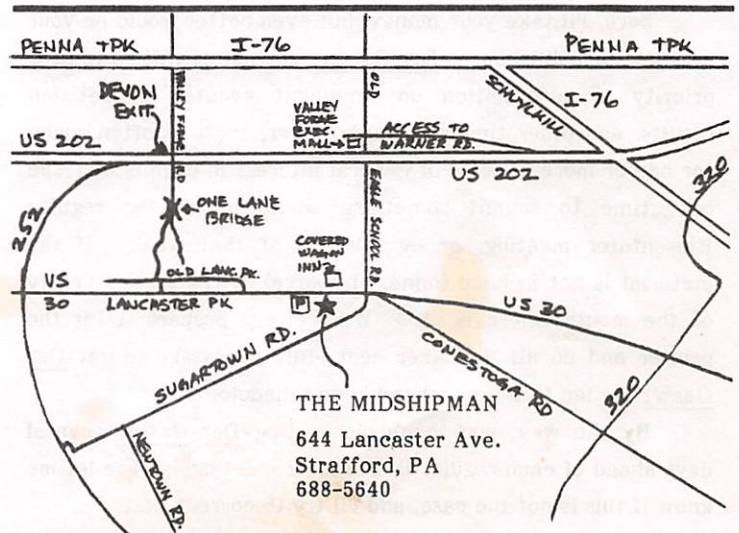
MARCH MEETING PROGRAM: OILS & OIL ADDITIVES

Come to the meeting and find out if a can of STP really does cure all. Mr. Robert Stambaugh of Rohm and Haas Co. (a pioneer in the viscosity modifier field) will discuss oil designations, what additives do, how to chose an oil, and anything else you want to ask about. Bob is one of the firm's top researchers, credited with half a dozen patents over his 14 years of experience.

Bob is an enthusiastic speaker, and has promised to bring his slide show on engines. What more could one ask?

ACHTUNG!!!

- Mar 27 DVSA Coatesville (practice)
- Mar 30 Meeting at the Midshipman
- Apr 17 DVSA VF (practice)
- Apr 23 SOCIAL: Dinner at the Middle East
- Apr 24 DVSA SCCA
- May 1 DVSA OYR
- May 8 (DVSA raindate for May 1)
- May 14-15 PHA Goldmine
- May 15 DVSA Coatesville
- May 21 PHA Drivers School at Watkins Glen
- May 22 DVSA VF
- May 22 SCCA/PHA Solo I time trial, Watkins Glen
- Jun 4-5 PHA Duryea
- Jun 5 DVSA SCCA
- Jun 12 DVSA PCA *
- Jun 18-19 PHA Goldmine
- Jun 19 DVSA VF
- Jun 26 DVSA Coatesville
- Jul 10 DVSA OYR
- Jul 16-17 PHA Giant's Despair
- Jul 24 DVSA VF
- Jul 30-31 PHA Red Rock
- Jul 31 DVSA Coatesville
- Aug 14 DVSA PCA
- Aug 20-21 PHA Pagoda
- Aug 21 DVSA SCCA *
- Aug 27-28 PHA Rose Valley
- Aug 28 DVSA OYR
- Sep 10-11 PHA Wellsboro
- Sep 11 DVSA Coatesville
- Sep 18 DVSA VF
- Oct 2 DVSA OYR
- Oct 15-16 PHA Weatherly
- Oct 16 DVSA SCCA
- Oct 23 DVSA VF
- Oct 30 DVSA Coatesville
- Dec 3 SOCIAL: 20th Annual Riesentoter Region Banquet



REDAKTIONSSTUCKCHEN

On behalf of all who shared in Porsche Day In The Poconos, many thanks to Bob and Babe Ahrens for hosting us at Snowbird. Their hospitality added a warmly appreciated personal touch to the day's activities. Don and Linda Appelstein deserve the credit for arranging this non-regimented approach to social events. We look forward to the next social activity, not to mention the next visit to Snowbird.

* * *

About the time you receive this issue, winter will officially be over. We started that more-than-bargained-for season with the Annual Banquet. As with most events, the participants themselves made the evening a success. Those on the Banquet Committee made every effort to complement the collective Riesentoter personality with necessary food, drink, dancing, and brief commemoratives. While a decline in attendance resulted in mild distress in the fiscal tract, most everything worked out well. So who told chairpersons John and Roberta Phin to leave town???

One of the briefest formal presentations on Riesentoter records conferred the following:

Riesentoter Award—Bob Russo

Broken Crankshaft Award—Peter Wood

Photography Contest Winners—Bob Parker & Stu Baird

The Riesentoter Award is presented each year to that member who has, in the opinion of a specially appointed investigative committee, made the most significant overall contribution to the success of the club. The Broken Crankshaft Award goes to the most improved driver (evidence of mangled parts not a prerequisite) based upon the year's competition. The photography contest winners were selected by vote of those attending the Banquet.

* * *

Sure, I'll take your money, but even better would be your articles for publishing in Der Gasser. My policy will be to give priority to information on imminent events, competition results, and other timely news; however, there is often space for one or more articles of general interest in each issue. The best time to submit something would be at the regular Riesentoter meeting, or by the end of that week. If the material is not in hand (mine, of course) by the second Friday of the month, there is NO WAY I can prepare it for the printer and do all the other neat stuff necessary to get Der Gasser mailed to the membership on schedule.

By the way, you should be getting Der Gasser several days ahead of each regular Riesentoter meeting—please let me know if this is not the case, and I'll try to correct that.

ELECTED OFFICERS

PRESIDENT Bob Holland 305 Staghorn Way West Chester, PA 19380 436-6577	VICE PRESIDENT Bill Smith 358 Beverly Road Upper Darby, PA 19082 623-8789	SECRETARY Maria Holland 305 Staghorn Way West Chester, PA 19380 436-6577
TREASURER Bob McCullen 323 Ivy Rock Lane Havertown, PA 19083 789-1523	PAST PRESIDENT Nick Imperato 431 Old Eagle School Rd. Wayne, PA 19087 687-9262	SOCIAL Don & Linda Applestein 11 Furness Lane Wallingford, PA 19086 565-5716
COMPETITION Mel Feldman 951 Robin Lane Huntingdon Valley, PA 19006 947-4496	MEMBERSHIP Dennis Mahoney 418 E. Washington Newtown, PA 18940 19006 968-5613	EDITOR John English 501 N. Orange, Apt. A1 Media, PA 19063 565-5075

APPOINTED POSITIONS

TECHNICAL Bob Koerbel 337 Virginia Avenue Havertown, PA 19083 789-0820	DVSA REP. Bob Russo 400 W. Monument Ave. Hatboro, PA 19040 674-4756
PHA REP. Jess Holshouser P.O. box 249 Pipersville, PA 18947 766-8201	ASSISTANT EDITOR Steve Buerkle 526 Revere Road Merion, PA 19066

MEETING NOTICE

The March 30 meeting will be held at 8:30 p.m. at the Midshipman Restaurant, 644 Lancaster Avenue, Strafford. Why not dine there beforehand? Plastic Money accepted.

A BELATED WELCOME TO SOME NEW MEMBERS

Since the last time we listed new members, some time before the 1976 Annual Banquet, the following have joined Riesentoter:

Fred & Tom Baker, Sinking Spring
Leigh W, Bauer, Philadelphia
Richard Bemiss, Monmouth Junction, NJ
Paul Blanco, Churchville
William Boys, King of Prussia
Sally Collins, Jenkintown
Skip Fleming, Philadelphia
James & Gina Franz, Elkton, MD
Steven & Joanne Hirsh, Wyncote
Dr. & Mrs. Marc J. Horman, Abington
John C. Isely, Jenkintown
Marsha Kemmerer, Quakertown
Louise Legun, San Francisco, CA
Robert & Annette MacMillan, Ambler
Clifford J. Murray III, Malvern
Valentine Paebeco, Philadelphia
Richard Pfeifer, Fort Washington
Lewis M. Powell, Schwenksville
Donald G. Quay, Malvern
Hanno Schill, Philadelphia
Kerwin & Craig Springer, Spring City
Matthew Sinberg, DMD, Philadelphia
Ray & Jane Twaits, Holland
Jody & Rita Tzirlin, Philadelphia
Carl Ulrich, Wayne
Juris Vitolins, Ridley Park
Theodore L. Vogel, Nazareth
David Yanosik, Berneville

MIDDLE EAST DINNER
(put a little spice in your life)

Join us for a taste of something different—dinner at the Middle East Restaurant, Saturday, April 23 at 7:30 p.m. For those who remember last year's Peking Duck, or for those who weren't with us, here's a chance to sample life with a different flavor, enjoy the music and dancing (you know what kind), and have a glass of wine on the house.

Dinners will be ordered from the menu, and range from \$7 to \$10. Try Pastitas, Moussaka, Sheeshkebab or, if you must, the Infidel Dinner.

Reservations must be made by April 16. Fill out the adjacent form and return to us by that date if you want to attend, then meet us there at 7:30. The restaurant is at 126 Chestnut Street, Philadelphia.

DON & LINDA APPLESTEIN

COULD I INTEREST YOU IN A
DRIVER'S SCHOOL

For those of you who don't know, we have tentative plans for a Driver's School at Trenton Speedway in August. We are trying to determine how many people are really interested in driving and in sharing the work involved in such an event.

The type of school we have in mind is not designed to make you another Al Holbert. Anyone interested in racing should get their training elsewhere. We will attempt to demonstrate the proper methods for driving your Porsche quickly and safely—at speeds you might reasonably encounter. At least half the fun of owning a Porsche is using it for its designed purpose: driving—quickly.

There are many facets to the esoteric thing called "handling," and familiarization with the particular characteristics of your car could save your life. It is common knowledge that all rear-engined Porsches oversteer—but is that really true? You'll find that it depends upon a lot of factors: tire pressure differentials, size of stabilizer bars, shock settings, wheel widths, weight distribution, speed into a turn, etc. The point is, until you know how your car handles when you drive it near its limits, you're dealing with an unknown quantity. I don't know about you, but that would scare me in an emergency situation.

After a few driver's schools and a few sprints, I feel real confidence in my driving. The 356 does tend to oversteer, but I can anticipate it and correct for it almost before it happens. It also understeers in some situations, but I can also tell when that is going to happen. I only tell you this to point out how comfortable one can be in an ill-handling swing-axle relic if one knows the limits. That's what you'll find out in a driver's school.

In addition to riding with an instructor driving your car, you will drive while the instructor observes. When he or she is confident that you can handle the car safely and smoothly, you will be allowed to solo and practice what you have learned.

There would probably be some kind of competitive event later in the day consisting of a timed lap around the track. Nobody is expected to break the track record: it's just a way of judging your progress. Just think—all of this for only \$25 per driver.

As you must know, events like this don't happen by themselves. We need qualified driving instructors and people for tech inspection, registration, timing, communications, corner workers to man the flags, etc. The flag station work would probably be mandatory for all drivers; that way, when you are finished working and are ready to drive, there should be no delay. All workers in other areas would be volunteers.

At the March 30 meeting we will take a poll to determine if there is sufficient interest to warrant further planning of this event. Please let us know if we have turned you on.

VERN LYLE

YES, YES, YES!!! I plan to join the navel patrol.

Please reserve _____ seats for me and my guests.

Name _____

MAIL THIS FORM TO: Don & Linda Applestein, 11 Furness La.,
Wallingford, PA 19086. Phone: 565-5716.

ONE LANE BLACKTOP — DVSA

The coldest winter in two hundred years looks like it is finally going to move over and make way for spring. To many of us that means the autocross (sprint) season is here. DVSA (Delaware Valley Sprint Association) has scheduled the events and made some interesting changes to make the season competitive and equitable to all from the novice to the veteran sprinter. A new prepared class has been added as an attempt at solving the question of "what is stock?" There are many people who sprint cars that are completely stock, and in the past have had to compete against others who have made changes which, although allowable, may have given them the edge over the "stock" cars. This season, certain of these changes will put those cars into the "prepared" class, but will not move them up to the "modified" class, thus allowing fair competition for everyone.

As usual, there are those who are thinking, "Why do those idiots sprint?" It's a funny thing about sprinting: you never really know why until you try it. Many, many of our strongest disciples have said, "No, that's not for me." Once they tried it, however, they were hooked! True, sprinting is not road racing, but maybe it's a Walter Middy substitution. It is an opportunity to learn your Porsche—its capabilities and its faults.

The first two events, March 27 and April 17, are both practice runs. Why not try these? Don't hesitate to ask for help. As long as you're not going quicker than we, we'll be glad to give you some pointers!

This is the year to try autocrossing. There are practice runs, and there are classes for everyone. There is an event nearly every week except for those with holidays such as Easter, Memorial Day, and Mother's Day (I guess some mothers just won't run on the holidays).

Come on out and Do It on the Blacktop!!

BOB RUSSO



OBERSON TAG EFFORT BILTZED

According to a recent article by Paul Lowe (The Morning Call, Allentown, 2/22/77), not all requests for "vanity tags" are accurately accommodated by the Special Tags Section, Accounts Division, Bureau of Motor Vehicles.

not a judge, are you? I thought one of the prisoners was trying to get even."

Herbert Oberson of Pottstown R. 1 has an interesting tale about his request for BLITZ. An active member of the Eastern Pennsylvania Porsche Club, he thought the German word for "lightning" would be appropriate for the rear of his 1969 Porsche 912, since that make of auto is known for speed.

Lowe advises that, to get a "vanity plate," one completes a special form (available from any magistrate, notary public, or auto club) and remits \$20 on top of the usual \$24 registration fee. The \$20 fee only applies to the initial request and to subsequent years in which new tags are manufactured. The State cautions, however, that anyone applying this late in the season will not receive the plate until after April 1.

But when the tag came, it was spelled BILTZ. Oberson sent a letter to PennDOT, but never received an answer. After waiting a couple of weeks, he called.

While previous special tag restrictions have been liberalized, Lowe notes that there must be at least one letter on the tag, and letters and numbers may not alternate. A few prefixes have been reserved, and applications for pornographic, obscene, or suggestive plates are rejected.

"A very pleasant man said he would have another ordered from the prison (Western Penitentiary, Pittsburgh, where inmates are paid to make the plates)," Oberson said. "Then he asked, 'You're

TECH QUIZ RESULTS

FOR SALE***FOR SALE

The February meeting was highlighted (depending on your outlook) by a voluntary technical exam, in this case a recycling of the Parade quiz Bob Koerbel authored several years ago. Bob Patton won the prize for best overall score; Linda Appelstein was tops in the "Women's 6-Cylinder" category, Maria Holland taking second place; Bob Holland won "Male 6-Cylinder; Pam Long was the best of "Female 4-Cylinder," and Dave Janosik was first among the men in that category. It was certainly an education to take the test, regardless of the ultimate score. Some of us regret not taking notes during Joe Bickel's comments on causes of pitted points.

1969 Porsche 911S/Carrera conversion. One-owner car, sand beige on black. 2.5 liter 200 hp "S" engine, many chromed and polished parts. New plated heat exchangers. Zero rust! 5-speed, alloy wheels, AM/FM stereo, custom carpeting, front/-rear spoilers, 19mm sway bars. Konis, Cibies, lowered, many other extras. Excellent concours and autocross record. \$8228 or best offer. Bud Wynn, 2315 Woodbrook Circle N., Columbus, Ohio 43223; (614) 486-3655 ext. 428, days; (614) 276-5526 evenings.

WANTED *** WANTED *** WANTED

A color print or a color slide of my Competition Speedster at the 1973 New Hope Auto Show. JESS HOLSHOUSER 766-8201