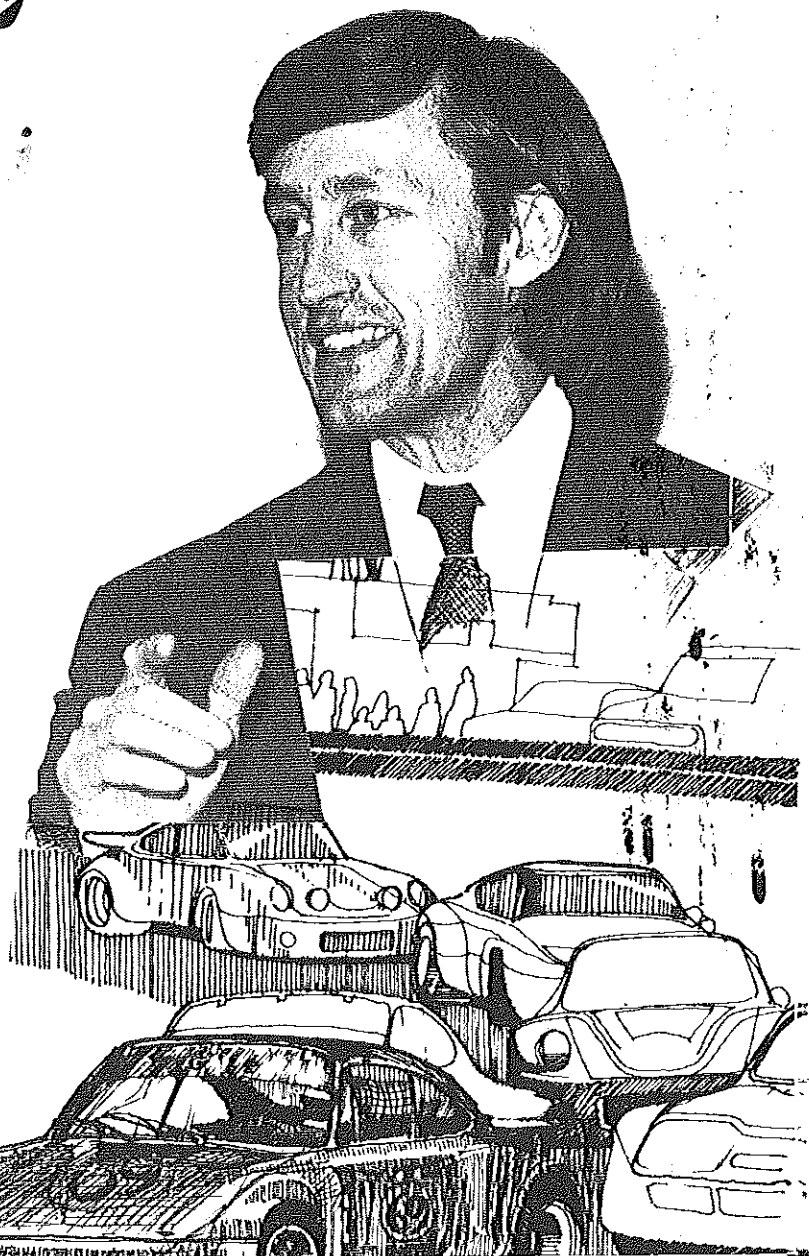




der Gasser

Feb '81

Porsche Club of America: RIESENTÖTER



Next Meeting: Feb 25th, BBBricks

Mail Order Tire Prices in Philadelphia!



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WAREHOUSE/SHOWROOM LOCATIONS:

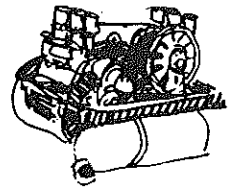
WILLOW GROVE	KING OF PRUSSIA
2435 Maryland Road	180 Church Road
657-6600	265-0900

LAWRENCE PARK
INDUSTRIAL PARK
651 Parkway
328-3100

Credits

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ARTICLES BY:
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PRECISION

MOTOR WORKS

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President's Message

This morning was the first in a long while that the thermometer on my front porch read 40 degrees F. For the last month my Porsche has done nothing more than move back and forth in the garage. Although I have seen a very few Porsches on the salt and snow-covered obstacle courses which PennDOT has the nerve to call highways, the closest thing that I have recently seen to true Porsche performance was Wilbert Montgomery (against Dallas!)

Feeling the warm sun on my face today, I could close my eyes and imagine Spring was here already. The beginning of "Porsche Season" can't come too soon for me.

Our March meeting is geared to encouraging our newer and also longtime, but nonactive, members to try out the Club's events. I am sure that all of us know a couple of Porsche owners who, although they constantly talk about joining, are not yet members of PCA. I know I do. The March meeting seems a perfect opportunity for each of us to make a real attempt to secure the attendance of such people. (Physical force should only be used where absolutely necessary!)

If each of us take just a little bit of extra time to get to know a new member or two at the March meeting and to encourage their participation in Riesentoter, we should have more than just a few new "hard core" enthusiasts for the remainder of this season. I know this is what got me started, one individual taking a little extra time to offer advice, encouragement, and friendship when I was a new face. The Newcomer Meeting (March 21st) is preceded by a Tech Session at Holbert's and followed by a Sprint School at the Bazaar parking lot in Horsham. One crack at sprinting should be enough to convince anyone with an ounce of real Porsche blood in his or her veins of the fun to be had in PCA!

Finally, for the rest of us who are already hooked, now is the time to begin thinking about attending this year's Parade. Several of us are already planning to have a Porsche parade to the Porsche Parade in North Carolina (approximately a 10 hour drive from Philadelphia). Any of you who would like to join us should make your decision as early as possible and help us in the planning. At that time and place, warm weather is guaranteed.

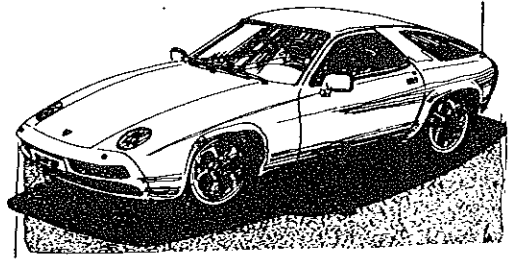
SEE YOU AT THE FEBRUARY MEETING ON THE 25th, 8:30 P.M. AT BB BRICKS.

AKIN... some notes

He is competing for an Endurance Racing Championship - contests of greater than 1000 km and/or 6 hours duration such as Le Mans, Daytona, and Sebring - yet takes part of a day to give a "freebie" to 50 members of Riesentoter (with some representation from Schattentbaum). He drives a 928 but without flares, stripes, or spoilers. He is meticulous about his health - no alcohol a week before a race, jogs, plays squash, and won't ski because there are only two weeks a year that he could break something and not disrupt his racing, yet handles a blown tire high on the wall at Daytona with total confidence and considerable wit. All these contrasts emerged during the 90 minutes that BOB AKIN shared with us on January 21st at BB Bricks.

Highlights:

- * A 935 K 3 retails at \$240 thousand; the engine is \$50 thou at the start of a race and trash by the end, the axles are titanium and run about \$14 thou. The car weighs 2200 # and gives you 3 MPG. The valves and top end must be overhauled after each race, the crank is good for 30 hours. Operating costs of \$350 thousand per year are covered this season by major support from Coca Cola and Kendall Oil-
- * The Akin Team is headquartered in Atlanta to minimize towing time to the major events (Birmingham, Ala. would have yielded the most efficient site but the morale costs might have been disasterous).
- * Future cars - regulations stipulate that the doors, windows, and roof line (in this case a 911) must remain constant, so Akin will buy only those parts and build all else from scratch...probably tubular for a lower, lighter car so that weight will have to be added at strategic points to pass inspection.
- * Daytona last year - Akin was inches from the wall at 200 MPH on a 30 degree incline and lost his right rear tire. Akin reported that when the tire goes, the fender also goes. With the fender, the oil tank. Oil then gushes onto the turbochargers and catches fire. You are then spinning so that you really don't know what's on fire. The front end flies off while you are spinning through your own flames. You - as instructed - keep the engine running and come to a stop down the road. There are no ambulances or fire trucks in sight, so - if you are Bob Akin, you drive the burning engine to the pits. And if you are Bob Akin, have enough parts and help to



get back into the race!

* The hired help - there are 3 or 4 people on salary. The rest of the army is largely volunteer and have worked for a good number of seasons...everyone is a known factor. If there is a purse for winning, the cash is negligible after it is split.

* Le Mans - an endurance race and clearly Akin's favorite. There are strict limits on boost and on RPM's; Drivers who don't respect the limits are benched.

It always rains sometime in Le Mans - you can't see and you navigate by watching the curb out the side window. You drive flat out into the thickest part of the spray, assuming that somebody up front can see and you don't slow down because somebody is zeroed on the spray from your own rear.

The Mulsanne Straight - 3.5 miles covered in 1 minute. Test your brakes near the 110° righthander at the end. If your brakes are out, then you take a little tour of the village of Mulsanne.

(Bob distributed a 3 page handout - narrative and map - on how to drive Le Mans; get your copy from Jim Brody, Axel Shield, Tina Tucillo, or Don Galbraith.)

Akin wrapped up his low key talk with the following quote from his October 1980 Road & Track article:

"Le Mans is special. Unique in the world of racing. Rushing from one afternoon to the next through the lush French countryside, past the little restaurants, their checkered tables just a few feet beyond the guardrail, past the offices and factories; diving into the dark forests, braking, shifting, sliding through the difficult sections and out onto the long straights. The blaze of color and the crush of the enormous crowd. The flags of all nations and the all-night carnival. Daytime, sunset, darkness, dawn - and another day. Exactly 8.4 miles connecting the towns of Lemans, Mulsanne, Arnage, and back to Le Mans. Mostly in top gear, often over 200 MPH. To drive a good car at Le Mans is an experience beyond adequate description. And those who have been there never forget."

Technicalities



IS YOUR PORSCHE A CLASSIC?

THE MOTOR VEHICLE CODE OF PA., ALONG WITH MOST OF THE OTHER STATES PROVIDES FOR CERTAIN AUTOMOBILES TO BE CLASSIFIED AS "ANTIQUE" OR "CLASSIC" MOTOR VEHICLES.

THE OFFICIAL DEFINITIONS ARE:

"ANTIQUE MOTOR VEHICLE - A MOTOR VEHICLE, BUT NOT A REPRODUCTION THEREOF, MANUFACTURED MORE THAN 25 YEARS PRIOR TO THE CURRENT YEAR, WHICH HAS BEEN MAINTAINED IN OR RESTORED TO A CONDITION WHICH IS SUBSTANTIALLY IN CONFORMANCE WITH MANUFACTURER SPECIFICATIONS."

"CLASSIC MOTOR VEHICLE - A SELF-PROPELLED VEHICLE BUT NOT A REPRODUCTION THEREOF, MANUFACTURED MORE THAN 10 YEARS PRIOR TO THE CURRENT YEAR AND, BECAUSE OF DISCONTINUED PRODUCTION AND LIMITED AVAILABILITY, DETERMINED BY THE DEPARTMENT TO BE A MODEL OR MAKE OF SIGNIFICANT VALUE TO COLLECTORS OR EXHIBITORS AND WHICH HAS BEEN MAINTAINED IN OR RESTORED TO A CONDITION WHICH IS SUBSTANTIALLY IN CONFORMANCE WITH MANUFACTURER SPECIFICATIONS AND APPEARANCE."

BOTH PLATES ARE GOOD FOR THE LIFE OF THE CAR AND STATE INSPECTION BECOMES A ONCE-A-YEAR NUISANCE INSTEAD OF A TWICE-A-YEAR THING. THE COST: A MERE \$65, AND WHEN YOU CONSIDER REGULAR TAGS ARE \$24 EVERY YEAR, AND THE EXTRA INSPECTION IS \$9, YOU ARE AHEAD BEFORE THE SECOND YEAR IS THROUGH.

ANY 356 MADE BEFORE 1965 IS ELIGIBLE TO BECOME AN ANTIQUE AND MOST ANY PORSCHE BUILT BEFORE 1971 IS PROBABLY ELIGIBLE FOR CLASSIC STATUS. EARLY 911'S, 914-6'S, 1970 914'S, AND OF COURSE ALL 356'S WOULD FALL INTO THE LATTER CATEGORY.

USE OF THE VEHICLE MAY BE SLIGHTLY LIMITED ACCORDING TO SECTION 1340 OF THE NEW MOTOR VEHICLE CODE:

"IT IS UNLAWFUL FOR ANY PERSON TO OPERATE A VEHICLE WITH ANTIQUE OR CLASSIC REGISTRATION PLATES FOR GENERAL DAILY TRANSPORTATION. PERMITTED USE SHALL BE LIMITED TO PARTICIPATION IN CLUB ACTIVITIES, EXHIBITS, TOURS, PARADES, OCCASIONAL TRANSPORTATION, AND SIMILAR USES."

ALL PCA EVENTS ARE LEGITIMATE USE OF THE TAGS AND "OCCASIONAL TRANSPORTATION" MAY LET YOU DRIVE YOUR PORSCHE ALMOST ANYWHERE.

CONTACT PENNDOT, BUREAU OF MOTOR VEHICLES, HARRISBURG, PA 17122.

BOB PATTON

Hillclimbing



The lineup of 1981 events is expected to be clarified at the PHA Annual Meeting on February 7th. At the time of our Pre-Annual Meeting (December 14th), only two events were on the calendar: Watkins Glen flat-track Solo I, and Weatherly Hillclimb. Three others are possibilities: Duryea Hillclimb, Giants Despair Hillclimb, and a flat-track event at Summit Point. Assuming certain problems are solved, we could have a five-event season.

PHA also voted to consider accepting SCCA Solo II events (slower speed than in Solo I, large shopping center, Corvette-type gymkhana events) as part of the calendar for two reasons. One is that we must pick up new drivers and one way is to tap the large number of drivers that participate in Solo II. Secondly, it could add two or three more events. I was one of the dissenters on this question, not that we don't need drivers, but that Solo II events further change the character of PHA events and we may lose what we have in current hillclimb drivers and cars. Flat track Solo I such as the Glen was a step in that direction since it's vastly different from a hillclimb (not uphill) and requires a different car set-up. We will see what develops.

The PHA Contest Board voted on rules changes for 1981. One combined all EP cars into one class as it is in road racing. This is as it should be and will be more interesting for EP drivers than in the most recent past.

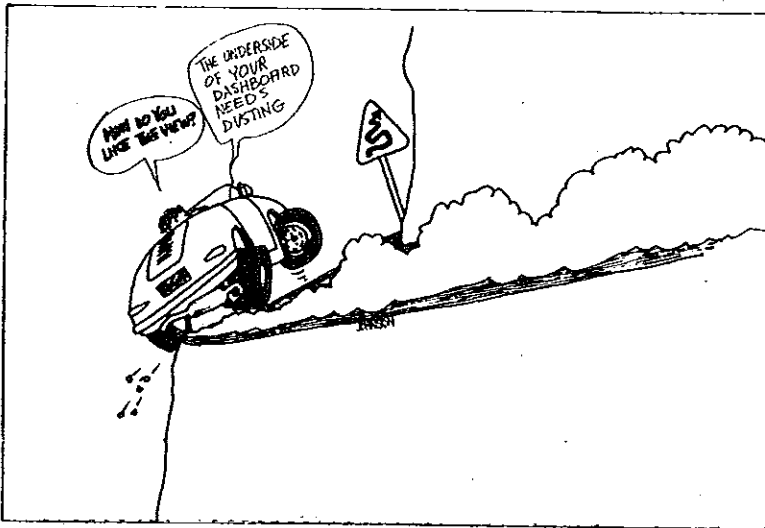
Another rule change is that drivers will now have to have both PHA and SCCA Solo I competition licenses. We could see this change coming from SCCA and decided to move now, since all our events are SCCA-sanctioned and although SCCA accepts PHA licenses, it is believed that drivers should support the SCCA in both membership and license fees to help pay for the competition benefits - medical and life insurance, liability, etc. We can easily obtain SCCA licenses now with the active PHA licenses without going through the Novice Program - but it will cost more.

We will be having our annual reunion with inactive PHA drivers - and of course the active drivers - at the Annual Awards Banquet on February 7th, also the evening of the next Contest Board Meeting. It's a good occasion to get updated on the activities of the guys and gals you used to compete with and, of course, the occasion for awarding class trophies to the winners.

Keep it between the trees..... Jess Holshouser

Calendar

FEB 6	DVSA BANQUET	BB BRICKS
FEB 8	DVSA REP MTG	GROVE'S HOUSE
FEB 15	RIESENTOTER EXEC	KOELBEL'S HOUSE
FEB 25	RIESENTOTER GEN. MEETING	BB BRICKS
MAR 21	RIESENTOTER TECH SESSION	HOLBERT'S PORSCHE AUDI, RT 611, WARRINGTON
APR 5	RIESENTOTER SPRINT SCHOOL	HORSHAM BAZAAR
APR 17	CONN VALLEY DRIVERS SCHOOL	LIME ROCK
APR 18 <i>Sat</i>	POTOMAC DRIVERS SCHOOL	SUMMIT POINT
APR 29	RIESENTOTER GEN.. MEETING	
MAY 15 <i>Fri</i>	SCHATTENBAUM DRIVERS SCHOOL	<i>Funerals - May 1-8</i> LIME ROCK
MAY 16 <i>Sat</i>	CONN VALLEY DRIVERS SCHOOL	LIME ROCK
MAY 23	SCHAT. PORSCHE CORVETTE CHAL.	<i>- Gradual in</i> LIME ROCK <i>= Mon 18 May</i>
MAY 27	RIESENTOTER GEN. MEETING	
JUN 30	POTOMAC DRIVERS SCHOOL	SUMMIT POINT
AUG 15 & 16	OPEN EVENT, NNJ	WATKINS GLEN



Membership

NEW MEMBERS

BRUCE BAKER 1505 WOODLAND AVE, FOLCROFT, PA
KERRY WESSNER BOX 234, RD 3, BIRDSBORO, PA

COMPLIMENTARY DER GASSERS

MARY LOU JUNG 327 ROBERTS AVE, GLENSIDE, PA
OLIVER ANDERSEN 824 12TH AVE, BETHLEHEM, PA
JEFF ROSS 128 JARRETT AVE, ROCKLEDGE, PA
PAUL KOLAKOWSKI 4337 ELSINORE ST, PHILA, PA

DROPS

JOHN HECKMAN 709 BETHLEHEM PIKE, PHILA, PA

SKIP COREY

For Sale

AUTOCROSS TIRES; 1 PR MICHELIN 185/70-13 2X.
1/8TH INCH TREAT, EVEN WEAR. \$25. MIKE EVANGELISTA,
345-8090 AFTER 7 PM OR 943-9100 DAYS.

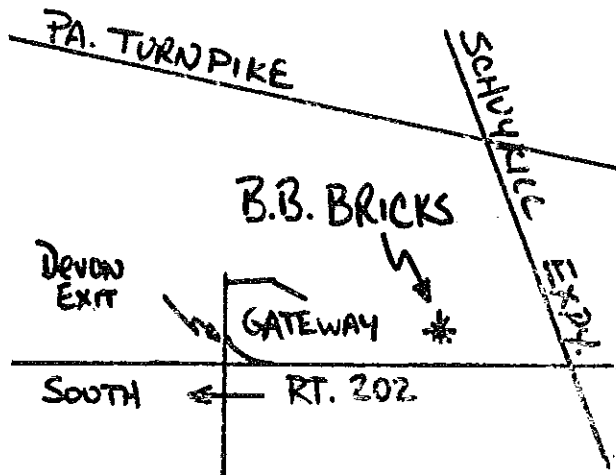
PHOENIX 3011 RACERS (4) 185/70 - 14. 5/32" TREAD.
\$ 45 EACH OR \$175 ALL 4; 1977 924 SWAY BARS, FRONT
AND REAR - FACTORY INSTALLED, \$50 BOTH; 924 LEFT
OUTSIDE FACTORY MIRROR, \$10; AM/FM HIRSHMAN ANTEN-
NA, \$10. HARRY KINTZI, 529 BASTIAN LANE, ALLENTOWN,
18104; 215-395-6506.

GOODIE STORE SPECIAL - 914 COCO MATS...CALL JOHN
HAEDO, 688-1046 FOR PRICE.

Parade Regist. 2/16

THE PARADE IS 7/26-8/1/81 AND REGISTRATION OPENS
FEBRUARY 16TH. AXEL SHIELD COMMENTS THAT APPLI-
CATIONS POSTMARKED PRIOR TO THE 16TH WILL NOT BE
ACCEPTED; DUE TO THE LARGE NUMBER OF APPLICATIONS,
ANY POSTMARKED AFTER THE 16TH PROBABLY WILL NOT BE
CONSIDERED. SO...

**NEXT
MEETING:
FEB 25!
8:30 P.M.**



- DON GALBRAITH ANNOUNCED OUR BALANCE TO BE \$28.50 IN THE RIESENTOTER TREASURY. SINCE THEN JOHN HAEDO FOUND \$80 IN THE GOODIE STORE CAN; NATIONAL HAS REBATED US \$500±, DICK MIESEN BOUGHT \$165 WORTH OF DER GASSER, MIKE TILLSON HAS A CHECK FOR US FOR \$175, AND SO FORTH.
- CONGRATS TO TINA TUCILLO, OUR VEEP, AND DVSA ROOKIE OF THE YEAR.
- THANKS TO BOB KOERBEL, DICK MIESEN, AND MIKE TILLSON FOR RENEWING THEIR ADS...WE REALLY APPRECIATE THEIR SUPPORT.
- WELCOME TO STEVE LIMBERT...LOOK FOR HIS AD IN THE NEXT ISSUE OF DER GASSER.
- TUCILLO HAS SCHEDULED A MOVIE FOR OUR NEXT MEETING... "DRIVING UNDER THE INFLUENCE." NOTE THAT SCHATTENBAUM VIEWED THIS FLICK RECENTLY AND LIKED IT A LOT. SEE YOU ON THE 25TH AT 8:30 P.M.
- BOB AND CAROL KOERBEL REPORT THAT UP AND COMING SOCIAL EVENTS INCLUDE A WINE-TASTING PARTY, AN ETHNIC DINNER, AND A DRIVING TOUR TO WINTERTHUR MUSEUM IN THE SPRING. WE WOULD LIKE TO HAVE A BARGE PARTY IN NEW HOPE BUT THE DROUGHT LEAVES US "HIGH AND DRY" WITH RESPECT TO A DATE...AS ALWAYS, THERE WILL BE THE ANNUAL PICNIC THIS SUMMER AND BANQUET AT THE END OF THE YEAR. WE ARE LOOKING FOR A NEW BANQUET LOCATION AND WOULD APPRECIATE YOUR SUGGESTIONS. YOU CAN REACH US AT 798-0820 MOST AFTERNOONS AND EVENINGS. WATCH FOR DETAILS IN THE NEXT ISSUE OF DER GASSER.

Officers

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1022 BELVOIR ROAD
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279-1809

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PHA REP

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MEMBERSHIP

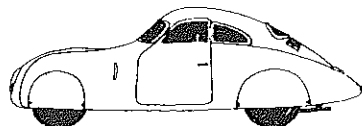
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