

SUMMARY OF RIESENTOTER SPRINT SERIES, 1977

PRESIDENT'S MESSAGE

I have just returned from the Chesapeake Challenge Ten. Six of us left Friday afternoon for the trip to Columbia, Md., to participate in a super Porsche weekend and to bring home a respectable amount of silver.

My congratulations to Chesapeake Region, the organizers of the Challenge, for an excellent event. This was the largest challenge to date with over 150 Porsche pushers from Maine to Florida in attendance.

The weekend began with a poolside cocktail party and registration. Not to be intimidated by the "Pool Closed" sign the Riesentoters enjoyed a late night swim and encouraged some others to jump the fence and enjoy. Saturday morning came, the Concours with many unbelievably beautiful Porsches being entered. After lunch was the rally. Maria and I were coaxed into entering and enjoyed the best rally we have ever entered. A Luau was held Saturday night to get everyone in good shape for Sunday's autocross. Sunday morning came much too early and many were searching feverishly for coffee, etc. so that they could at least find their way to the autocross. The autocross was challenging and competitive. As the last car crossed the finish line it began to rain.

The finale was the victory brunch. This was a meal beyond belief. Have you ever had Pancakes Oscar?

The following Trophies were awarded to members of Riesentoter Region:

- Bob and Carol Koerbel - 1st Rally
- Bill Smith - 2nd 356 Class Autocross
- Judy Smith - 2nd Ladies Class Autocross
- Bob Koerbel - 4th 911 Class Autocross
- Bob Holland - 7th 911 Class Autocross

This event is close (less than two hours drive) and enormously enjoyable. Start planning now to attend Chesapeake Challenge Eleven.

Bob

Time-place

Jun 5 Jul 10 Aug 7

CLASS A

Alan Glickman	911 S	---	60.63-1	---
Bob Holland	911 S	61.08-1	61.81-2	61.31-1*
Don Reinhard	914-6	61.60-2	---	---
Jim Franz	911 S	---	---	62.19-2
Ted Vogel	911 T	62.53-3	---	---
Jim Johnson	911	---	---	63.07-3
Nick Imperato	911 S	63.85-4	64.15-3	63.60-4
Gary Olson	911	---	64.39-4	---
Dennis Mahoney	911 S	65.06-5	65.06-5	---

CLASS B

Bob Koerbel	911 T	---	63.42-1	62.37-1
Joe Shelanski	911 T	---	64.43-2	63.25-2
Bob McCullen	911	---	66.46-3	---
Herb Barrett	911	66.95-1	---	---

CLASS C

Ted Sechowicz	914-2.0	60.56-1*	59.79-1*	---
Mel Feldman	924	61.88-2	---	---
Bill Smith	S-90	62.82-3	62.64-2	62.56-1
Paul Walsack	924	63.98-4	63.53-3	62.78-2
John English	914-2.0	64.98-5	64.95-4	63.23-3
Jos. Shunta	914-1.7	---	---	63.37-4
Skip Chalfant	Saab	---	---	64.45-5
Pat Stanley	914-1.7	65.64-6	65.23-5	66.77-6
Jos. Shunta	914-1.7	---	---	63.37-1
Skip Chalfant	Saab	---	---	64.45-2
Pat Stanley	914-1.7	65.64-1	65.23-1	66.77-3

LADIES

Pat Imperato	911 S	69.81	65.35	64.40
		1.134-3	1.067-1	1.029-1
Maria Holland	911 S	66.76	65.87	64.84
		1.088-2	1.076-3	1.036-2
Judy Smith	S-90	65.32	65.60	66.27
		1.067-1	1.072-2	1.054-3
Kathy Franzon	911	---	69.27	---
			1.131-4	

COUPLES

Holland	911 S			126.15
				1.021-1
Smith	S-90			128.80
				1.028-2
Imperato	911 S			128.83
				1.043-3

* indicates fastest time of day

HILLCLIMBING

The PHA season may yet be salvaged after appearing to be approaching disaster status.

Red Rock Hillclimb, scheduled for July 30-31, was postponed due to difficulties the sponsoring club was having with its insurer. Colton Point (Wellsboro) Hillclimb has been cancelled. To date this brings the total to two hillclimbs cancelled and two postponed.

As it appears now there will be three events sandwiched into the remaining months. Here's the latest schedule:

Red Rock (Bradford) Sep 10-11
Giants Despair (Wilkes-Barre) Sep ??
Weatherly (Weatherly) Oct 15-16

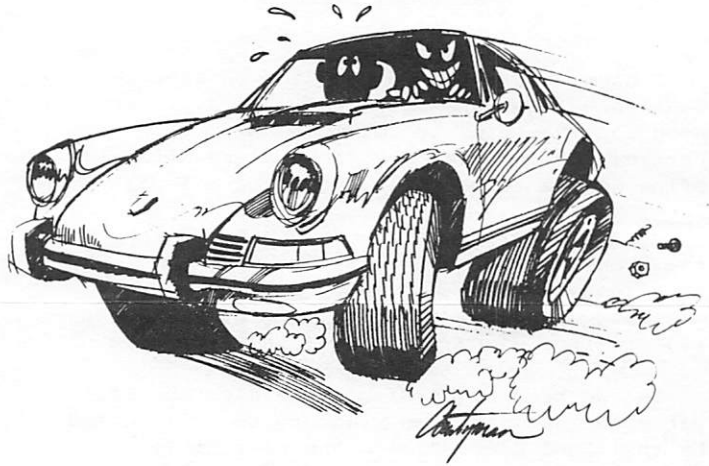
Also, I understand that one of the PHA clubs may ask for a sanction to run a flat-track Solo I event at Summit Point.

Pagoda (reading) and Rose Valley (Williamsport) Hillclimbs are scheduled to be run after

the Der Gasser is put to bed in late August, but the Rose Valley event promises an interesting weekend since the Little League World Series is scheduled for the same weekend!

Keep it between the trees.

JESS HOLSHOUSER



PICNIC PROVIDES PLETHORA OF PLEASURES & PRIZES TO PORSCHE-PUSHERS

The Sitron Pocono retreat was a perfect location for the 1977 annual picnic. More than the children enjoyed Bernie's pond, not to mention his tractor.

After a period of socializing, inspecting others' cars, swimming and frizbee-throwing, the serious (to this writer) activity began: judging the baking contest entries. While none of the judges gorged themselves, several samples of each dessert were required before the merits of all could be weighed.

Unanimous acclaim was conferred upon a fudge pie, after which confusion and mild discord was apparent as the judges were forced (?) to cleanse their palates with light wine between critical subsequent re-evaluations. Split decisions occurred with respect to the remaining contenders, the palate-purification process not withstanding.

After due consideration, the top three entries were announced and prizes distributed to:

Linda Applestein, First Place
Fudge Pie

Pat Imperato, Second Place
Strawberry Crepes

Pam Long, Third Place
Mississippi Mud Cake

The concours was extremely informative, a vast array of conveyances having been entered. Judging was ultimately divided between Porsche and non-Porsche. A number of impeccably cared-for entries drew the attention of the judges (everyone there), moving successively down the rather casual review line. Time spent oggling a meticulous black 914-6 was portentous, despite the initial disbelief that it was a true Porsche.

After collating all votes cast, the results were as follows:

PORSCHE

First Place: Mike McCormick
914-6, 1970, black
Second Place: Joe Long
911 S, silver

NON-PORSCHE

First Place: Tom Beil
Volvo 122, white
Second Place: Bernie Sitron
McCormick Farmall 100,
off-red

One way to distinguish between true friends and the not-so-true is to watch for overhand delivery at an egg-toss contest. Ours was rather unexciting for the first several rounds, but the eggs finally took their toll. After the shards were cleared away the remaining clean couple was Carol Leiper and John English. No surprise considering how he can throw the bull.

As dusk approached we alternated between extra dessert helpings, trying to finish off the copious supply of beer and soda (to no avail), and riding Bernie's tractor around the estate. Nearly all the grass got cut in the process.

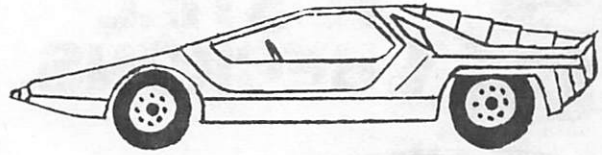
While we all enjoyed ourselves, it would have been even more fun with additional people. Bernie's hospitality was unsurpassed, and those who were able to attend look forward to a repeat next year.

JE

ACHTUNG !!

Aug 27-28 Hillclimb: Rose Valley
 Aug 31 MEETING at Midshipman
 Sep ?? Hillclimb: Giants Despair
 Sep 10-11 Hillclimb: Red Rock
 Sep 11 DVSA Sprint-Pole 43 @ King of Prussia
 Sep 16 Deadline for Der Gasser
 Sep 18 DVSA Sprint-GE @ King of Prussia
 Sep 28 MEETING at Midshipman
 Oct 9 DVSA*Sprint-Bucks Co. Comm. College
 Oct 14 Deadline for Der Gasser
 Oct 15-16 Hillclimb: Weatherly
 Oct 16 DVSA Sprint-Mont. Co. Comm. College
 Oct 23 DVSA Sprint-GE @ King of Prussia
 Oct 26 MEETING at Midshipman
 Oct 30 DVSA Sprint-Pole 43 @ King of Prussia
 Nov 18 Deadline for Der Gasser
 Nov 30 MEETING at Midshipman
 Dec 3 ANNUAL RIESENTOTER BANQUET

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COMMUNICATE

The Riesentoter Award is presented each year to that member deemed to have made the greatest overall contribution to the club for the season. Based upon recommendations from the membership, final selection is to be made this year by the following committee:

Prior year recipient: Bob Russo
 Competition Chairman: Mel Feldman
 Member at large: Joe Bickel

This Riesentoter Award Committee needs your input in order to make their decision---let any one of them know your feelings as to who would be worthy candidates.

NOTICE OF MEETING

The August 31 meeting of Riesentoter Region, PCA will be held at 8:30 pm at the Midshipman Restaurant, Strafford, PA. Why not come early and enjoy dinner beforehand? Plastic money is accepted.

GET YOUR EARS ON GOOD BUDDY !

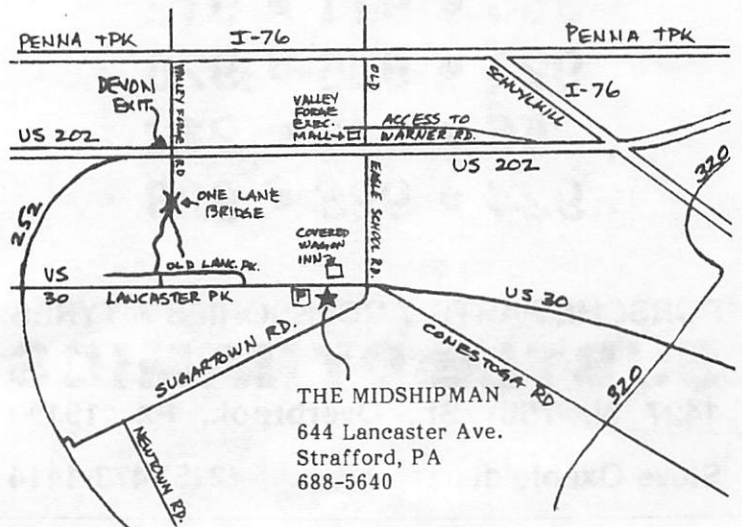
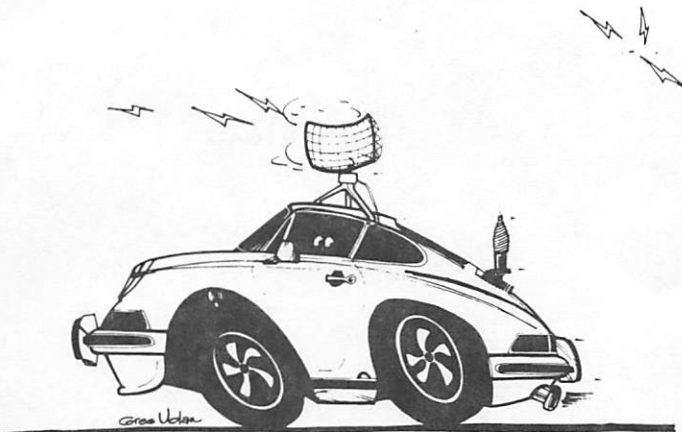
This month's program features an Italian Air Force Ace who is quite knowledgable about CB's. So get it all together and join us at the August meeting. 10-4!!

ELECTED OFFICERS

PRESIDENT Bob Holland 305 Staghorn Way West Chester, PA 19380 436-6577	VICE PRESIDENT Bill Smith 358 Beverly Road Upper Darby, PA 19802 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 WI7-1412 19006	MEMBERSHIP Dennis Mahoney 418 E. Washington Newtown, PA 18940 968-5613	EDITOR John English 501 N. Orange, Apt. A1 Media, PA 19063 565-5075

APPOINTED POSITIONS

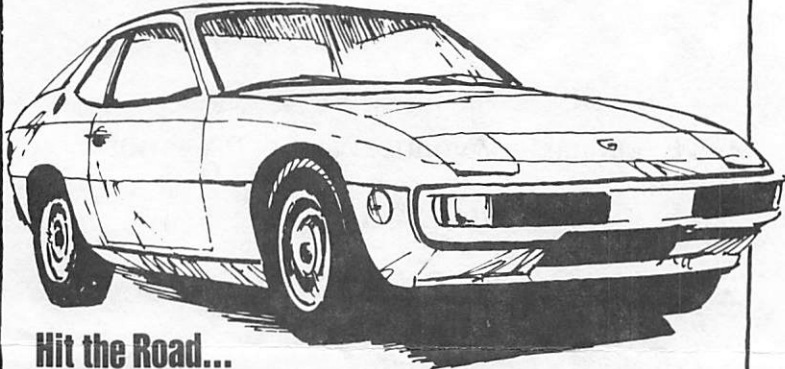
TECHNICAL Bob Koerbel 337 Virginia Avenue Havertown, PA 19083 789-0820	DVSA REP. Bob Russo 400 W. Monument Ave. Hatboro, PA 19040 674-4756
PHA REP. Jess Holshouser P.O. box 249 Pipersville, PA 18947 766-8201	ASSISTANT EDITOR Steve Buerkle C-306 Valley Forge Apts. Valley Forge, PA 19406 783-0855



THE OPEN ROAD... IT STILL BECKONS.



Al Holbert — 1976 IMSA GT Champion



Hit the Road... Porsche, Audi or Volkswagen

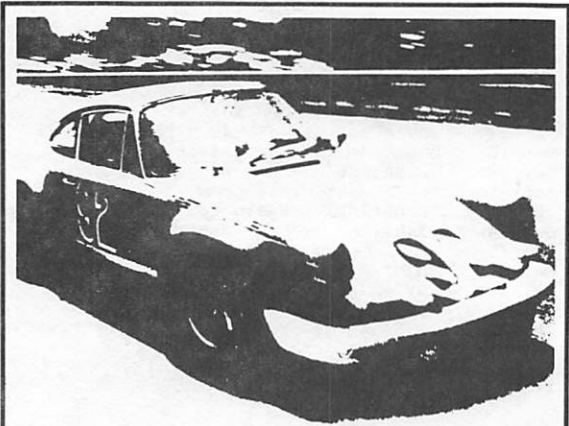
Remember the way it used to be?
You'd buy a car because you really loved to
drive. Your machine had a little better perform-
ance than your neighbor's car. It was a pleasure to
hit the throttle and get moving. And Handle? How
often did you take that back-road turn a wee bit faster
than normal just to feel the response as you cranked the
steering wheel over hard left? Yes, those were the days.
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1. On May 26, 1977, the House passed HR 6161, the Clean Air Act Amendments, plus an amendment by Dingell and Broyhill, which contained the following emission standards:

	<u>HC</u>	<u>CO</u>	<u>NOx</u>
1978-79	1.5	15.0	2.0
1980-81	.41	9.0	2.0
1982 and on	.41	9.0	1.0*

* can be raised to 2.0 by EPA Administrator

In addition, the bill delays high altitude provisions until 1982.

2. Now the bad news: The Senate, on June 10, passed S 252, Clean Air Act Amendments, which set the following emissions standards:

	<u>HC</u>	<u>CO</u>	<u>NOx</u>
1978-79	1.5	15.0	2.0*
1980-81	.41	3.4	1.0**
1982 and on	.41	3.4	1.0

* 90% of cars 2.0; 10% of cars 1.0

** can be raised to 2.0 by EPA Administrator

3. Note that the main difference between the two measures is the CO rating for 1980 and beyond. The Senate measure is almost three times more severe than the House measure. The Senate and House will be in conference beginning July 12 to obtain mutual agreement. NOW is the time to write your congressman and urge support of the HOUSE version (HR 6161).

4. On June 30, 1977 Secretary of Transportation Brock Adams announced that passive restraints would be required on all cars by 1984 in accordance with the following schedule:

All cars sold after 9/1/81 (1982 models) with wheelbases greater than 114 inches

all cars sold after 9/1/82 (1983 models) with wheelbases greater than 100 inches

all cars sold after 9/1/83 (1984 models)

"Passive Restraints" are defined as either air bags or a "VW" type system where the belt fastens automatically as the door is closed.

Secretary Adams states that 9,000 lives will be saved annually by the full use of automatic crash protection.

If you wish to make your own views known on this subject, again write your congressman! Here are the addresses:

House: The Honorable John Doe
House of Representatives
Washington, D.C. 20515

Senate: The Honorable John S. Doe
United States Senate
Washington, D.C. 20510

5. The following are some interesting local legislative actions:

Introduced in Michigan: S-754, which will require all cars manufactured in that state* (99% of all American cars) to contain a device preventing speed greater than 70 mph. *after 1/1/79

New York (S-5963), North Carolina (H-1018), and Nebraska (LB-139), Florida (S-1285) and Maine (H-1159) have introduced tax levy measurements based on fuel consumption-- the first two based on car weight, number of cylinders, or engine size; the others by increasing gas taxes.

Sales tax dicta have been introduced in Alabama and Arkansas, the first apparently unfavorable, the second favorable

Rhode Island approved S-269 to increase the state inspection frequency, adding emission control equipment as an inspection item; Wisconsin introduced S-311 to establish an inspection program; Florida's S-697 would repeal theirs.

Questions or comments? Harrass your local politician, or contact Robert C. Rassa at the National PCA offices.

FREE FREE FREE FREE FREE !!

Information and use of template for installing Jensen speakers in 914.

Ted Sechowicz 342-0294

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Panorama, March 1965 to present, missing March '67, Nov '68 and Feb '70. Christophorus, #51 (1964) to present, missing #91, #122. All in good to excellent condition. Best offer. Vern Lyle, Box 85, Salford, PA 18957 287-9521

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