

Der Gasser

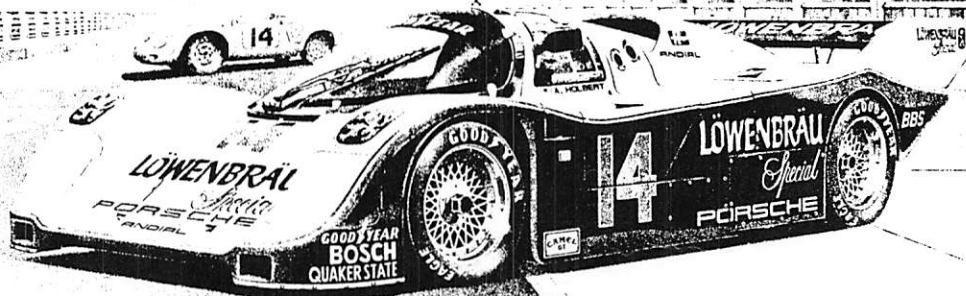
JUNE 1997



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President's Message

It has recently dawned on me that it is not likely to snow any more this year, at least not between now and maybe November or December. I guess it is safe to move the snow scraper from the rear floor to the trunk or even the garage. What's scary is that it took me until June to realize this. The cool Spring has taken its toll on all of us. Nevertheless, it hasn't stopped the fun Riesentöter has had. A great big Thank You once again goes out to Dennis Angelisanti and gang for another terrific Rally through scenic Bucks County. The clouds kept some at home, but those that came out had a great time.

The rally ended with the Spring Social at Chef Tell's. The setting along the Delaware River was beautiful and the food (as was to be expected) was terrific. Thanks to Social Chairperson, Pat Tillson for picking another great location.

There are two items that deserve to be marked on your calendar:

- 1) Wednesday, June 25 is our regular meeting and it sounds like a real hoot. Meeting will be held at Thunder Dome Race Park in Boyertown, PA. We get to spend two hours driving full-sized modified cars on an indoor track. Cool! Get the skinny from Vice President, Melissa Plenzick in her article to be found elsewhere in this issue.
- 2) Sunday, July 6, Autocross IV, Camden. Think you are a pretty good driver? Come, do a Betegh/Weigand Autocross at one of the largest autocross facilities (a city square block?!) in the area. Chances are pretty good you'll learn a thing or two. And you just may (definitely will) have some fun doing it.

Our Summer social has been postponed until late August or early September due to scheduling conflicts. Pat will give us the lowdown on the Picnic in next month's *Der Gasser*.

With Summer arriving on June 21st, take a little time to drive your Porsche and enjoy the warm weather. It is a privilege!

Fond regards,

John Heckman



RTR CLUB RACE WORKERS NEEDED

Workers are needed for the Club Race weekend at Pocono, August 16 and 17. Lunches and Sat. night dinner provided as well as lodging (double occupancy for race workers only. You must work both days to receive dinner and lodging.). If you are interested in helping, please contact the following:

Pit/Grid	Tracy Chatley	(610) 696-7125
Registration	Vicki O'Connell	(610) 640-1675
Tech	Mark Winkle	(215) 855-6954

Note: You can work Pit/Grid as well as Registration or Tech. Registration and Tech will be finished by the time workers are needed for Pit/Grid.

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Down The Pike

JUNE

25 Club Meeting, Thunder Dome Race Park, Boyertown, PA, (610) 367-0546, 7:30pm

JULY

6 Autocross, Camden, Lot K
30 Club Meeting, CJ Tires, 7:30

AUGUST

2 Tech Session, Don Rosen Porsche, Conshohocken, PA
9:00am - 2:00pm
10 Autocross
23 Tech Session, Vision Porsche, Audi, VW, Reading, PA
9:00am - 2:00pm
27 Club Meeting, Don Rosen Porsche, Conshohocken, PA
7:30, Topic: Race Cars at Rosen's

SEPTEMBER

21 Autocross, Camden, Lot K
24 Club Meeting, Speed Zone, Bethlehem, PA 7:30
27 Tech Session, Holbert's Porsche, Audi, VW, Warrington, PA, 9:00am - 2:00pm

OCTOBER

19 Fall Rally and Social (details forthcoming)
29 Club Meeting, Bent Elbow Tavern, Fort Washington, PA
7:30 Topic: Election and Tech Quiz

NOVEMBER

9 Porsche, VW, Mercedes Mobilia Swap Meet, Embassy Suites, Philadelphia Int'l Airport

DECEMBER

13 Holiday Banquet, Doylestown Country Club

1997 TRACK EVENTS

JUNE

27-28 Summit Point (Club Race, Host - Potomac)
29 Summit Point (Driver's Ed, Host - Potomac)

JULY

5-6 Stapleton (Club Race, Host - Rocky Mountain)
12-13 Gingerman (Club Race, in Michigan)
19-20 Watkins Glen (Driver's Ed, Host - Potomac)
24-25 Watkins Glen (Driver's Ed, Host - Allegheny, contact Claire McConaha (412) 341-7939)

AUGUST

2-3 Portland (Club Race, Host - Oregon)
2-3 Mosport (Club Race, Host - NNJ/Upper Canada)
15 Pocono (Driver's Ed, Host - RTR)
16-17 Pocono (Club Race, Host - RTR)
23-24 Summit Point (Driver's Ed/OG Racing Time Trials Weekend, Host - Potomac)
30-31 Road America (Club Race, Host - Chicago)

SEPTEMBER

6-7 Jefferson Circuit (Driver's Ed, Host - RTR)
6-7 Las Vegas (Club Race, New 2.5 mile FIA Road Course & Tri-Oval)
13-14 Willow Springs (Club Race, Host - Los Angeles)
27-28 Indianapolis Raceway Park (Club Race)

OCTOBER

4-5 Jefferson Circuit (Driver's Ed, Host - Blue Ridge, contact Don Stefl (540) 774-6644)
4-5 Heartland Park (Club Race, Host - Great Plains)
10-11 Summit Point (Driver's Ed, Host - RTR)
18-19 Mid-Ohio (Driver's Ed, Host - Allegheny)
TBA Memphis (Club Race)

NOVEMBER

15-16 Summit Point (Driver's Ed, Host - Potomac)

DECEMBER

6-7 Sear's Point (Club Race, Host - Golden Gate)
TBA Roebing Road (Club Race)

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Club Meeting Info

June

Thunder Dome Race Park and Family Amusement Center in Boyertown, PA is the site of our June meeting. This should be an absolute blast! We will be using the adult track, which is a large banked track for adults 62" and taller. We will be driving full-sized "modified" cars. Meet there at 7:30 for a short business meeting. We then have the track from 8:00 to 10:00. Two hours of FUN!! Each member can bring one guest but unfortunately, kids will be unable to drive the track. There is a \$2.00 license fee which will each member's responsibility and you will be required to wear goggles (provided by the Park). Come out and compete against your fellow members in "identically prepared" cars.

Thunder Dome is located just off of Route 100, one mile north of Boyertown. For directions call them at (610) 367-0546. You won't want to miss this. See you there!

Melissa Plenzick
Vice President

New Public Address System for Riesentöter by Bob McCullen

Being a Riesentöter member for 28 years, I have noticed that a lot of events would be better heard by the members if a Public Address (PA) System had been used. The Region has a small PA system for autocross events, but it has limited uses at Club meetings due to its size and components.

Having been involved with setting up and maintaining PA systems over the last ten years for my local civic association and baseball league, I volunteered after the March meeting at Holbert's to look into purchasing one for the Club. If you were at the March meeting, you will immediately understand the need for such a system. We had various guest speakers trying to out-talk all the background noise in a garage setting that was not very conducive to being heard.

Since I am not a professional audio and sound person, I am appealing to the Club membership at large for technical help or suggestions in purchasing such a system. If anyone has a business or a friend with such a business that could help us buy a system at or near cost, this would be a big help as this system will cost a few bucks.

Please call me at home after 8:00pm any weeknight or anytime on the weekend at (610) 789-1523.

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911 '84-'89.....	\$68.92
914	\$42.40

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Porsche Claims GTS-2 Win Plus Third In GTS-1, Second In GTS-3

WATKINS GLEN, NY, June 1 -- Behind the consistent performance of the Konrad Motorsport team in a Porsche 911 Turbo, Porsche secured the top spot in GTS-2 at Sunday's rain-filled First Union Six Hours of the Glen SportsCar race. The Konrad team of Franz Konrad-Michel Ligonnet-Nick Ham took over the GTS-2 lead in the first hour and never looked back en route to the team's second class win this season. The other victory was at the 12 Hours of Sebring in March. Finishing second in GTS-2 behind the Konrad trio was the Schumacher Racing team of Larry Schumacher and John O'Steen, also in a Porsche 911 Turbo.

In the other GTS classes, Porsche also fared well, recording a third and second, respectively, in GTS-1 and GTS-3. The Rohr Motorsport entry of Jochen Rohr-Andy Pilgrim-Hurley Haywood in a Porsche 911 Turbo placed third in GTS-1, ninth overall, behind a Ford Panoz GTR1 and a Chevrolet Camaro.

The real battle, however, was waged once again in the GTS-3 class. Three BMW M3's and a Porsche 911 RSR, driven by the team of Jim Matthews-David Murry-Kelly Collins, literally swapped paint until the checkered flag flew. Inside an hour to go in the race, Murry held the class lead over the Red Bull BMW M3 driven by Boris Said. However, Murry inadvertently came together with another Porsche, then Said's BMW, with a little over 20 minutes to go forcing a drop back to second in class behind yet another BMW M3, driven by Pete Halsmer. After a full course yellow came out with 15 minutes go, Murry sliced and diced his way to within two seconds of Halsmer only to have time run out.

The overall race winner was a Ford R&S MK II piloted by the team of James Weaver-Butch Leitzinger-Rob Dyson. The margin of victory was a hefty 1 minute, 20 seconds with an average speed of 79 MPH. More than two hours of the six hours were run under caution due to the inclement conditions.

The Watkins Glen race will be shown on a tape-delayed basis over the Speedvision Network. Check local listings for exact dates and times. The next race for SportsCar's Exxon Supreme GT series is scheduled for July 13 at Sears Point Raceway in Sonoma, Calif.

(Courtesy Porsche Cars North America)

Living with a LOUD Race Car by Steve Gaglione, Suncoast Region (from *Porsche Profile*)

My race car, like many other race cars, has a straight pipe exhaust, which basically means it doesn't have a muffler. In short, it is loud! Whenever I drove the car, even with the best earplugs I could find at the local drug store, I still found the exhaust noise to be not only painful, but also distracting. I know that if I would continue to abuse my ears, I would permanently damage my hearing.

At Sebring recently, after my run group was over, I tracked down Brian Canfield, whose car is even louder than mine. With my head still ringing and my ears still aching, I asked Brian, "What do you do about the loud exhaust noise hurting your ears?" He said, "Huh, what did you say? I can't hear you." Later I saw Charlie Morgenthaler and I asked him. He said, "Pardon me, what did you say?" Then I asked Billy Bob Rowell and he said, "Do what now?" Finally I saw Dick Kjellsen and I asked him, "How are your ears?" He said, "I'd love a beer, what kind do you have?" I then realized that it was going to be very difficult to find a solution to my problem.

A few weeks later I was at Sebring at a SCCA national race. I was watching a great duel going on in the ITB class between an Alfa Spyder and two VW GTIs. Aside from the close racing, I was amazed how loud those three cars were. They were neck and neck for the entire race. I figured that the guy's ears in the Alfa Spyder must be bleeding and I wondered how he was enduring the pain.

After the race I tracked him down coming out of impound. I first congratulated him for winning and then asked how he deals with the loud exhausts. He said that there were times in the past after a race when wax would run out of his ears from the trauma of the loud exhaust. Luckily he found a cure to the problem. Someone turned him on to an audiologist who can custom-make ear plugs so you can still communicate with your pit crew. He said the noise problem is no longer a factor.

On my lunch hour the following Monday, I called around and found an audiologist about two miles from my office. They said to come in now and they could have my ears fitted in about fifteen minutes.

First, he stuffed a small sponge cube with a string attached to it into each of my ear canals all the way to the ear drum. Then, with a plastic syringe he filled my ears with a thick solution and left it there for five minutes until the liquid set. He then pulled the hardened plugs out and wah-lah, perfectly formed plugs unique to my ears. They sent them away and about ten days later they were finished. There was no pain involved and my problem is now solved.

ANNOUNCING

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Spring Rally '97
by Dennis Angelisanti, Rallymaster

The weather was, as usual, perfect. The diner breakfasts were wholesome. The crowd was congenial (28 Cars and 56 participants). The route was scenic. The Spring Social was a classic affair, on the banks of the Delaware. Chef Tell performed flawlessly.

That in a nutshell describes the Spring Rally/Social for 1997.

I must thank the Holbert, McGinnis, Mignogna crowd of six cars and 12 participants for their enthusiastic support of recent rallies. This crowd has its own intermural award which was won by Kathy and Rob Miller in a white 928.

The rally master and his able assistant Brad Carle waited at Chef Tell's for the cars to drift in. The first car off was Social Chairperson Pat Tillson. She was not first in, nor second, nor fifteenth nor twentieth. Tracy Chatley fretted while waiting for the white Tillson Jetta, as her son Sean was the navigator. Pat finally arrived with bail-out map in hand and managed to host a great Spring Social despite post-traumatic stress.

Steve and Vince Mignogna were last in, answered all the difficult questions correctly, but missed many of the "easy ones."

The trophy winners were as follows:

3rd place.....Bob Auchenbach/Joe Schreiber in an '87 911 Targa

2nd place.....Joe Boutagh/Don Thomas in an '80 924 Turbo

1st place.....Frank Harrison/Kathy Wright in a 911 Targa

The second place winners are without their trophy as they left early to watch the Flyers. Call me to pick up your prize.

An interesting array of automobiles participated, from two 356s, cabrio and coupe to a 1966 Ford M151A1 Jeep style machine.

I must thank my wife Mary Alice who accompanied me on the preliminary route checks many, many times. Also thanks to Brad Carle for his eagle eyes spotting potential trouble spots in the route directions.

I'll plan one more rally in the Fall. Then I'll plan on being a participant in someone else's Spring Rally. Thanks for your participation. Good attendance makes this all worthwhile.



First Place Winners: Frank Harrison & Kathy Wright
(Photo courtesy Dennis Angelisanti)



"I think I can see the name of the boat...let me see 28, 30, 32, 34."
(Photo courtesy Dennis Angelisanti)



Club members cars awaiting owners at Chef Tell's Manor House.
(Photo courtesy Dennis Angelisanti)

Riesentöter PCA Driver Education

EVENT: POCONO
EVENT DATE: AUGUST 15, 1997
COST/DRIVER: \$90 (Member/Non-Member) \$60 (Instructors)
YOU MUST: Have a valid drivers license,
 Be at least 18 years of age,
 Have a Snell 90 (or better) rated helmet,
 Have a fire extinguisher mounted in your car if you are in the White, Black, or Red Group
ENTRY DATE: Four weeks prior to event date
SEND TO: Vicki O'Connell, 2801 Stoneham Drive West Chester PA 19382 - (610) 640-1675
REFUNDS: Refundable if WRITTEN NOTIFICATION received two weeks prior to event date.
TECH INSPECTION: Cars must be tech inspected no sooner than two weeks prior to the event by an approved tech inspection facility or Tech Inspector.

RIESENTÖTER RESERVES THE RIGHT TO REFUSE ANY APPLICATIONS

NOTE: Pocono Raceway does NOT allow DOGS (leashed or otherwise). They are serious about this. Save yourself a lot of grief and possible ejection from the track - DO NOT BRING YOUR DOG!

<u>FIRST DRIVER</u>	<u>SECOND DRIVER</u>
Name:	Name:
Street:	Street:
City:	City:
State, ZIP:	State, ZIP:
Home Phone:	Home Phone:
Work Phone:	Work Phone:
PCA Region:	
PCA Member #:	PCA Member #:
Make of Car:	Year: Color:

List number of DAYS you have driven at the following tracks:

	First Driver	Second Driver
Pocono	_____	_____
Watkins Glen	_____	_____
Summit Point	_____	_____
Lime Rock	_____	_____
Bridgehampton	_____	_____
Other Tracks	_____	_____
Other high speed experience:	_____	_____

Last Riesentöter event Run Group _____
 Tracks where you have instructed: _____

I certify that I have no physical or mental disorders which might affect my ability to safely participate in this event.

1st Driver's Signature _____

2nd Driver's Signature _____

EMERGENCY CONTACT INFORMATION

Contact _____	Relationship _____
Address _____	
Day Phone# _____	Evening Phone# _____
Family physician _____	
Day Phone# _____	Evening Phone# _____

My Dad's Car

by Hugh Davey, Diablo Region
(from *The Devil's Advocate*)

Mom says my first word was "truck." She thinks it's because we lived on a busy street that had a fair amount of traffic, but I'm pretty sure it related to all of the toy trucks and automobiles Dad always bought me to play with. Actually, he kind of insisted that I play with them, especially the toy Porsches and European roadsters. (I think this must have had something to do with getting me interested in his hobbies, promoting father and son togetherness, and all that.)

I had the best toy car collection in the neighborhood, despite the fact that I would break 'em as fast as Dad could buy 'em. As you might imagine, I had little difficulty getting other boys to come over to play. ("Did you hear about Davey's latest car?! You gotta check this one out! I'll meet you at his house after school.") However, as I grew older, maybe around second or third grade, my interest in toy cars began to dwindle. I never was really excited about autos again, much to Dad's never-ending dismay. Even being surrounded, at varying points in time, with wondrous machinery produced by Jaguar, MG, Porsche, and Maserati, didn't seem to spark my interest. Of course, it might have helped if I had ever had a chance to actually drive one of Dad's imported marvels.

Some people, over the years, have incorrectly assumed that my family was wealthy, since my father almost always had at least one piece of automotive wizardry sleeping peacefully under a warm car cover in the garage. Actually, we were rather firmly entrenched in the middle class.

Dad had an ability to find basically solid sports cars, that needed a bit of TLC, and which could frequently be had for next to nothing. (Don't ask me how he did this.) Fortunately, in his own borderline mystical way, my father could somehow tell which cars were just a little "tired," and which autos looked O.K., but were in reality the disguised incarnation of pure evil. (I have wished many times for this talent, but it doesn't seem to be passed on genetically.)

He would then fix up his new automotive acquisition a little, add a touch of detailing here and there, and—voila! -- Victor H. Davey owned the most beautiful piece of rolling sculpture on the planet. Dad would remain in this ecstatic state of mind for usually all of three to six months. Then, a rattle that couldn't be solved, or some aspect of the car's handling, would begin to slowly irritate him. In many instances, simple boredom would set in. In any case, Dad would set off in search of a new motoring conquest.

Happily, my father really was a pretty fair mechanic, and an expert when it came to car detailing. In other words, his automobiles were quite presentable, and as the result, he was sometimes able to make a small profit from the sale of each car. However, Dad was only a so-so businessman, and consequently, a large profit didn't show up too often.

Then, it was on to the next sports car. We rarely had two or more exotic autos at once, since Dad couldn't afford more than one classic automobile; and besides, we only had a one car garage. Therefore, if

my late father was going to experience as many of the wonders of sports car ownership as possible, he needed to work quickly, which he did, often buying and selling several automobiles in the space of only a year. It got so bad once that the local authorities informed Dad, that if he sold just one more car that year, he would have to get a license as a used car dealer!

My Mom, Elaine, tells me that Dad became one of the first Porsche owners in Washington State, when he bought a 356 coupe in the early 50s. As usual, he didn't keep it. In fact, my father only hung on to one car for quite a few years. When Dad passed away in 1991, I found myself the proud, but somewhat bewildered, owner of this favored motor car . . . a luminous red 1964 Porsche 356C Cabriolet. It had 69,000 original miles. The engine has never been rebuilt.

I grew up with this car, watching my father spend hours restoring, detailing, and otherwise perfecting, a Porsche that was already in solid condition. Yet, I never paid much attention to his 356. In fact, Dad's Porsche was the first automobile I had ever owned. How's that for lack of automotive enthusiasm?

Still, having grown up with classic cars, I had some idea of the significance of what my father left me. It was, after all, a pretty neat first car, and I went through Dad's huge collection of PANORAMA and 356 REGISTRY magazines—including the very first issues—and learned what I could. I brought the 356 to California, where I reside; and as I cared for the car, I fell in love with it, and resolved to finish some detail work on the Porsche that Dad was never able to complete. I went to a German auto garage in the Berkeley area for servicing, and while there, I requested an appraisal after explaining that I had no plans of ever selling my Dad's car. I believe their figure was around \$14,000. Seemed a tad bit low to me. The 356 was never ready on time, and this, combined with the fact that I found the owner's cat sleeping on my cabriolet top, led me to the famed Lukes and Shorman garage in nearby Albany. Bill Shorman helped me with some world-class Porsche mechanical work and suggested that I contact Dick Cottrell, PCA and SCCA concours judge/Porsche guru extraordinaire, for an appraisal. Dick appraised my Dad's car at \$35,000, and I now have it insured for \$40,000 through Leland West's PCA-endorsed insurance program.

Dick encouraged me to get involved in the PCA and the 356 Registry. Now, I'm a member of six different car clubs. (Maybe this sports car stuff is passed on genetically, albeit in a dormant form.) In 1994, Dick Cottrell's further arm twisting coerced me into entering a PCA Zone Seven concours. Concours participation was something, living in a smaller Eastern Washington town, my father never had a chance to do. I cleaned up the Porsche as best I knew how at the time, drove to the concours, met some uncommonly nice people, and received first place. Mom says Victor Davey would have been very proud.

(About the Author: H. E. Davey, a Diablo Region, PCA member, owns a 1964 356C, a 1987 911 Carrera Sport ("factory turbo-look"), and a limited issue 1994 Mazda Miata M-Edition. When not polishing sports cars, he serves as the Director of the Sennin Foundation Center for Japanese Cultural Arts and works as a freelance journalist.)

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**The Top Ten Things To Do When
 Lost on a Rallye**
 by John R. Mueller (Chicago Region)
 from *Chicago Scene*

10. Drive 100 mph down randomly chosen roads looking for a checkpoint.
9. Try to have the last word in the argument about the Route Instructions.
8. Play Auto Bingo.
7. Think up painful ways of killing the Rallye-master.
6. Look for a good place to pee.
5. See how many out of state license plates you can spot.
4. Stare blankly down the road through the icy silence.
3. Sing "100 Bottles of Beer on the Wall."
2. Recite your marriage vows.
1. Drive to the restaurant two hours before anyone else and start drinking heavily.

(Dedicated to Pat Tillson and Sean Jenkins.)

924/944 Sunroof Seal
 by Jim Pasha, Diablo Region

The weather-stripping/seal for the 924/944 sunroof wears from use and exposure to the elements. Replacement is within the capabilities of most Porsche owners, it merely unpeels from the edge of the sunroof and is replaced by pushing the new piece on. Some trimming may be necessary.

The key to a successful installation is to have the correct seal for the year and model of your car. The break is at the 1985.5 model, the later cars have a thicker seal that causes problems if used in an earlier car.

The correct part numbers are:

For 1985 and earlier: 944.564.114.01

For 1985.5 and later: 944.564.114.04

The roof panel must be removed from the car for the seal installation. When resting the roof panel on the ground, use a thick blanket or soft carpet to rest it on to avoid scratching the surface.

Thanks to George Beuselinck, Hudson Valley Region for this tidbit.

(Editor's note: Jim Pasha also writes technical articles for *Excellence*, A Magazine About Porsche Cars.)

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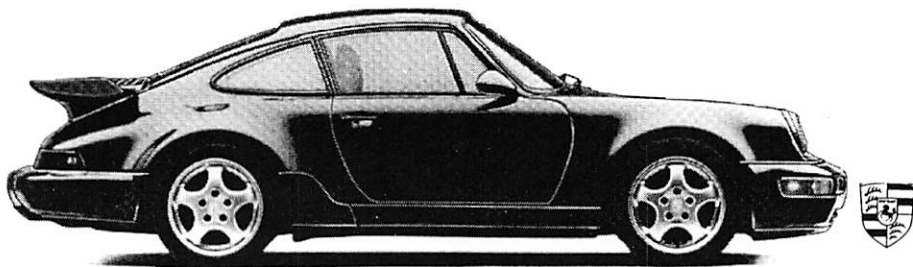
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