

# DER GASSER

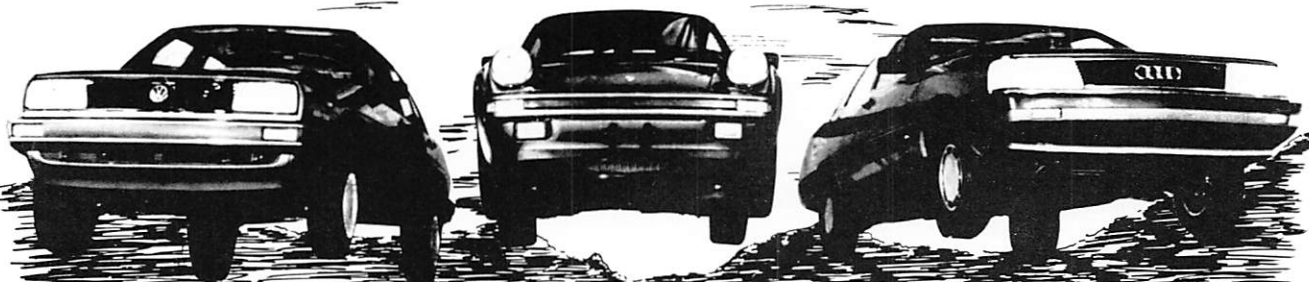


AUGUST 1992



Riesentöter Region ♦ Porsche Club of America

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# HOLBERT'S

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## PRESIDENT'S MESSAGE

This August deadline really crept up on me, but our editor John Williamson certainly deserves a vacation and I am already late with this article. So here goes a brief and probably rambling address.

I was sorry to miss our Watkins Glen driver's ed event in July. I understand that Paul Johnston brought off a first class event with no incidents at all. I was curious about the new "chicane" at the end of the back straight, but most of the feedback I've heard is positive. It accomplishes what it was created to do, and doesn't detract much from that long, long straight. By the time you get this **DER GASSER**, the first Riesentöter Club Racing event will be history. I can predict one thing at this point though; with all the pre-planning going on in July, the weekend will have been a tremendous success. I'm sure we'll be reading more details (and stories) in upcoming issues.

Since the Parade was on the West Coast this year, it was difficult for many of the Easterners to get there and enjoy the fun. But you will have several opportunities in the next couple of years. In the meanwhile, there are some multi-region events coming up that are like "mini-parades". Chesapeake Challenge is the closest. This event is sponsored by Chesapeake region, and is set for September 11-13 in or around Towson, MD. The other special weekend is Autumnfest, September 25-27 in Staunton, VA. I have been to several of these types of events, and I can tell you they are a lot of good old times and good people. Consider going.

There are so many club activities going on this month, be sure not to forget any! The picnic, Summit Point driver's ed, and John Crowley has lined up the polka dot Porsche from John Wood Racing for the August meeting at Casa Maria. That car is sure to be attracting a lot of attention from the general public as it sits in the parking lot. Get there early, check out the car, have some dinner and join us for some enlightening discussion on Super Car racing.

And please, don't forget the 3rd annual Charity autocross set for September 20th at the NAWC, Warminster. We need all the help we can get with this, especially sponsors with money or prizes we can give away. Please give Brad Carle a call if you can work or provide some raffle items.

See you out there!

Lisa

### GREAT GETAWAYS BEGIN AT

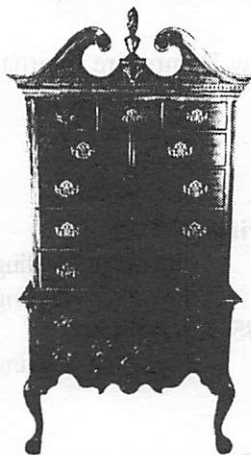
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# Up-Comin

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## AUGUST

- 22 Tech Session, Holbert's: 8:00am - 2:30pm, Pre-Summit Point tech and general do-it-yourself
- 22-23 PHA Duryea Hillclimb, Reading PA
- 23 Annual Picnic, Lenape Swim Club, Chalfont PA: 1:00-6:00pm
- 26 General Meeting, Casa Maria: 7:30pm  
John Wood Porsche Racing Team - Car and Driver!

## SEPTEMBER

- 12-13 PHA Montage Hillclimb
- 13 Vintage Weekend at Watkins Glen, Central New York & Niagara Regions: Hospitality tent for SVRA Vintage Race and F1 reunion. Wayne 315/685-8118, Chris 315/685-0717.
- 26 Super Session, Holberts: 1993 Model intro, demonstration drives and service clinic
- 26-27 PHA Fall Weatherly Hillclimb
- 30 General Meeting, NTW: 7:30pm  
Annual Tire Wars

## OCTOBER

- 23 PHA Hillclimb, New Hampshire International Raceway

## **AX EVENTS:**

- |        |             |                  |
|--------|-------------|------------------|
| SEP 20 | RTR Charity | NAWC             |
| Sep 27 | Philly      | Plymouth Meeting |
| Oct 1  | Philly      | Plymouth Meeting |
| Oct 4  | RTR AX #5   | NAWC             |
| Nov 1  | Philly      | Plymouth Meeting |

## AX CONTACTS

Philly (Phila Region SCCA), Andre Downey (215) 276-4739

RTR (Riesentöter), Brad Carle (215) 948-2257

## **TRACK EVENTS:**

Aug 29-30	RTR	Summit Point
Sep 10-11	Metro	Limerock
Sep 12-13	Car Guys	Roebling Road
Sep 16-17	NNJR (Race)	Limerock
Sep 25-26-27	Potomac	Mid Ohio
Oct 2	CVR	Limerock
Oct 9-10-11	NNJR	Bridgheampton
Oct 16-17-18	Metro	Bridgheampton
Oct 22	Jersey Shore	Limerock
Oct 23	Hudson	Limerock
Oct 24	Schattenbaum	Limerock
Oct 29	Metro	Limerock
Oct 30-31	CVR	Limerock
Nov 14-15	Potomac	Summit Point
Nov 28-29	Car Guys	Summit Point

## TRACK CONTACTS

Car Guys, 1-800-800-GUYS

CVR, Bob Wolf (203) 488-7312, [fax] (203) 483-8316

Metro, Peter Portonova (718) 428-3441

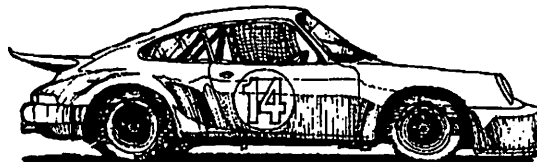
NNJR, Ken & Carol Gieger [W] (201) 337-3883, [H] (201) 327-9029

PorscheRama, Cathryn Zambetti (914) 779-3709

Potomac, Ed Nork, 1029 N. Stuart St. #207, Arlington VA, [H] (703) 527-1006

RTR (Riesentöter), Ron Lego (215) 855-1679

Schattenbaum, Chris Brown [H] (609) 768-7364, [W] (609) 234-7969





ANNUAL  
PHOTO  
CONTEST!

## THE POLKADOT CORVETTE EATING PORSCHE

WEDNESDAY, AUGUST 26 7:30pm  
CASA MARIA

Come see the outrageous Northeast entry in the IMSA Supercar series  
John Wood Porsche of Princeton NJ will have Car (Consulier, Lotus, etc. munching 911 Turbo)  
and Driver (Jeff Purner) in attendance

Don't forget to bring your photos of Porches and RTR members in action  
for the second annual DERGASSER Full Color Cover Photo Contest!

**DIRECTIONS** to Casa Maria Restaurant on Rt. 202 in King of Prussia:

**From Exit 24 PA turnpike:**

Take Rt. 202 north, past the Hilton, Casa Maria is on the right,  
about 1.5 miles from the Schuylkill Expressway and Valley Forge turnpike interchange

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# MYTH PUT TO REST... PART II

## Tony Checkowski

Now that we are sure there is no shifting of "weight" during braking or deceleration, let's focus on how we can determine and control the result of the deceleration forces.

If you could feel the forces on your body as you drive your Porsche near its limits, you will mentally store this information for recall in the actual autocross or track event experience.

To obtain the experience in a safe and controlled way, is the best of training methods. This is even better training than that gathered at the real autocross or track event where too much is going on at the same time.

The Apollo astronauts trained for years in simulators for their moon landings. Their bodies were subjected to as many of the motion and visual cues that might be expected during the real "flight-to-the-moon". I remember on one of the flights, the Captain of the LEM said of the landing sequence "just like the simulator".

You have something better than an auto simulator. You can get into the real thing and experience the forces without the emotional aspect of an actual event. It is tough to handle both at the same time unless you already know approximately what the car will give you, hence you can use the emotional part to heighten your sensitivity in order to get the car and yourself to "the limit".

There are about three (3) controlled training sequences you can go through in order to "feel" what the car will do under acceleration or deceleration.

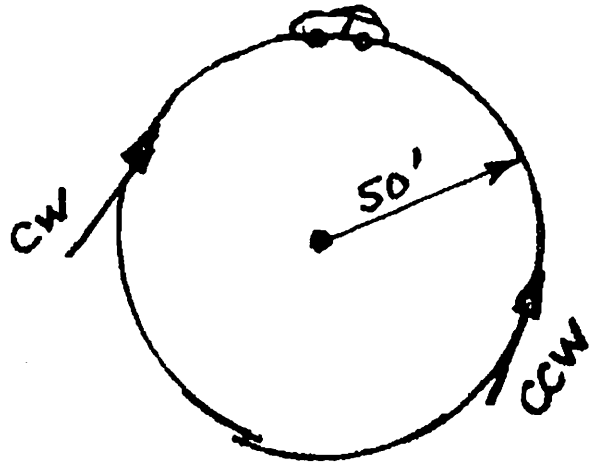
### 1. Accelerate The Car At A Known G Load

It would be difficult to accelerate the car in a straight line at 1G, and if you had the power, you could not sustain it long enough in order to train your body to experience this force. Those of you who were at Don Cox's training session in February will remember his "friction circle".

### 2. Drive Around A Circle Of Known Radius

Driving around a 50 foot radius circle gradually at a faster and faster speed will subject your body to acceleration in the lateral direction. The body feels the centrifugal force while the car is accelerating

towards the center of the circle. You will be able to sustain any part of the G loading by holding the speed around the circle, thus gaining the experience.



Be sure to choose a flat, high friction surface (rough surface cement is ideal). Here you can keep driving until you feel the tail wanting to break loose. This will be the limit of the car, probably in the area of 0.8 to 0.9 G's. Your speed should be around 25-30 MPH. Do the same thing in the other direction. You will feel a difference. Do it long enough to know how it feels when the car is at its max lateral g's. See fig. 1 for G's versus speed information. Try it with a 100 foot radius circle and you will get to higher speeds around the circle.

### 3. Decelerate The Car At A Known G Load

The other way would be to drive the car at some steady speed and then decelerate (brake) at a known G load. Your body can feel this force, but it will not be long before the car comes to a stop. You can try it on the same kind of surface mentioned before.

Unfortunately the time your body feels the forces is quite short as compared to driving around the circle method. Also, it is not very practical due to the short deceleration time, hence short training experience (i.e., at 60 MPH (stop) decelerate uniformly in

2 1/2 seconds or 1 1/4 seconds at 30 MPH for a 1 G load). It may take several tries to find the right brake pedal force and you may also smoke your tires.

Of the three methods, driving around the circle will give you the best chance to learn through experiencing the sensations of G forces at or near the cars limit.

SPEED MPH	LATERAL G's	
	Circle of	
	50'	100'
10	0.14	0.07
15	0.30	0.15
20	0.56	0.28
25	0.81	0.40
30	1.20	0.60
40	2.10	1.05

I have found school parking lots quite empty during the summer months. Try to choose a spot removed from the sight of passing motorists (ed. it probably wouldn't hurt to have a spotter in the center of the circle to signal you if another motorist or child on a bike was approaching). After about 10-15 revolutions around the circle, you will probably have enough of it if you don't get dizzy in the meantime. Reverse directions.

You will notice also that as the tires heat up, you will be able to go faster. This is also a quick way to see if your car's suspension is working and in balance. Bushings have been known to bind-up, shocks not working right or not working at all, things get loose - very loose, sway bars not free to move freely, torsion bars weak or also binding. If times CW (clockwise) and CCW (counter-clockwise) are not close to being the same, check for the above items.

It is not important that you accurately read your speedometer as you go around the circle, but to feel the G loading on the car and yourself near the point where the car is at the limit. Know that feeling and you and your car will understand each other a little better.

## SPEED AROUND A CIRCLE vs. LATERAL G's

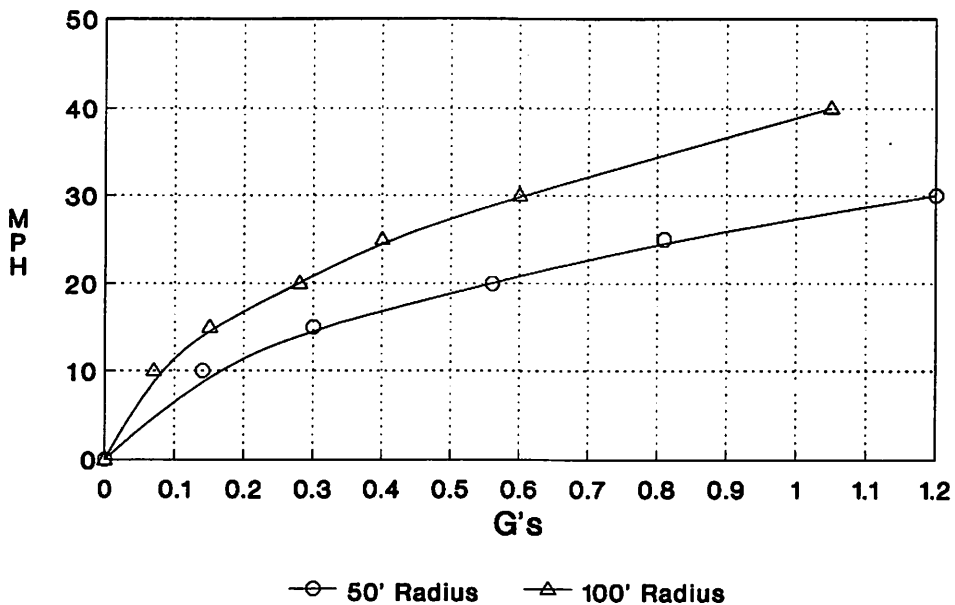


Figure 1

# AUTOCROSS

## Brad Carle

In spite of a few setbacks, our second autocross came off very well. Those of you lucky enough to attend were treated to "halftime" entertainment of our country's finest in law enforcement. For the few of you who missed the event, I'll explain. It seemed that Sunday was what they call a slow crime day. At different times in the day, local police would show a sincere interest in our event. One of them was so enthusiastic, he wanted to learn more. So during the lunch break, I walked the course with the armed enforcer, explaining how the course was laid out. He seemed very sure of what he was doing and told me of the different learning techniques the police department has and how the new Caprice is much better than last years. The officer also explained to me his theory on hi-speed pursuits, which is basically to travel at slower safer speeds and catch the idiot when he ends up in the ditch down the road. So we tech'd his car, and cleared the course of all people, including corner workers. After a few off-courses, the officer treated us to a movie like run, including run-away hubcaps, which I think was copied on every video camera in Warminster. I hope someone has photos for DER GASSER.

Otherwise, everyone seemed to do very well on the open course. I would like to thank Vern, Dennis, Lisa and Rex for helping setup. There were 31 drivers in all, many of our regulars had to go to the SCCA Harrisburg event to cover their point requirements. So the turn out was well. The "novice" class is very competitive. Judging by their times, I was unsure whether everyone I listed was a novice. If I have listed you improperly, please don't take it personally, let me know and I'll correct the situation. There has also been some confusion as to who our instructors are for in-car guidance. Some of you, who have been told previously about the rule, designated by our insurance coverage, ignored it this time. A list of instructors will be published at the next event, those of you who choose to ignore it will be instructed off the site. As always, my phone number is listed on the back cover, and is available for anyone who wants to call. See you in Warminster. ✖

Next Event: Sunday September 20  
Naval Air Warfare Center (NAWC)  
Street & Jacksonville Roads  
Warminster PA

Registration opens 9:00am

### Directions:

From Exit 27 (Willowgrove) PA Turnpike

Take Rt. 611 North

Right on Blair Mill Road

Right on County Line Road

Left on Jacksonville Road

Cross Street Road, proceed onto base

Look for signs on the left

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# AUTOCROSS RESULTS

AX #2 6/28/92

<u>Class B</u>	<u>Time</u>	<u>Ladies</u>	<u>Class</u>	<u>Index</u>
Mike Wolkov	40.182	Mimi Ehrman	45.767 E	1.115
Barry Butler	42.639	<u>Judy Carle Ladies FTD</u>	<u>45.701 H</u>	<u>1.155</u>
<u>Class D</u>		<u>Ladies Novice</u>		
Walter Harrington	42.180	La Donna Hill	46.571 B	1.125
		Pat Herman	47.647 E	1.161
<u>Class E</u>		<u>Mens Novice</u>		
Geoffrey Ehrman	40.629	Peter Schorsch	42.747 B	1.032
Joe Mack	41.430	Don Freese	42.389 E	1.033
Lorry Cozad	42.005	Al Abrevaya	43.454 B	1.049
		John Schrecengost	44.678 A	1.079
		Officer "Eric"	58.872* Z	
<u>Class H</u>				
<u>Brad Carle FTD</u>	<u>38.725</u>			
Dennis Angelisanti	40.371			
Dave Weld	45.650			

\* plus many pylons

## "It Gets Cold in Texas in Winter"

"Thanks for going the extra mile to find the correct heater blower motor for my car." —Bob Jones, Pittsburg, TX



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# MEMREVS

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## John Kingham

Membership as of 8/1/92 is 774

Welcome to the following new members:

Frederick Bonsall Bethlehem	87 928S4
Mark & Mark, Jr. Grady Ambler	69 912
Louis & Carol Hayden Bethlehem	69 911E
Charles Ho Yardley	88 944T
Alan Johnson New Tripoli	71 911
Chuck & Leacy Kanach Phoenixville	87 911
Eric & Hope Lang Southampton	72 911E
Brian & Monique Lavelle Williamsport	87 944
Davis Macrae Richboro	78 930
Douglas & Karen Peters Radnor	85 911
George & Gretchen Wintersteen West Grove	93 928
Robert & Kelley Horace Warminster (from Carolinas Region)	72 911E

## NEW MEMBERS NIGHT A SUCCESS

June's meeting was held at Holbert's Porsche/Audi in Warrington. The meeting's emphasis was placed on new members and the showing off of our heritage - 356's. Although the evening was wet and forecasts of hail were abundant, several 356's braved the weather and were admired by all members in attendance.

We lost count of exactly how many new members showed up but approximately 20 new members introduced themselves to us by standing up, giving us their name, their type of car and what club activities interested them. It was certainly unusual having people pop up to introduce themselves only to find somebody else had already started their introduction. This was certainly the best turnout of new members in quite a few years.

Many thanks go to our host for the evening, Vince Evans of Holbert's. Vince talked briefly on the future of Porsche as only an insider would know. He also provided us with munchies and beverages. Thanks also to our loyal 356 fans who brought out their cars to share with us. Kudos to the entire executive committee who braved a brief introduction by yours truly, and gave a SHORT description of their responsibilities, and more important, how YOU can get involved. And last but not least thanks to all who came out to make the meeting so successful. ✖

*Dick*  
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# THE JOYS OF RALLYING

## Mary Alice Angelisanti

Now that you've read all of the books on fulfilling relationships such as "What Men Think Women Think" or "The Joys Of Sex", why not try testing your relationship with your significant other through "The Joys of Rallying".

The first time we had this experience was on a lovely Sunday in West Chester almost two years ago. Because my husband, Dennis, is an expert Air Force Navigator (retired), the duties of driver were assigned to me.

The rally was set up as a scavenger hunt. The rally objective was to obtain the maximum amount of required items in the least possible miles. Some of the items needed were from certain shopping centers, others could have been found in your local library. With that goal in mind, we raced off to the Exton Mall. We parked across the road from the Exton Mall, in sight of the Exton Library, upon a hill. As commander, Dennis assigned me to wait in the car for a radio clue which was to be broadcasted at any given time, while he would retrieve the required loot on the Rally check list. With that in mind, Dennis bounded out of the car to begin his quest at the mall to retrieve several items listed on the check list. To get to the mall from our "Vantage Point", Dennis had to go down the hill, across a gully, up a hill, across the road, through the parking lot and into the mall entrance. About 15 minutes later, he ran back out of the mall, through the parking lot, across the road, down the hill, across the gully, up the hill, and back to the car. I congratulated him for getting so many of the items that were on the check list. "Oh Yes", he laughed, "We're doing GREAT! Speaking of which, where are the directions and the check list?" he casually asked as he was preparing for the next leg of our journey.

At that moment, The Joy of Rallying turned into panic. How could a few pieces of paper get lost in a 914? Dennis' righteous indignation turned to embarrassment after I remembered that he had taken the papers into the mall with him. His face dropped when he realized that the precious check list was among the "extra junk" that he had dropped into the mall trash can. "No problem" he said. As he sprung from the car and headed for the mall. Down the hill, across the gully, up the hill, across the road, through the parking lot and into the mall.

Twenty minutes later, a disheveled and sweating Dennis slowly made his way out of the mall entrance, through the parking lot, across the road, trudging down the hill, across the gully, crawling up the hill and collapsing into the car. During the entire journey, he was clutching this unrecognizable piece of paper.

When he caught his breath, he shared his adventure. The trash can where the precious directions were tossed was empty when he opened it. Frantically grabbing several people who looked like they worked there, he was approached by a security guard who directed him to the basement that housed the central collecting bin. What could a dedicated rally participant do but go elbow deep into the huge bin in search of the directions. Intent on his mission, he didn't notice the janitor coming up behind him and checking him out. Assuming that this was another homeless person in search of food, the janitor barked that all the trash was property of the mall and Dennis must stop this immediately. Pulling himself upright and wiping himself off, Dennis explained the importance of his mission. The sight of a well dressed man desperately searching for some bit of paper in a smelly bin on such a beautiful day melted the janitor's heart, and Dennis was allowed to continue his quest.

When he finished telling me his story, Dennis proudly unfolded the retrieved papers, revealing the much needed instructions coated with ice cream, pizza sauce and a few unidentifiable objects. The belly laugh that was developing in my stomach was quickly stifled after evaluation of the situation. As we quietly headed towards our next stop, from the corner of my eye I could see Dennis wiping sauce from page two so that he could read the next clue. As our eyes met, we both started to laugh so hard that I had to pull to the side of the road.

In that moment we experienced and will always share the memory of "The Joys of Rallying". ❄️

# MONEY MATTERS

**Don Applestein**

## Treasurer's "6 Month Plus" Report

This is a "6 Month Plus" report because if I had prepared a report to the end of June, it would have included income for Watkins Glen but not any expenses -- which were paid in early July. We would have looked very rich! So this report covers January through the end of June, plus Watkins Glen -- hence "6 Month Plus."

We started the year with a balance of \$7,322.08. As you can see below, actual income was \$44,194.56 and actual expenses were \$39,884.88. Thus, for the period we have had a net gain of \$4,309.68 and our current balance is \$11,631.76.

On the income side, we are very close to our budget projections. Autocross is down, but there is an event scheduled for later in July. Both Social and Track have produced more income than expected -- which is always nice!

On the expense side, we have spent \$3,359.12 less than what was budgeted. We have "saved" on **DER GASSER** postage and printing because the issues have been smaller. Autocross expenses are down because the

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trophies were purchased last year. However, Brad assures me he's going to spend what's in the budget and give away some great trophies. So, you better get out there and grab your share of the "silver." Social is over budget, for now. This is because we've had to make deposits for events later in the year. Betsi put together a great Spring Social, so plan to be there for the picnic, the costume / election party in November and the Christmas banquet. They sound like they'll be real knock-outs! Track expenses are right on target.

Finally, on a personal level, after two years as treasurer, I have decided not to seek re-election. I believe that we have gained a better "handle" on the Club finances through budgeting. Now it's time for someone else to try his or her hand at it. Being treasurer is a great Exec job because you work with every member of the Exec and you learn the details of all of the Club's numerous activities. If you have any questions, call me at 565-5716 or if you're interested in being treasurer, speak to me, Lisa or Bill O'Connell. Don't be shy! The Club needs you to help run it. It doesn't run by itself. ❀

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## Budget Report

January 1, 1991 to June 30, 1992

Starting Balance: \$ 7,322.08

Ending Balance: \$11,631.76



Budget vs. Actual for January - June, 1992

<u>Category</u>	<u>Type</u>	<u>Budget</u>	<u>Actual</u>	<u>Difference</u>
AUTOCROSS	Income	\$1,920.00	\$1,277.00	(\$693.00)
DER GASSER ADS	Income	\$6,000.00	\$6,205.00	\$205.00
GOODIE STORE	Income	\$2,333.33	\$1,840.00	(\$493.33)
INTEREST INCOME	Income	\$350.00	\$153.31	(\$196.69)
MEETINGS	Income	\$320.00	\$90.75	(\$229.25)
MEMBERSHIP	Income	\$165.00	\$214.50	\$49.50
PCA REIMBURSEMENT	Income	\$5,500.00	\$5,619.00	\$119.00
RALLY	Income	\$250.00	\$100.00	(\$150.00)
SOCIAL	Income	\$900.00	\$2,490.00	\$1,590.00
TRACK EVENTS	Income	\$24,500.00	\$26,255.00	\$1,755.00
UNALLOCATED	Income	<u>\$0.00</u>	<u>\$0.00</u>	<u>\$0.00</u>
Total Income		\$42,238.33	\$44,194.56	\$1,956.23
AUTOCROSS	Expense	\$1,600.00	\$164.56	\$1,435.44
DER GASSER MISC	Expense	\$100.00	\$119.24	(\$19.24)
DER GASSER POSTAGE	Expense	\$3,150.00	\$2,606.70	\$543.30
DER GASSER PRINTING	Expense	\$8,540.00	\$5,766.65	\$2,773.35
GOODIE STORE BUYS	Expense	\$2,275.00	\$1,017.60	\$1,257.40
MEETINGS	Expense	\$600.00	\$454.11	\$145.89
MEMBERSHIP	Expense	\$100.00	\$440.89	(\$340.89)
POSTAGE MISC	Expense	\$29.00	\$31.29	(\$2.29)
RALLY	Expense	\$250.00	\$65.00	\$185.00
SOCIAL	Expense	\$2,400.00	\$5,520.27	(\$3,120.27)
TECHNICAL	Expense	\$700.00	\$285.17	\$414.83
TRACK EVENTS	Expense	\$23,000.00	\$23,354.90	(\$354.90)
UNALLOCATED	Expense	<u>\$500.00</u>	<u>\$58.50</u>	<u>\$441.50</u>
Total Expense		\$43,244.00	\$39,884.88	\$3,359.12

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225/60-15	RAZ	8/32	85.00
235/60-15	RAZ	8/32	85.00
235/60-15	RAZ	3/32	80.00
205/50-15	RAZ	8/32	95.00
205/50-15	RAZ	3/32	90.00
225/50-15	RZ	8/32	95.00
225/50-15	RAZ	8/32	95.00
225/50-15	RAZ	3/32	90.00
205/55-16	RZ	8/32	100.00
205/55-16	RZ	3/32	90.00

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Sponsor

Donation

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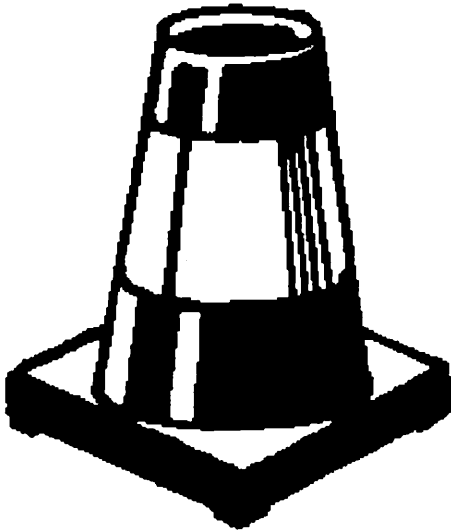
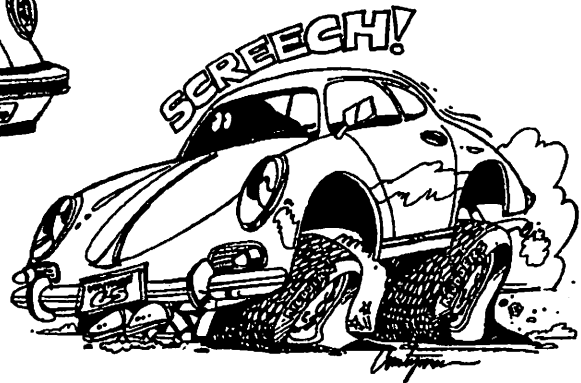
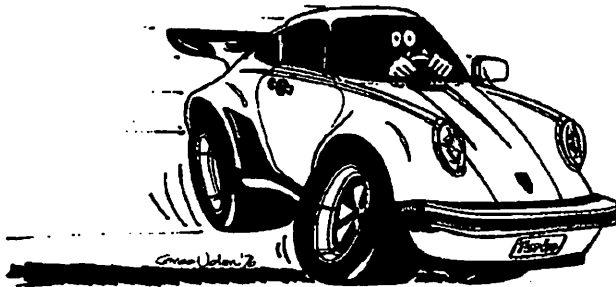
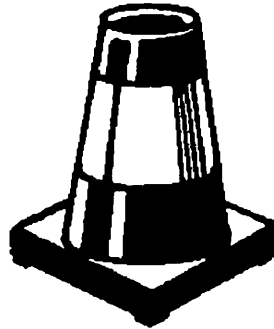
# MEET ME AT THE RIESENTÖTER REGION PCA CHARITY AUTOCROSS



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Take Rt. 611 North  
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Cross Street Road, proceed on base  
Look for signs**

# RALLY

## Bill Vaughan

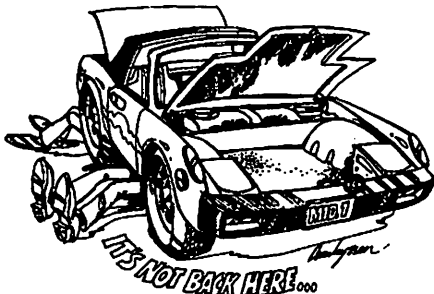
Stretch your imagination for a moment and picture a balmy mid-October afternoon. The hot and humid days of summer that we now enjoy and pack full of activities are but a memory. The golden tinted sun is a bit closer to the horizon and the days grow disappointingly shorter. The football season is in full swing and the leaf rake has become the most often used garden tool. Wispy icy cirrus clouds are starting to give the sky a wintery look. The air is crisp and cool. On hill sides and across valleys the trees are turning glorious shades of red and yellow. And the geese in mass flights prepare to stay right where they are for the winter. Yes, fall means different things to different people but we all know what it means to a Riesentöter region PCA member, it means its time to pick up the **DER GASSER** and find out when that fall rally is scheduled. What better way to join your Porsche club friends for an afternoon of windows (top) down touring of the prettier roads in Philadelphia's neighboring counties. By popular demand, the Riesentöter 35 Anniversary Rally will take you into the hills that are home to our more northerly region members. Barring a conflict with any of our other events, the Riesentöter 35 Anniversary Rally is scheduled for October 11. ❄️

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## TECH SUPER SESSION

Planned for September

Watch for your personal invitation to Holbert's Super Session: Do-It-Yourself Tech / Porsche Service Clinic for RTR members only.



## Blue Ridge Region announces Autumnfest '92 at Staunton, VA

On September 25-27, 1992, Blue Ridge Region is proud to invite you to its annual Autumnfest at this central location for Zone 2. We will be waiting for you to arrive at the Sheraton Inn in Staunton, VA. Friday evening will start out the weekend with a Welcoming Party and a short Rally school. Saturday morning (bright and early) is the tops only concours held on the grounds of the Sheraton Inn. After lunch there is a 2-3 hour rally with Tulip Type Instructions, so no one gets lost. Saturday evening is the Concours & Rally Awards Banquet. On the schedule for Sunday morning (again - bright and early) is an autocross. The location has not yet been determined. Following the autocross, a BBQ lunch will be served and autocross awards presented. You should be on your way home by 3 p.m.

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703/989-0103

Jim Michaels  
703/552-7300

Autumnfest Co-Chairs

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PHILADELPHIA VINTAGE FESTIVAL  
CHAPTER TWO

**Jim Hartman**

A year ago a superb array of racing and special interest cars tantalized car enthusiasts' souls at Memorial Hall. Chapter Two occurred at the end of June and offered an even finer assortment of special cars. The featured car -- Ferrari-- centered 70+ specimens around the Welsh Gardens just in front of Memorial Hall.

All entered cars engaged in six exhibition races organized by age of vehicle. Featured entrants were the pre World War I cars, of which 11 participated in the ten lap race. (One 1909 car hadn't run in 50 years, and it even completed a lap!).

The exhibition races hint at a 1993 race. The Fairmount Park Commission has proposed a different track layout for next year which has the benefit of greatly reduced costs for making the circuit safe for racing. It is highly likely that real vintage racing will take place June 26 and 27, 1993.

Following the featured car, Porsche had the greatest representation in the car club field and in the attendance of volunteers. I venture to say 25 PCA'ers gave time to the event. Thanks to all who did. ✂

---

## On The Road Again

**Lisa Carle**

The roving Riesentöters are hitting the road again this time for a few trips to multi-region events in September. We are trying to get lots of representation for our talented region at two of the close-by multi-region events, Chesapeake Challenge (Sept 11-13) and Autumnfest (Sept 25-27). As I mentioned in the President's message, the Challenge is taking place around Towson, MD which is only about 1.5-2 hours from us. Autumnfest, put together by Blue Ridge region, is held in Staunton, VA, and is approximately a 6-7 hour drive.

The weekends will consist of a top-only concours, a rallye and an autocross, along with several social-type get togethers. We have met some really wonderful people at the multi-region events we have attended. The best part is that you get really good discount rates at some fancy hotels, so you can stay in style.

For the really interested enthusiast, we are also planning to attend Rennfest, Peachstate region's annual weekend affair. It's a long drive to Atlanta, but it is well worth it. What a great group of people! The format is the same, and the headquarters is the Ritz-Carlton, Buckhead, a spectacular hotel. This event is held over Labor Day weekend.

Please give me a call if you would like further information, or are interested in going along. My number is in the back of this issue.

Anybody up for a road trip?

---

## Giant Killer What?

**Lisa Carle**

It was an executive decision. The previously billed "Giant Killer Weekend" will not take place in a single weekend after all. We have decided to spread the festivities out over the remainder of 1992 to enjoy them a little longer. The autocross and rallye will be held in October, and the anniversary celebration will culminate with a special social affair in December. Betsi is dreaming up some great treats for the holiday banquet! And Brad and Bill are planning extra-exciting events for autocross and rallye. Now you'll be able to attend everything since you won't need to commit a whole weekend. Come out and see what surprises are in store, and maybe make some Riesentöter history yourself. ✂

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# AT FULL SONG *(with an annoying high speed miss)*

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## John Williamson

Don't forget to bring your photos to the August meeting for the second annual DER GASSER Full Color Cover Photo Contest. If your new to the club or haven't been paying attention, the winning photo appears on the cover of the October issue - in full color of course! I'd like to make this issue a 35th anniversary tribute, so if any fossils (read old time members) have anything to contribute please drop me a line. I of course will be leaning heavily on our club Historian, Debbie Cooper, for this issue (sorry Debbie for the lack of advance notice, it just now occurred to me as I'm pounding at the keyboard).

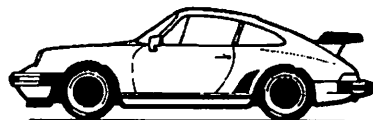
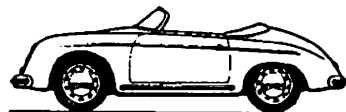
I feel somewhat sorry for Lisa Carle, our club president (again for those of you who haven't been paying attention), because prior to my going on vacation I wrote a somewhat caustic, or was it acidic?, article for this issue. I read her some snippets and I don't think she was amused. Typically a Porsche Club newsletter is supposed to be sugar and spice and everything nice regardless of reality. However, I reached the point where I thought everybody needed a wakeup call. At any rate I've mellowed somewhat since basking in the blue skies and waters of Lake Couer d'Alene in Northern Idaho. Unfortunately, most of what I wrote is still probably true to some degree, and I need to fill up this issue, so here goes. [please note: post vacation is in normal type, pre-vacation is in *italics*]

*All is not right in the kingdom from where I sit. Some of you may agree with this editorial, some may be annoyed, others may not care. As I see it the spirit and enthusiasm of our region seems to be at a low point. Maybe this is attributable to the natural ebb and flow of a club of individuals. Old blood getting tired, new blood afraid to jump in. But things just don't seem the same to me. This is my seventh year in the region and I've seen a lot of changes, some good, some bad, but participation in our driving events - this is after all a car club, appear on the wane.*

*The best example is the autocross program. Four years ago in June 1988, 38 Porsche drivers participated in our third event. A total of 76 different Porsche drivers had participated in at least one of the first three events. This year we had 31 participants at the June 28th AX, but only*

*17 of these were Porsche drivers. The total number of Porsche drivers who have driven in at least one of our autocross events this year is 22. Where did everybody go? Our region hasn't shrunk in size since 1988. It's actually increased by about 100 members. Is the Naval Air Warfare Center site the reason? Too far away for most people, not big enough to provide a good run? (we're lucky to have it). Is it that the only people who have been willing to run the AX program in recent years are also active and competitive SCCA AXers? - by default forcing our club to take "bad" weekends for our events to avoid conflicts with SCCA events? Don't get me wrong, I'm not criticizing them for this - they don't have any other choice if they want to run in a competitive well attended event. Or is it that we don't welcome new members into the club strongly enough, give them a flavor for all the things we do, and thereby discourage participation by error of omission? More on this later.*

*I'm not sure, since my car hasn't been running for too long now (probably another source of my disillusionment), how*



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many of our region members are currently running track events, but I bet it's a smaller percentage than Potomac, NNJR or CVR. We've even had to open our events up to other marques in order to fill them and avoid losing money. This would have been unheard of four years ago. Yet we continue to raise the price of our track events, because they bring in the positive cash flow which supports the other activities we do. More on this later.

The turn-out for our monthly meetings continues to be good, even better I think than 1988. This might have to do with the centrally located King of Prussia meeting site (part of the AX problem?). But John Crowley (our Vice President in charge of monthly entertainment) has struggled all year to line up speakers, and meeting participation may wane if it just becomes a cocktail hour. Anyone out there have a suggestion, or willing to help out? This plea has already been voiced, and as far as I know fallen on deaf ears.

Why is it that every year we have to twist arms to fill the Executive Committee positions? A history of too many second guessers with the crystal clarity of 20-20 hindsight just waiting for the poor new unsuspecting Board member to stumble? Too many snipers hiding in the tall grass waiting for a clear shot? Too many old timers holding on to tired traditions preventing the club from moving forward? Too many newcomers losing touch with traditions forcing the experienced leadership out? Where have all our recent Past Presidents gone?

The attendance at social events is great, but these events tend to be heavily subsidized by the club. The pessimistic view would be that anyone will come out for a free meal. A free meal generally paid for by the ever more expensive Track events. Okay, I admit at this point I've gone off the deep end. Obviously pessimism is feeding pessimism, and I'm caught in a wicked snap spin.

I've raised a lot of questions and I'm sorry I don't have the answers. The idea proposed earlier this year at an Exec meeting of a "Rookie" weekend to introduce new members to our club events is a great idea, but someone needs to come forth to champion and shepherd it, and make it happen. Perhaps we should threaten to cancel the AX program again. This turned up enthusiasm for a while several years ago. Maybe we should start making all club events pay for themselves, eliminating the subsidy for everyone but those individuals who have helped plan and run an event. At the very least we need to form committees, like the successful track committee, to involve more

people in the running of the club. Maybe we could form a task force, comprised of some of the successful business managers and leaders in our club, to establish suggested committee organizations for our various club functions (I know that most of the people now serving on the Exec are literally too busy to do this on top of their normal monthly obligations in support of our club). Maybe we need to hear suggestions from some of you out there, after all, it's your club I'm talking about. And maybe it's just me. If nobody else sees the problems I've raised, please point me in the right direction so I can find my way home. ✖

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# EXEC MINUTES

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The July 7 meeting of the Exec Committee was held at the home of Betsi and Vern Lyle. Members present were Lisa Carle, Don Applestein, John Crowley, Brad and Judy Carle, John Williamson, John Kingham, Betsi and Vern Lyle, Bill Vaughan and Debbie Cooper. Guests were Cathy Kingham, Linda Applestein, Bill Cooper and Rex Carle. Absent were Bob Russo, Bill O'Connell, Bill Dougherty, Paul Johnston and Mark Terlecky.

Lisa reported that she and Betsi Lyle checked out the site offered by a member for the proposed 35th Anniversary Party. While the area was lovely, there were many potential problems with various aspects of putting on our event there on relatively short notice, and it was decided to save this site for a future event. Various suggestions were made to "replace" the 35th with special trophies, etc. at regularly scheduled events, but the consensus seemed to be that Betsi's suggestion of combining the 35th celebration into the annual Banquet was the best idea. Some special touches will be added and Betsi will work out the details.

Lisa reported for Paul Johnston that planning for the race event is well underway. The proposed use of the new east course did not work out since the construction is not yet completed from a safety standpoint. The north course will be used, thus the number of SCCA corner workers needed has been reduced drastically. Entries are low at this time, but it is still early.

Don Applestein reported that the treasury balance is on the positive side of projections with a total of \$9,098.71. Big question is the success of the race event since this is the first time this has been done. However, our proposed break even point is conservative, and the bailout scenario is to stage a regular drivers ed event, which at this point does not seem likely.

In August, the Exec will review the possible need for preregistration at all events, so that we do not create a cash flow problem.

There was a very long discussion about the possible need for line item budgeting for event chairmen. Some felt that event chairmen should have freedom to spend within their budget as they see fit, but others suggested that chairmen could have too much autonomy with extra income or reduced expenses. Further discussion was postponed and everyone seemed to agree that this will not be easily resolved.

John Kingham asked for suggestions on how the proposed membership directory could be published and after some spirited discussion, John Williamson moved that we not publish a directory since there really is no apparent need for it. Motion was approved unanimously.

Brad Carle was glad to see several new members among the 31 cars at the last autocross. There seems to be some confusion over our policy of who is allowed to ride on the course as an instructor. A list of qualified autocross instructors will be published in **DERGASSER** and any additions will be at the discretion of the autocross chairman. For the recipient of the proceeds from our charity autocross, Brad suggested a group called Dream Come True, for terminally ill children and this was overwhelmingly accepted. He also mentioned a video he has, of one of the local police officers driving in the last event- a laugh a minute apparently, flying hubcaps and all.

John Crowley says the program for the August meeting will be John Wood, his driver and probably the appearance of the polka-dot Porsche. September will be a tire technology update at NTW in Wilmington. John asked that anyone interested in sponsoring a track event should contact him.

Editor John Williamson thanked the entire exec for getting articles to him on time last month. Then he noted that since he's going on vacation he needs articles even earlier this month. Thanks, John.

Betsi has everything arranged for the Picnic at the Chalfont Swim Club on August 23. More details are scheduled for the August issue of **DERGASSER**, but at this point, John is unsure if it will be out before the Picnic or not. Our Oktoberfest/Halloween Party will be held at the same site, indoors, of course.

Debbie Cooper reported that the Philadelphia Grand Prix was a success, even though Connie Sweigart did not get to drive the pace car - ask her about it.

The August Exec meeting will be held at Brad Carle's office in Valley Forge.

The meeting was adjourned at 11:30.

Respectively submitted by Vern Lyle, these minutes are subject to approval at the next Exec meeting. ✖

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# GARAGE SALES

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**77 911S**, 96,000 miles, excellent condition! \$14,000. Aris Petropoulos, 215/254-9622 (eve.). 9/92

**78 911SC Targa**, Young Black Paint with Tan. 89K original miles. 1000 miles on engine rebuild including new head studs, 10% duration cams, new valves, the works by Auto Research. 1500 miles on trans rebuild by Bob Russo. The package includes Recaro seats; Euro clutch; Euro injectors and new fuel pump; and Carrera tensioners. The car is lowered with a short shifter, front spoiler, new Hella fogs, and new brakes all around. All Achilles heels have been corrected including a pop valve on the air box! All records available. I have \$25K in this car and it needs nothing but breaking in. Priced at \$20,500. Ray Giambuzzi 215/446-8212 or 215/238-4001 (work). 9/92

**80 911SC Coupe Weissach**, Plat, w/full lea, air, power sunroof, windows, ant, & mirrors. New clutch & tires, only 27,000 ORIG mi w/ all recds, looks & runs like new, \$22,500 FOB. Tom Wells, 96 Mulberry Drive, Holland PA 18966. 215/860-2104 (eve). 9/92

**86 911 Cab**, Red/Cashmere, full leather, immaculate, 22,500 miles, no dings, Alpine stereo, cruise, European sports suspension, front spoiler, factory alarm, custom mats. \$32,500. John Sorge 215/696-0199 (d), 215/296-2693 (e). 9/92

**66 912**, 4 cyl, 5 speed, silver, red interior, am/fm, 77K orig. miles, solid floor, no rust, cookie cutters, same owner past 16+ years, always garaged. Richard Bogert 215/395-8657 (eve). 8/92

**76 930 Turbo Black/Black-Loaded**; **84 928S Guards Red/Black-Loaded**; **914 Complete parts car** (in storage though not running); Late style 911 Turbo Tail. Reasonable offers considered, got itch for new car (Porsche of course!). Bill Ridge 458-8374. 9/92

**81 930 Turbo**, Guards red, LSD, AC, Sony CD, Gotti 3 piece wheels, 38.5K miles, fully documented DOT and EPA compliance, very special Recaro seats, many extras, Superb handling, \$29,900. Dr. Dick Weiss 215/221-7669 (Days) 215/278-9640 (Eves). 9/92

**88 930 Turbo Coupe**, Guards Red/Tan Interior, 9000 miles, Showroom condition, Garaged, Covered, No rain, No smoke, No winters. BBS wheels with Porsche center caps, sunroof, 4 speed limited slip. All stock, \$59,900. John Bonzillo, 33A Great Valley Prkwy, Malvern PA 19355. 215/827-7371. 9/92

**84 944**, 83K mi., Zermatt silver, original owner, 5 speed, A/C, sun roof, inspect/emission exp. 6/93, Galbraith & Auto Image maintained, fresh oil/coolant/brake fluid/align/balance, sport

suspension, throttle response cam, Autopower roll bar, Luke 6 point harness, wired for phone, Ungo remote alarm, garaged, no winters, 225x50x15 Comp TAs. Great street driver/beginner track/autocross vehicle. \$6500. Mike Broennle 215/647-5764 eve, 215/590-1875 day. 8/92

**944 parts car** - many good parts or whole car - prices for parts or entire car negotiable. John Panizza 873-1422 day/873-1486 eve. 8/82

**Parts**, 2-8"x16" 944/928 "Club Sport" forged alloy wheels - \$375 ea; 2-7"x15" & 2-8"x15" Fuchs forged alloy wheels, \$950/set; 2-911 half-shafts, \$75 es. F.O.B. Debbie R. Cooper, 19 Jacqueline Circle, Richboro PA 18954 215/364-2466. 8/92

**928S wheels** 1 set of 4 (7x15) phone dials; price negotiable. John Panizza 873-1422 day/873-1486 eve. 8/82

**Tires and Parts**: Almost new, heavy duty Camber Truss for 911 or 930. Set of 4 205/50x15 Bridgestone RE71 tires with good tread left. Make offer. Jim Hartman 215/293-1916. 9/92

**Early 911 Parts**: Pair of Webers with sport kit, all stock jets and aircleaner; black seats from 1970 911 in very good condition; Stewart-Warner Bendix replica for carbureted 911 (new); CD ignition unit - working when removed from car; Ansa exhaust system, Marelli distributor. Best offer on all parts. Bob Taylor, 341 Darby-Paoli Rd., Paoli, PA 19301, 647-5664. 9/92

**Carrera 2/4 Parts**: Ruf sport exhaust...\$250; Autothority chip ver. 2.7...\$250; both used only two months. John Graff 215/296-8323. 9/92

**For Sale**, 4 - 15" x 7" cookie cutter wheels (23.3mm offset) from 1983 944. Finish on rims cracked and stained. OK for refinishing or track use. Hand painted center caps. Make offer. Doug Peacock 215/444-2692. 9/92

**Tires Tires Tires**, 2-205/50x15 RE-71 Rs 60%, \$80; 2-245/45x15 RE-71s 50%, \$50; 4-205/50x16 Vederstein Snowstars like new, \$120/pr. Bob Holland 215/436-6577. 9/92

**Parts**, 4-7x16 disc style 928 or 944 wheels, one with slight nick in rim, \$550; front oil cooler with lines to replace in-fender cooler \$150; sport muffler \$95; one black vinyl seat from 70 911 good cond \$100; set of 930 wheel spacers, \$120. Bob Holland 215/436-6577. 9/92

# Executive Committee and Appointed Positions

## PRESIDENT

Lisa Carle  
2 Allison Drive  
Coatesville, PA 19320  
363-7044 (W), 384-7539 (H)

## PAST PRESIDENT

Bill O'Connell  
2801 Stoneham Drive  
West Chester, PA 19382  
640-1675 (H)

## VICE PRESIDENT

John Crowley  
316 Jefferson Avenue  
Bristol, PA 19007  
943-9520 (H), 785-6110 (W)

## SECRETARY

Vern Lyle  
Box 363  
West Point, PA 19486  
661-7011 (W)

## RALLY

Bill Vaughan  
35 Johns Road  
Cheltenham, PA 19012  
635-2478 (H)

## **DERGASSER** Photographer:

Bill O'Connell  
2801 Stoneham Drive  
West Chester, PA 19382  
640-1675 (H)

## GIANT-KILLER

Bob Russo  
400 W. Monument  
Hatboro, PA 19040  
674-4756 (H)

## AUTOCROSS

Brad and Judy Carle  
563 School Lane  
Spring City, PA 19475  
948-2257 (H)

## SOCIAL

Betsi Lyle  
Box 363  
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661-7771 (W)

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**Deadline for submitting articles and photos for publication is the monthly meeting (last Wednesday of the month), for publication in the following month's issue.**

ADDRESS CHANGES should be sent to the attention of the editor.

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