

# DER GASSER

*Riesentöter Region  
Porsche Club of America  
Nov-Dec 83*



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to

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185/70VR13	94.86	235/60VR15	153.68
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185/70VR15	111.38	205/50VR15	192.96
205/60VR13	111.18	225/50VR15	218.37
195/60VR14	121.85	205/55VR16	215.08
215/60VR14	129.02	225/50VR16	232.85
205/60VR15	135.87	245/50VR15	223.60
215/60VR15	144.11	265/50VR15	240.12

## REDESTINE

155-12	33.32	165/70-13	41.01
145-13	33.10	175/70-13	46.11
155-13	35.83	185/70-13	49.32
165-13	38.12	195/70-13	50.29
175-14	48.04	185/70-14	52.99
185-14	50.07	195/70-14	57.24
165-15	44.29	205/70-14	59.78
175/70-12	41.90	185/70R15	54.81

## PIRELLI

P-6

P-7

185/60HR13	90.46	195/50VR15	182.43
205/60HR13	113.46	205/50VR15	204.03
185/60HR14	103.69	225/50VR15	231.24
195/60HR14	115.85	205/55VR16	236.06
225/60HR14	136.43	225/50VR16	249.00
195/60HR15	155.67	345/35VR15	325.75
205/60HR15	129.16	265/50VR16	285.02
205/60VR15	148.96		
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215/60VR15	170.09		
235/55VR15	192.35		

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205/60VR15	146.47
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205/55VR16	183.22
225/50VR16	199.38

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COVER: Man and machine get set for an off-camber, downhill lefthand sweeper. Don Reinhard on one of the tougher autocross courses this summer.

PHOTOS by the Editors.

## **President's Message**

Don Galbraith

Two years have passed since I started my journalism in these pages. The time has flown by. (At least the deadlines have flown by!) All kidding aside I have really enjoyed the time as President of the Club.

It was most enjoyable because I was lucky enough to have a great group of people do all the work. The executive committee was outstanding from day one!

I want to take this final opportunity to thank each and every one on the exec. for the past two years of help and service to the club. Riesentoter has done well.

By all accounts it has been an excellent two years. Other clubs are looking to us for innovative ideas and experience. Our methods in autocrosses and driver's schools seem to work best. The club's treasury is fairly healthy and our banquet is moving along nicely. Last but not least, our newsletter is so good that its format is even being copied by another region!

Once again, thanks to each and every one of you who has made the past two years so pleasant.

I wish good luck to Bill and his exec. next year.

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# The Very Last Lap

Vern Lyle

Since this is the last issue of Der Gasser for 1983, we would like to say thanks to a few people.

Firstly, to our advertisers: Holbert's, Horrigan, Bob Koerbel, Al Anderson, Carranza, Steve Limbert, Steve Oxenfeldt, Rick Clark and John Heckman - without their support Der Gasser probably would not exist. In turn, we sincerely ask that you all support these businessmen whenever possible.

Secondly, to those members who wrote articles for the newsletter - without their support it certainly would not exist.

And lastly, to Mike and Jane Stolper, for taking over the Editorship for '84. We wish them well, and ask that you give them your support.

We would like to say farewell to some people we don't even know. You are the 300-some people who we never see at an event or meeting, and who only know Riesen-toter from reading Der Gasser. Just want to emphasize that you are missing some good people and some great experiences. And the people who are active in the club are missing YOU. Porsche people are a cut above the crowd and its a shame that we don't even know each other. Come on out and let's be winners - together.



# **Annual Banquet**

Joe Shelanski

Hopefully by this time you will have received an invitation to "The Banquet". I sincerely hope that many of you will be able to attend this event, which not only serves to bring the past year to a celebratory finale, but also to usher in the new year with the presentation of the 1984 Executive Committee.

Part of the program will be the presentation of awards, including the Riesentoter Award, which is given to the person(s) who have not only been extremely active in PCA activities but who have also contributed to the function of these events. On a lighter note, presentations will be made for "achievements" which are somewhat dubious, such as the Black Helmet, as well as for outright outrageousness, whereas the awards themselves are as dubious as the awardees. Winners of these may strive for more acceptable means of recognition.

Several door prizes will be given out to those who attend the Banquet. This year, the major prizes will be provided by the area Porsche-Audi dealers.

The evening will start with a cocktail hour, complete with hors d'oeuvres and music, followed by a buffet dinner. Parking is available on the street, in a municipal lot, or by valet (free). If you have any questions concerning the Banquet, please call me at home (879-9478) or at work (825-5855).



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# Welcome, New Members

Skip Corey

Mich & Judy Sauers  
Huntington Valley  
'83 944

Bruce & Margaret Berlinger  
Blue Bell  
'83 944

Dick & Gretchen Bogert  
Allentown  
'57 356 Cabriolet

Dittmar & Margaret Wulff  
Phoenixville  
Transfers, Central Penn

Gil Kliman  
Philadelphia  
'69 912 Targa

Ron Murray  
Philadelphia  
'67 912

Charles & Dorothy Minter  
Yardley  
'83 944

Steven Stanbrook  
Reading  
'83 944

If you have been a PCA member for the last few years, you are probably aware that National membership has increased markedly since the introduction of the 944. Our region has enjoyed this surge in membership, growing from 260 in 1981 to over 360 in 1983!

Most of these new members joined after reading about PCA in an auto magazine or seeing a membership board at an area dealer, but it is surprising how few new members were referrals from present members. This is one area in which every member can help the club and meet some nice people in the process. (When was the last time you saw someone grumbling in a Porsche - excluding rally partners?) If every member brought in just one referral a year, our size would double.

How do you get a referral? You keep your eyes open for other Porsche people everywhere - parking lots, autoparts stores, at work, at dealers, even at auto-crosses - actually, anyplace you see a Porsche and its owner. All that's required is a little enthusiastic talk about Porsches and how great PCA is, and an application blank. Pretty simple, huh? You would be surprised how effective this is. Northern New Jersey Region has over 800 members and more than half of the new members they get every year are referrals, sometimes over 20 per month.

So get ready and polish that sales pitch (it is easy to sell something you believe in). I'll have plenty of application blanks at the Banquet and the next meeting, but if you need some in the meantime, please give me a call.

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that extra tender love and care into all of our body work. It's what makes our work "better than new." When you need help with your Porsche call us . . . we'll talk to you because like we said, we really do care about your car and you! Minor repairs to complete restoration.

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# Porschenalities

Melody Lyle

A lot of Porschenalities in the news before 1983 comes to a close:

Rumor has it that Bob Koerbel made an emergency trip to the hospital with a gallbladder attack. He's feeling better now, but will have to return after the holidays for surgery. Our thoughts are with you, Bob.

For those who couldn't make it to the Oktoberfest, you missed Bob Russo's classic role as auctioneer. Among other things, he successfully auctioned off Mike Stolper's driver school-battered front spoiler, a number of antiquated Porsche books with "Dr. Porsche centerfolds", some 928 QI lights, an X-rated mystery bag, a gas cap to Don Galbraith for \$5 (in abstentia) and much more. But my favorite line was when someone asked about the rotor he was auctioning, "What's the red line?" Bob's reply, "It's a real nice Inn up in Stockbridge, Massachusetts."

First comes love....

Not long after John Heckman returned from California in June and was reunited with Riesentoter, he and his 356 B cabriolet met Jill Decker and her 912E at one of our events. It was love at first sight, because they are now engaged to be married on February 25. Their first house (or rather garage) purchase was a '62 B coupe with a cavernous engine compartment. Congrats to both John and Jill on their "Porsche-designed" marriage.

Then comes marriage....

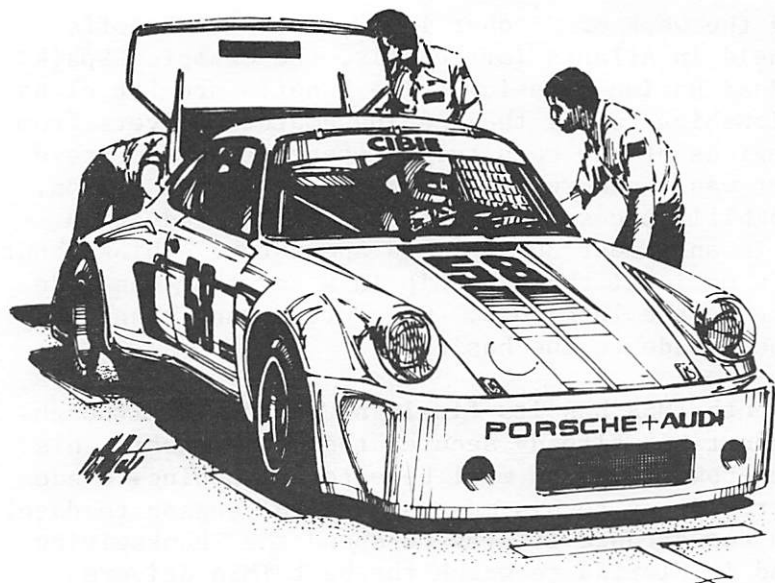
November 19 marks the date of A.J. Ahrens and Linda Meara's wedding. Much love to you both.

Then comes Bonnani's pushing a baby carriage....

A warm welcome to little Anthony, who arrived Oct 11 to Eleanor and Tony. Maybe you'd better not sell the SC so fast, Tony, the little guy will need something to drive when he turns sixteen.

Just wanted to say that I enjoyed doing Porschenalities for 1983. Riesentoter personalities are what the club is all about. Thanks for sharing with us.





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# Late Braking News

Bob Russo

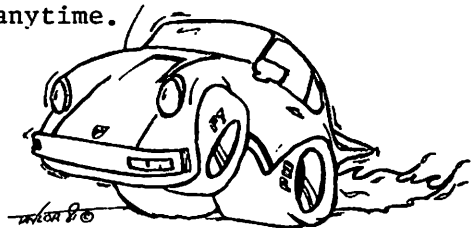
During the week of October 16-23, the SCCA Runoffs were held in Atlanta (officially, the Champion Spark Plug Road Racing Classic). The Runoffs are for class championships among the leading amateur drivers from all regions of the country. Riesentoter's own Steve Limbert was there representing the Northeast region. Joe Cogbill successfully defended his E Production title in an almost 30-year old Speedster! Think about that, a national championship in a car that was made to race in the late 50's! Of course, many changes have been made to the basics.

Next month IMSA has its finale at Daytona. Although Al Holbert has already secured the championship, his Porsche-powered March will be entered, hoping to add another victory to his most successful season to date. If you can arrange it, try to spend the Thanksgiving weekend in Florida to watch the best IMSA drivers close out the season.

Our October 23 autocross was rained out, in keeping with tradition. Many thanks to Vern Lyle, Al Anderson and Wayne Flegler for all the organizational work in my absence. It will not be rescheduled.

DVSA has not had a strong season and the future of the organization will be the main topic of discussion at the upcoming meetings. Anyone with ideas or suggestions for improving DVSA should contact either Vern, Al or myself. We would appreciate any input from you.

You know, it seems like only the other day that I was reporting the end of PATTS 83. We have already begun thinking of PATTS 84. Some other regions have expressed an interest in doing an event, so the series may be bigger and better than last year. Any of your ideas or suggestions for PATTS would also be greatly appreciated. Give me a call anytime.





The business end of Al Holbert's March-Porsche.

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# PATTS

## FINAL PATTS CHAMPIONSHIP STANDINGS FOR 1983 SEASON\*

\*shows points accumulated at July event hosted by Reisentoter Region (EV1) and August event hosted by Potomac Region (EV2). Overall rank based on best finish at either event. For trophy purposes, ties(\*) were broken by using a percentage index based on the fastest PATTS car at both events (Bob Russo).

ENTRANT	REGION	CAR MODEL	EV1	EV2	BEST
MODIFIED II					
BOB RUSSO	RTR	911-FRAUD	27	27	27
MODIFIED II LADIES					
DODIE RUSSO	RTR	911-FRAUD	27	27	27
MODIFIED III					
ALAN FRIEDMAN	POTOMAC	911-T	27	27	27
PETE TREMPER	SCHATT.	914-6	18	12	18*
KEITH COLLINS	POTOMAC	911-S	12	18	18*
MODIFIED IV					
TED BAIRD	POTOMAC	914-4	27	27	27
RUSSELL KESSLER	POTOMAC	SPEEDSTER	18	18	18
JAY GOLDFARB	RTR	SPEEDSTER	12	--	12
A-IMPROVED					
JOE SHELANSKI	RTR	911-S	27	27	27
B-IMPROVED					
RON FOX	POTOMAC	928	27	--	27*
JOHN BIRK	POTOMAC	911-S	18	27	27*
MIKE MOUNT	POTOMAC	911	12	--	12
C-IMPROVED					
DAVE SNOW	BLU RIDGE	914-6	27	27	27
D-IMPROVED					
H. STRASSBURGER	POTOMAC	914	27	27	27
T. SECHOWICZ	SCHATT	914-2L	--	18	18*
CHUCK SAVAGE	NNJ	SPEEDSTER	18	12	18*
REINHARD BARRS	JERSY SHO	914-1.7L	--	9	9
A-STOCK					
BOB BURNETT	RTR	930	27	27	27
HENRY BORREN	RTR	930	18	--	18
B-STOCK					
JAMES SPACEK	POTOMAC	911-SC	27	--	27*
RASIM TUGBERK	POTOMAC	911-SC	12	27	27*
SKIP HOYT	SCHATT	911-SC	18	18	18
MIKE STOLPER	RTR	911-SC	6	12	12
STEW BOREEN	RTR	911-SC	9	--	9
BILL MCALLISTER	1ST SETL	911-SC	3	9	9
J.P. SPEYER	POTOMAC	911-SC	6	--	6
DON MARK	POTOMAC	911-SC	1	3	3
HOWARD GRAD	POTOMAC	911-SC	2	--	2
TONY BONANNI	RTR	911-SC	1	--	1
TOM BALDWIN	RTR	911-SC	1	--	1
B-STOCK LADIES					
SANDRA LANGIUS	POTOMAC	911-SC	27	27	27
C-STOCK					
EDUARDO COSTA	POTOMAC	911-S	27	27	27
DON GALBRAITH	RTR	911-Carrera	18	18	18
BOB KOERBEL	RTR	911	12	--	12
C-STOCK LADIES					
CHRIS GALBRAITH	RTR	911-Carrera	27	27	27
D-STOCK					
AXEL SHIELD	RTR	911-S	27	27	27

E-STOCK						
JOHN MEEK	POTOMAC	944	27	12	27*	
S. SCHIFF	POTOMAC	944	12	27	27*	
HOWARD LEIKEN	POTOMAC	944	18	18	18	
F-STOCK						
SAM JESSEE	1ST SETL	911-T	27	27	27	
BILL KELLER	SCHATT	914-6	18	18	18	
BILL TYRREL	POTOMAC	911	9	12	12	
DOUG HARREL	1ST SETL	911-E	12	9	12	
JON GRIESENBECK	BLU RIDGE	911-T	6	6	6	
G-STOCK						
BOB CARRINGTON	SCHATT	914-2L	27	18	27*	
LARRY HERMAN	RTR	914-2L	18	27	27*	
FRANK KERFOOT	JERSY SHD	914-2L	12	12	12	
GARY SIMMONS	1ST SETL	914-2L	6	9	9	
MAURY HAMILL	BLU RIDGE	914-2L	--	6	6	
G-STOCK LADIES						
TINA TUCCILO	SCHATT	914-2L	--	27	27	
H-STOCK						
MIKE KELLER	SCHATT	914-1.7L	27	18	27*	
R.T. ROOKEY	CVR	914-1.7L	18	27	27*	
GARY GROVE	RTR	914-1.7L	3	12	12*	
C. SCHLEUPNER	BLU RIDGE	914-1.7L	12	--	12*	
JOE MCALLISTER	POTOMAC	914-1.7L	6	9	9	
LARRY THOMAS	1ST SETL	924	9	--	9	
SHAWN WOODHEAD	POTOMAC	924	4	--	4	
CARROLL KISSER	POTOMAC	924	3	--	3	
H-STOCK LADIES						
BARB KELLER	SCHATT	914-1.7L	27	27	27	
MARY JO GROVE	RTR	914-1.7L	18	18	18	
I-STOCK						
BOB BUCHLER	POTOMAC	S-90	27	27	27	
FRED SIMS	POTOMAC	356-9C	18	18	18	
PAT MCALLISTER	1ST SETL	912	12	12	12	

TIE-BREAKERS:

Tremper (107.95) vs. Collins (108.02)  
 Fox (105.01) vs. Birk (107.48)  
 Sechowicz (115.80) vs. Savage (122.90)  
 Spacek (104.61) vs. Tugberk (106.79)  
 Meek (110.88) vs. Schiff (111.09)  
 Carrington (111.43) vs. Herman (113.15)  
 Keller (115.05) vs. Rookey (115.24)  
 Grove (118.00) vs. Schleupner (118.03)

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# **Competition, step by step** Al Anderson

I would like to comment on something that I have been guilty of myself. Someday you will get the urge to enter a competitive event and the bug will bite you. You'll pay your \$10, thrash your car around some pylons, park and run to the timer to see how well you've done. "Gee, I thought I was going much faster than that; must be something wrong with the car!" The next week you go out and spend a small fortune on sticky tires, swaybars, up-graded shocks and so on. Now you are ready to show those guys at the next event how really fast you are. Well, it turns out that all that money you spent did not make you any faster. Maybe you bought the wrong bars, maybe the tires aren't wide enough, and so on and so on, excuse after excuse.

Don't let this happen to you. It will be very disappointing and money not very well spent. If you are thinking about autocrossing, spend some time competing with the car just as you bought it! Learn how to get the most out of the car and more importantly, how to get the most out of the driver, before you modify the car in any way. Attend an autocross school in the spring and learn about apexing, proper braking, etc. You can improve the car a great deal just by trying different tire pressures.

Believe what I am saying, for in the past I was the guy at the local speed shop, laying out the bucks for go-fast goodies. I'm not knocking sticky tires, sway bars or nylon bushings but, point of fact, the driver makes the car go fast. Once you feel you have cut your times to the nth degree, you can now begin the step by step process of modifying your car according to its own idiosyncrasies. Remember, I said step by step, not an entire package at once. If you bolt on everything at once, how can you tell which one of the changes actually helped? Decide what improvements your car needs most, then go for it!

To be continued...

# Porsche - Corvette Challenge

## A: MODIFIED

Bob Russo	P	<u>FTD</u>	44.288
Bob Kingston	C		45.093
Kim Fegley	C		46.897

## B: IMPROVED

Vern Lyle	P		47.799
Joe Bolsar	C		49.846
John Merris	C		49.877
Don Galbraith	P		50.827
Charlie Harding	C		51.024
Marty Zawarski	P		51.189
Al Kerchner	C		51.287
Brian McNeill	C		51.561
Richard van Zijl	P		51.710
John Crisman	C		51.912
Larry Bruce	P		52.080
Greg Henry	P		52.462
Don Merris	C		52.818
Mike Stolper	P		52.906
Stan Black	C		55.085
J. Casselberry	C		57.975

## C: STOCK

Harold Ulmer	C		45.418
Butch Rokosz	C		50.743
Al Anderson	P		51.795
Tom Holtzman	C		53.336
Michael Heavener	P		59.929

## D: STOCK

Bill Lyberger	C		50.203
Russ Hunsberger	P		51.512
Bob Patton	P		54.336
Larry Snyder	C		55.623

## E: STOCK

Dieter Neumann	C		49.162
Ron McGeary	C		50.853
Larry Herman	P		51.055
Ralph Boettcher	P		53.512
Bob McCullen	P		54.455
Ken Fleck	C		55.433
Merle Beer	C		57.134
C. Young	C		57.976

## F: STOCK

Dave Walter	C		50.679
David Leach	C		51.825
Bob Brickner	C		52.981
Eric Keller	P		53.576
Dan Sandvig	C		55.417

## G: STOCK

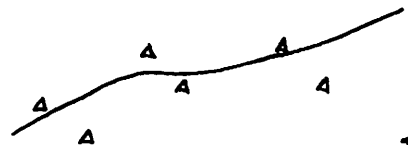
Bob Buchler	P		50.723
Rich Goloveyko	P		56.616

## A - LADIES

Judy Kingston	C		48.220
Dodie Russo	P		48.627

## B - LADIES

Melody Lyle	P		50.835
Dianne Harding	C		51.953
Terry Crisman	C		53.339
Chris Galbraith	P		53.819
K. Casselberry	C		55.558
Anna Merris	C		57.464





Can you believe this scene from the Oktoberfest?  
Auctioneer Bob Russo showing his headlights and  
Bill Cooper checking to see if they're real.

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# Tech Ramblings

Tony Checkowski

A small group of maintenance-minded members had a perfect day to get their Porsches ready for the winter. Rosemont Porsche-Audi had coffee and donuts for us all as well as a half-dozen lifts for the cars. It was nice to see some new faces and I think that they, in particular, learned a little more about their machines.

We had a 928, many 911s and a 924 in all sorts of conditions being worked on by our members. Those who did not bring their Porsches stopped by for refreshments. Our leisurely pace permitted plenty of time for a few war stories and exchanging technical information about each other's cars. We enjoyed Rosemont's hospitality and hope we are invited back next year.

Thanks again for supporting the Tech Sessions during 1983. They will continue next year, probably with a little different format. Those of you who would like to see more sessions, less sessions or something very different, should speak up before the plans are set for 1984. We are looking forward to improving what we do and how we do it at Tech Sessions. The floor is yours.

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FOR SALE: '78 911SC Targa, mocha brown, cork int, 44,000 mi, exc cond, \$16,900. Rafael Lissack, 215-627-1382 (evenings)

FOR SALE: '73 914 parts, 5 spd transaxle, 2 clutches, 2 axles, \$200; complete injection unit, \$75. Ron 398-1586

FOR SALE: 2 185/70VR15 and 2 215/60VR15 Comp TA, 95% tread, \$375; CIS system and complete exhaust for 78 SC. Gus Rosenberg, 717-657-8879

FOR SALE: '72 911S parts: 4 7x15 polished rim cookie cutters, new \$400; complete black anodized trim; whale tail; 2 7x15 forged alloys, \$300; 2 8x15 forged alloys, \$700; Dunlop D-4s; Michelin XWX; brown interior without seats; fuel tanks; doors, much more. Bob Holland, 436-6577

FOR SALE: 4 185/70SR13 Bridgestone RD113, new, only driven 70 miles. These tires generate over .78g on a Honda Prelude, \$40 each or best offer; trombone loop oil cooler from '79 930, \$75 or best offer. Stu Boreen, 925-1186

FOR SALE: '66 911/5, #301782, white, sound body, strong engine, stored for past 5 years. Former Dick Schuck hillclimber. Great car, but no time to play. \$3,800. Dick Bach 814-238-0544

Al Anderson  
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Mike Stolper

Riesentoter Caps - Black caps with our own crest, \$6

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The monthly meeting is the deadline for material to be published in the next issue.

Address changes or notification of non-delivery should be sent to the Editors and to the Membership Chairman. Items for the Porsche Store are listed free to members. Photos and articles are welcomed. B/W or color prints can be used if quality and contrast are sufficient.

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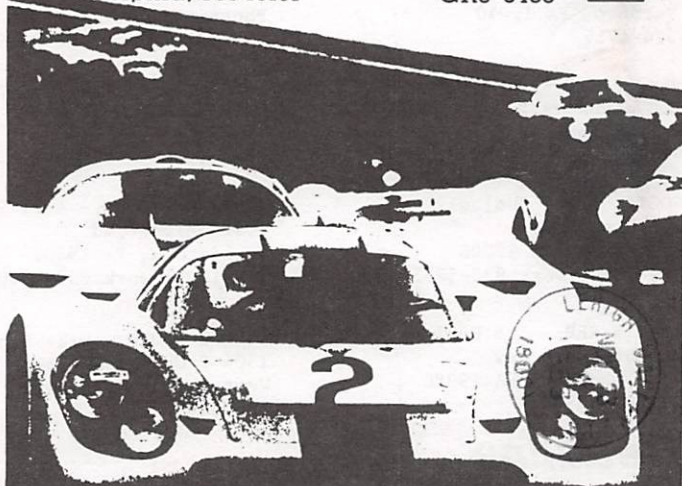
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