

DER GASSER

Oct 82 Newsletter of RIESENTÖTER
REGION, PORSCHE CLUB OF AMERICA



NEW MEETING SITE!!

Mail Order Tire Prices in Philadelphia!



SPECIALISTS IN MAG AND WIRE WHEEL
MOUNTING AND BALANCING
SPECIALISTS IN HIGH PERFORMANCE TIRES
BALANCING ON THE HOFFMAN
GEODYNA 55 SPIN BALANCER
ALIGNMENT & SHOCK INSTALLATION
-Bilstein, Koni, Gabriel shocks-

RV HEADQUARTERS
Sport, Race, Truck, Camper, Motorcycle Tires

Michelin, Semperit, Bridgestone, Pirelli,
Goodyear, Goodrich, General
Stratton, Laramie, Continental, Metzler

Show Your Membership Card For Dealer Prices
(Only available at Pennsylvania NTW's)

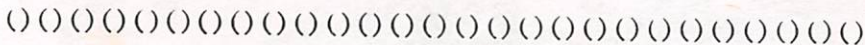
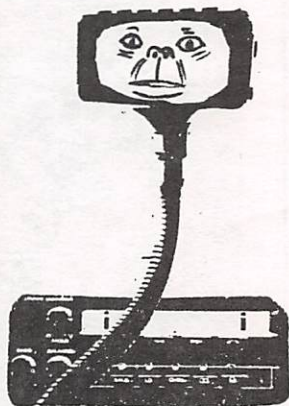
WAREHOUSE/SHOWROOM LOCATIONS:

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

LAWRENCE PARK
INDUSTRIAL PARK
651 Parkway
328-3100

PHOTOS BY EDITORS:
Cover, Melody;
Others, Vern

COVER: Rusty - A
future autocrosser.
Notice the balance,
the determination,
the willingness to
help clean up on a
day when he didn't
even run.



precision

MOTOR WORKS

Sales Repairs Parts
Roberts Road, Bryn Mawr, Pa
Bob Koerbel 527-6025

Editorial BS

Vern Lyle

The Slate of Officers is unopposed so the election will be anti-climactic, but the Oktoberfest would be a nice, informal place to let these people know what you'd like to see changed for next year.

We were looking over previous issues of Der Gasser and realized that most of the pictures we've used were of autocrossers and generally of the same cars. Since that is the prevalent summer Porsche activity and the same group of people participated, we don't feel bad at all. We'll continue to publish photos of people driving their cars.

Just a quick anti-advertisement concerning the catalog from Beverly Hills Motoring Accessories that many of you recently received. We bought a \$90 jacket from them last year and returned it with their approval. They said they never received it and despite continuing inquiries by Postal Service and Mastercharge authorities, we're out 90 bucks. Something to think about before placing your order.

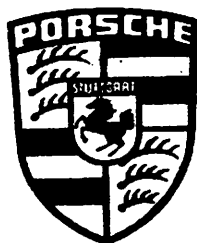
PORSCHE ONLY

Repairs and restoration of air cooled Porsches. Tune-ups. brake work, clutch replacements, engine and transmission repairs, rust repair, body and paint work. New and used parts for 356, 911, 912 and 914.

CARRANZA RACING
& RESTORATION

Tabernacle, N.J.

609-268-9356



Super Sundays, etc

- Oct 24 - DVSA Sprint changed to SCCA rules, Bruce Abbott for details, 609-737-9034
27 - Riesentoter Oktoberfest, see page 3
31 - SCCA Solo II Sprint, Mike Signore 643-5212
Dec 1 - Riesentoter Meeting for November/December

Fan mail

This chap's English is much better than our German, but at any rate, his heart is in the right place.

Dear Mr. Holbert!

I want to request you cordial to sign the added photo which is in the letter back to me and to send me please a signed autographcard of you. As I am a very great motoring fan and fan of you, you will make me a very great gladness if you fulfill my wish.

Thank you very much for your kind toil, your great comprehension and at all for the valuable autographs. For the future my best wishes and I hope that you will have furthermore fun and success in motoring and in your privat life.

With kindest regards, a young but great fan,

Frank Nümann
West Germany

HOLBERT RACING

PORSCHE 924

BBS WHEELS

We are a unique specialty shop. Unlike many others we do not represent a large number of lines, instead we limit our sales to products of our own manufacture and one or two carefully selected lines. Our prime emphasis is on Porsche 924 products and **BBS** Wheels for most popular cars.

For a catalog, please send \$2 to
Holbert Racing Inc., 1425 Easton Rd., Warrington, PA 18976
(215) 343-3131

Next Meeting: Oktoberfest, Elections & Auction

Place: Rheinland Inn
Time : 8:30 pm (Dinner)
Date : Wednesday, October 27

For those of you who attended the Oktoberfest last year, I don't have to tell you how great the food is at the Rheinland Inn. The menu is unchanged - plenty of beer and fantastic German cuisine - Knockwurst, Bratwurst, Sauerkraut, German potato salad - served in an authentic German atmosphere. The food is home-made by the owners, Klaus and Liesel, and as they say, "quality takes time". If anyone is in a desperate hurry to eat and run they will try to accommodate you, otherwise, just relax and enjoy the atmosphere and the good company. In addition to the beer we'll have with dinner, there are many imported beers available and quite a nice selection of wines. This is known as a genuine GOOD TIME - don't miss it!

We'll also have elections and finally, the auction. Donate something Porsche-related, old or new, for the fun-type auction, proceeds going to the Club treasury. By the way, the first three finishers in last month's Tech Quiz were Bill Cooper, Chuck Walter and Nick Imperato.

- From Quakertown exit of Northeast Extension; south on Rt 663 toward Pennsburg approx 3.7 mi then left onto Geryville Pike. Approx 1.5 mi, turn left at sign for "Pennsburg Miniature Golf Center" (you're still on Geryville Pike), 2.3 mi to the Inn.

- From Pennsburg (Rt 29 & Rt 663); north on Rt 663 approx 1.5 mi, right onto Geryville Pike (no sign from this direction) then see directions above.

-From points south: north on Rt 202 to Sumneytown Pike (William Penn Inn) near Lansdale, west (left) on Sumneytown Pike past the Lansdale exit of the turnpike through Harleysville and Vernfield (this is Rt 63). After you cross Rt 563, you'll descend a 1/2 mile long hill and as you approach the Sumneytown Hotel, bear right onto Geryville Pike, approx 2.1 miles to the Inn on the right.

We're Growing

Skip Corey

Welcome to these new members joining in September!

Rich & Susan Leary
Phoenixville
68 911S coupe

John Bianrosa
Philadelphia
82 928

Rich & Melanie Rosenau
Pennlyn
81 924

Martin & Florence Zeller
West Chester
83 944

B.J. Menkowitz
Ambler
71 911 Targa

Ron & Olivia Kirschner
Penn Valley
81 911SC

Michael & Jane Hurwitz
Huntingdon Valley
79 911SC Targa

Tom Reiss
Parkesburg
70 911T

Bob & Christine Emery
Yardley
64 356C cabriolet

Rick Hoffman
Malvern
75 911S Targa

Aaron & Patricia Blumberg
Philadelphia

New faces at our September meeting:

Ron Pitkow and his son Jeff told us about their three Porsches - a 356 cabriolet, a 924 and a 912E

Ron Kirschner and his son showed up in their 81 911SC

Rich Leary owns an unusual 68 European S with a 911L power plant

Tim Holt has a 77 911S and has just added an 81 928 to his stable - only thoroughbreds

Bob Emery drives an open road machine - a 64 356C cabriolet

Exec Minutes

Actually, tidbits gleaned from Chris Galbraith's official minutes of the meeting held September 17 at Bob Russo's house.

- The committee voted against raffling off half of a Bill Scott Driver's School fee, feeling that the "winner" would have to come up with \$300 or so to claim his prize.

- There will be an internal audit, as called for in the By Laws, of the Club's finances. Also, we are looking into acquiring a sales tax number from the State, allowing the Club to avoid all sales taxes. After thinking about it a bit, we found out that the amount was more money than any of us realized.

- Bob Russo has purchased about a years supply of trophies at very reasonable prices from Sears.

- Everyone agreed that we must be doing something right, since attendance at almost all events this year has been very good. We're trying to expand on that. Lots of ideas to welcome newer members into the Club were discussed and you'll see some new things happening.

AIRCOOLED *RACING* and P

We don't just sell parts at close to a
our cost! Engine and transmission r
rebuilt—our dyno is set up for aircooled t
Porsche engines—roll bars and s
cages—competition suspension setups
—machine work—trailers and more

King of Prussia, PA (215) 265-1784

Money Matters

Bill

The economics of the recent, highly successful 25th Anniversary Celebration may be of interest. Owing to careful planning, effective cost control, high demand for T-shirts and a donation from YBH Porsche-Audi, the dinner actually made a net profit of \$7.59.

The Club has traditionally held the Fall Picnic at a small charge to members, but this year it was held without charge and the expenses incurred were \$575.40.

The Club's major sources of revenue are Quarterly rebate checks from National, income from track and social events and the "donations" made for 50-50 drawings, ticket sales, "penalty" charges, etc. It is with these funds that your club can offer such activities as the picnic for the enjoyment of the membership free of charge.

25th Anniversary Celebration

INCOME:

Dinners paid - 89 @ \$15.00	\$1,335.00
T-shirts sold - 40 @ \$5.00	200.00
Dealer donations - YBH Porsche-Audi	<u>100.00</u>
TOTAL	\$1,635.00

EXPENSES:

Bell Tower	\$1,023.00
President's plaques	163.46
T-shirts	297.00
Printing	70.00
Postage	40.00
Photographic supplies	<u>33.95</u>
TOTAL	\$1,627.41
NET PROFIT (dinner)	\$ 7.59

Fall Picnic

EXPENSES:

Camp Hideaway rental (Paid 2/24/82)	\$ 300.00
Food, beer, soda, wine, etc	235.92
Baking contest prizes	9.48
Lifeguard charges	<u>30.00</u>
NET COST (Picnic)	\$ 575.40

Giantkiller IV Rally

Skip Corey

I think one of the things you learn as you get older is that the scheduling of some events is beyond the control of mere mortals - like floods, snowstorms and road rallies. Unfortunately, the October 3 Rally had to be postponed at the last minute, but it has now been rescheduled for November 7 at 1:00 pm as originally planned, at Stouffer's in Valley Forge.

The details are in the September Der Gasser, but just briefly, it is a gimmick rally requiring no special instruments, only a clipboard, pen and a patient navigator (or is it driver?). The competition season should be finished by then and this may be your last chance to enjoy your Porsche before it goes into the garage for the winter - so why not plan to join us? Preregistration is required, so please send a check payable to Riesentoter Region, PCA, for \$7 per car to my address listed in the back of this issue.

**the finest
accessories & parts
at dramatic discounts**

**Subtle
Dynamics**

**215 Plank Avenue, Paoli, Pa. 19301
(215) 296-3877 (800) 345-1293**

Competition

Bob Russo

I've threatened myself countless times to write the following, but always realized that the message would never reach the right people. Hopefully, none of our members are guilty of the following, but we all may need a reminder to keep us on our toes. I'm referring to the "Average American Driver Syndrome". At one time or another we have all encountered this syndrome and this has led to obscene gestures, fist-waving and references to the legitimacy of the offenders birth!

Here are some of the most recognizable "birds" you may see suffering from "AADS". First, there is the "Blank-eyed Gazer" - easy to spot because his head moves side to side and up and down, but his eyes never glance in the mirror or in the direction he is going. Then there is the "White-knuckled Darter" - easily recognized by his deathlike grip on the wheel and the unadulterated fear in his eyes. This one drives petrified at all times, never making smooth movements, but rapid, last minute steering changes, causing the car to dart from lane to lane just as you approach. Next, and one of the most destructive to spirited driving, is the "Early-braking Turkey". We've all been behind this one. Possibly 500 yards before a reasonable braking point, this bird gets off the gas, applies the brakes and slows to a near halt to negotiate a turn that can be taken at several times the speed. Someone told this guy that hard braking wears out your brakes and he wants them to last forever. Of course, he doesn't realize that his long application produces heat over a longer period and gets the brake components hotter than a short, hard application. One of my favorites is the "Five-under Road Runner", who inhabits two lane roads, especially those with no-passing zones and consistently runs at least 5 mph under the posted speed (as if the limits are not low enough already). Probably the worst and most dangerous is the "Yellow-backed Incompetent Merger". He's the one that can never time his car's entrance onto a limited access highway from the ramp, has no idea how fast his car can accelerate and is unable to judge the closing speed of approaching cars and so he comes to a complete halt at the end of the

ramp, destroying any chance you may have of entering the highway. I'm sure you can think of many others, but the last we will mention is the "High-low Fluctuator" - the guy that can never maintain a steady speed, but constantly floats from a speed 10 above the limit to 10 below!

You're probably wondering why I'm writing about this in the Competition column. Well, one reason is that whenever I encounter one of these drivers I want to be able to somehow run alongside their car and ask what the **** they're doing! So now I can bitch, bitch, bitch. Seriously though, there really is a reason for all this. I believe that we can prevent ourselves from slipping into any of these categories by first staying alert and concentrating on our own driving and then by taking advantage of the Driver's Schools available. On the surface, these events may appear to be only opportunities to go fast, but there is a wealth of knowledge to be obtained. It is here that you can develop a smoothness to your driving, a feel for your car and the ability to cope with other cars around you at speed. Passing slower cars and just as importantly, being passed by faster cars will become second nature. The more schools you attend, the better you become at anticipating changes which might signal danger and the better you become at the corrections to deal with these changes. If you can apply what you learn at the Driver's School to your everyday driving, you probably won't see me in your rear view mirror making obscene gestures, et al!

Well, the competition season is winding down for this year. Check the schedule on page 2 and start planning for next year. Remember, keep it smooth.

Oktoberfest

Your Porsche

DVSA Championship Sept 19 Gary Grove

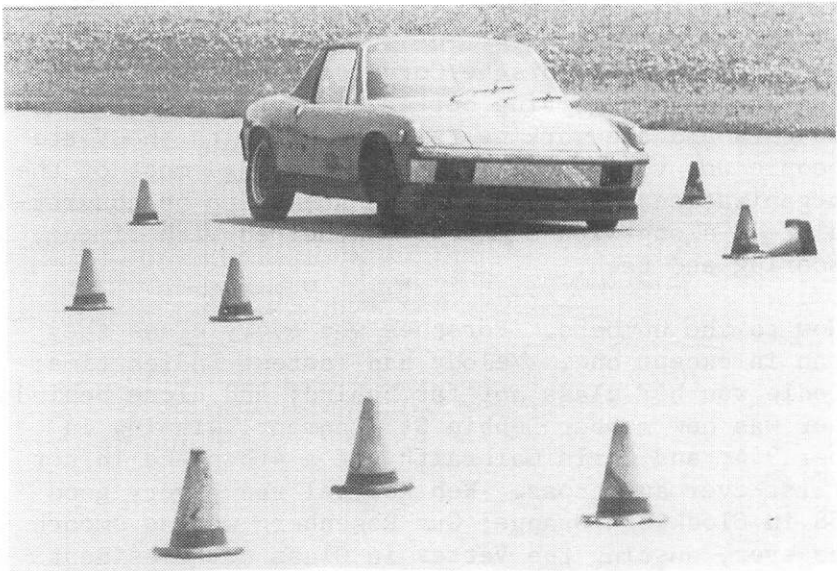
The course laid out by Bob Carrington for the fourth round of the DVSA Championship series was wide open and fast, leading to several exciting moments, the most spectacular being Bruce Abbott's tour through the boonies on his first run.

Although Schattenbaum events are usually well attended by Porsches, only 8 914s, 2 911s and a 924 were there. With one exception, Porsche drivers were unbeaten except by another Porsche. Unfortunately, I was the exception since Bill White in a TR-4 turned a phenomenal time that I just couldn't beat. In fact, of all the streetable cars, only Vern Lyle's AP 911 beat him. Melody Lyle also displayed her fine form both on and off the course. Indeed, a lot of men would have been pleased to turn the times she consistently ran.

Once again, Jerry Fink and his super Super 7 were in a class by themselves. As you may know, he annihilated all competitors at the SCCA Solo II runoffs and is currently the National Champion. At this event, not only did he set an FTD that was nearly 3 seconds under Ted Klaus, but the run had several flaws indicating that the Black Bullet is not yet at its max.

Class winners and their times:

A Stock	B. Keller	914-6	1.00.062
B Stock	B. Carrington	914-4	59.400
C Stock	B. White	TR-4	58.440
A Imp	V. Lyle	911 T	55.542
B Imp	G. Henkel	Mustang	1.02.916
C Imp	D. Facciolo	914-4	1.00.675
A Mod	J. Fink	Lotus S-7	50.376
B Mod	J. Lynch	Mini - S	55.386
C Mod	B. Guenther	Midget	57.281
S Mod	T. Klaus	Super Vee	53.298
Formula V	W. Boutcher	Zimmer	55.748
Ladies A	K. D'Alessio	Mini - S	59.444
Ladies B	M. Lyle	911 T	59.715



AX Road Show, Oct 3

Vern Lyle

At BMC's charity event at Gloucester County, Bob and Dodie ran the C coupe - Bob to a class win and Dodie to Fastest Ladies Time of Day, only .2 seconds off Bob's time. Well, the clutch was slipping something awful. BMC showed uncharacteristic poor form by not awarding Dodie an FTD or even a Ladies class trophy. That lack of recognition happens sometimes, and you just have to be satisfied within yourself (see below). By the way, Jerry Fink in the Lotus beat Jerry Kuhn's Corvette by 5, that's five, seconds.

SCCA heeded some of my advice and put on a decent event at Plymouth Meeting for 60 cars. Greg Henry ran the 928 unopposed to win A Stock and new member B.J. Mankowitz pushed (pulled?) his "other" car, a SAAB Turbo, to a class win. I had one hell of a battle with a Formula Vee for Fastest Time of the Day. He ran first and our alternating times were: 56.0, 55.0, 55.0, 54.5, 54.1 and 53.6. That's the way I like to autocross! Nobody was aware of that except he and I, and the organizers gave me an FTD for Prepared and he got FTD Modified. See Dodie?

Challenge report

Vern Lyle

Well, the annual Porsche/Corvette Challenge is growing larger and getting better. There were close to 50 cars and the working relationship with the Vette people was very good. Wayne Flegler did most of the organizational work on our end and is to be congratulated, along with everyone who helped with timing, scoring and tech.

Now to the numbers. Porsches won every class they ran in except one. Melody had fastest Ladies time; Dodie won her class not far behind; and close behind her was new member Debbie St. Laurent, winning in her 944; and Chris Galbraith got a 4th place in her first-ever autocross. Bob Koerbel ran a very good 58 in Clockwork Orange; Gus Rosenberg was as smooth as ever, ousting the Vettes in Class C.; President Don Galbraith was a bit off his previous times, but won handily; Chuck Walter was just getting used to his new car - watch out! Wayne Flegler's time was probably affected by chairman's chores and it was good to see A.J. Ahrens out of retirement. Despite my getting blown away in Modified, it was a good day for Porsche. That's what Riesentoter means, guys.

Ladies A	1. Melody Lyle	911T	1.00.22
Ladies C	1. Debbie St. Laurent	944	1.03.19
Ladies D	4. Chris Galbraith	911T	1.14.82
Ladies G	1. Dodie Reiter	356C	1.01.95
Class A	1. P. Brennan	Vette	54.06 FTD
	2. Vern Lyle	911T	57.06
Class B	1. Bob Koerbel	911S	58.74
	3. Craig Rosenfeld	911SC	1.00.74
Class C	1. Gus Rosenberg	Carrera	59.65
Class D	1. Don Galbraith	911T	1.00.61
	3. Chuck Walter	911T	1.02.27
Class H	1. Wayne Flegler	356B	1.01.04
Class G	1. A.J. Ahrens	356B	1.03.37

Wait til next year - we'll win ALL the classes!

DVSA finale, Oct 10

Vern Lyle

Old York Road wanted to get in at least one DVSA event this year and since it was a Championship they decided to make the trek to Christmas Village. Unfortunately, only 21 cars followed their lead.

There's a mini-legend at that track revolving around OYR's Chip Ott and his absolute fastest time for three laps - 86 seconds in a Speedster, if memory serves - and this is carved into the back wall of the timing shack. Perhaps for comparison, OYR decided that we'd run 3 laps, too, realizing that tire technology has progressed a bit since then. I felt pretty good about my 84, especially since Jerry Fink in the Lotus DNF'd on his first two runs. But, Champion that he is, he got it all together and ran an incredible 77 seconds! That's in the low 51's for our usual two laps.

There were only five people there that I knew, but I guess that says something about the attraction to new people. Didn't catch the name of the driver of this 944, but my first impressions are that Porsche's new model could be a decent autocross contender. We'll see after a few more miles of autocrossing.



Tech Session

Tony Checkowski

Our last Tech Session for 1982, held at Rosemont Porsche-Audi brought out less than a dozen cars. Several members got plenty of help from the technical types at the dealership and from the other club members who dropped by. Thanks to all for chipping in and thanks to Rosemont for the use of their facilities and the donuts.

I saw oil being changed, brakes bled, pads changed, CO mixtures adjusted, front ends lowered, sway bars adjusted, and nuts and bolts tightened here and there. We were finished before 3:00, so we had a good part of the day left for other things.

The next session, in the spring of 1983, should be on the calendar in the February issue of Der Gasser. If any member has any ideas which might improve the effectiveness of the Tech Sessions, please call.



(Ed. note: The most complex thing I saw happening was all these people trying to get this car straight on the lift. It took about five tries - something about the lift or the car being crooked. Right!)

1. If you have replaced your window washer with one of the many replacement products, please note the following. The DC motor is isolated from the water it is pumping by a small rubber washer, usually found in the pumping chamber (the in/out end of the motor). If you mount the unit with the pumping chamber facing up, you can be assured that water will leak into the DC motor and make it fail. I suggest you mount the unit with the "in/out end" facing down.

2. How important is a smooth, clear air cleaner duct? Measure the diameter of the air inlet and you can find out how fast the air is rushing through the port.

<u>Dia. in</u> <u>inches</u>	<u>RPM</u>	<u>Disp. in</u> <u>liters</u>	<u>Air velocity in</u> <u>miles per hour</u>
1	7000	2	530
3	7000	2	56
6	7000	2	15
1	7000	3	795
3	7000	3	85
6	7000	3	22

Different engine displacements are proportional to the above velocities and the figures are for full load (pedal to the metal). That noise you hear is the air screaming through the air cleaner duct and it could be robbing you of power. You can get a free super-charge effect if you face the opening in the direction of travel to increase the air velocity. At 100 mph you'll get 0.17 psi or a 1.1% boost; at 200 mph it's almost 5%. If you need higher figures rent a plane, it's much safer.

(Ed. note: You could go to 1/2" opening and probably get a 20% boost in air velocity, but the engine would probably not reach 7000 rpm because of starvation. You need a certain volume of air for that 7 grand and in general, the larger the opening, the easier the engine breathes. That's why "removing the air cleaner" is considered an engine modification in a lot of Stock classes. The theory is interesting - the opposite works.)

Parts Bin

FOR SALE: 82 SC Targa, red, lots of extras, well maintained by fanatic, call Nick for details, days 609-924-7895, evenings 215-763-0211

FOR SALE: Mask for 911 up to 73, exc condition, all hardware, asking \$27. Charles Smith, days 358-7088, evenings 649-5107

FOR SALE: 67 912, new 5 speed, alloys, new CN 36, 9000 miles on new engine with Webers. Irish green, black int, no rust, exc cond, garaged winters, \$8500. John Innaurato, 215-676-2554 evenings

WANTED: 16 inch wheels, 6 or 7 inch, and 205 P7s, Ted Sechowitz, 342-0294 evenings

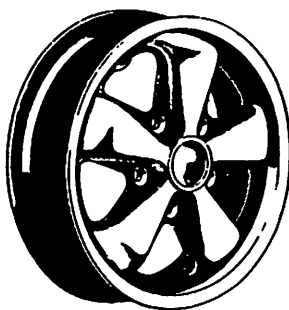
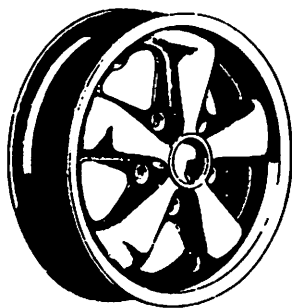
FOR SALE: Type IV (914) motor, 2400cc, 104mm x 72.5mm; 45 and 35mm valves, new billet Dial-A-Cam, Mike 455-8858

FOR SALE: Type IV 2.0 liter stock muffler from '76, good condition, Bill 329-6964

FOR SALE: 1980 911SC coupe, Grand Prix white, two-tone brown and tan interior in full leather; P7s on polished factory 16", front spoiler, lowered, sport shocks, 3001 Blaupunkt with ADS speakers, Nardi wheel, cruise and climate control, headlight washers, fog lamps, sunroof, alarm, 21K miles, power tube and QI lights, going for best offer, Tony Bonanni, 828-7965 or 828-9469

WANTED: Heads for 67 912, must be in good condition, Skip Corey, days 766-8109, evenings 874-3201

 **Lock
Your
Porsche**



PRESIDENT - Don Galbraith
13 Cobblestone Dr
Paoli, PA 19301
644-9079; work 496-2075

VICE-PRESIDENT - Larry Bruce
2150 Kingswood Rd
Broomall, PA 19008
353-5807; work 667-6115

TREASURER - Bill Cooper
2144 Schultz Rd
RD2, Lansdale, PA 19446
584-6026; work 825-5334

SECRETARY - Chris Galbraith
13 Cobblestone Dr
Paoli, PA 19301
644-9079; work 337-0254

MEMBERSHIP - Skip Corey
108 Michaels Dr
Wallingford, PA 19086
874-3201; work 766-8109

SOCIAL - Craig Rosenfeld
P.O. Box 313
Paoli, PA 19301
431-2836; work 644-4790

EDITORS - Vern & Melody Lyle
Box 363
West Point, PA 19486
679-9262; work 661-7011 or 6359

COMPETITION - Bob Russo & Dodie Reiter
400 W. Monument Ave
Hatboro, PA 19040
674-4756; work 343-3131

ASST. COMPETITION - Wayne Flegler
258 Genesee Rd
Clarksboro, NJ 08020
609-423-6659

TECHNICAL - Bob Patton
138 Merlin Rd
Phoenixville, PA 19460
935-1725; work 648-2949

TECHNICAL - Tony Checkowski
822 Tricorn Dr
Lansdale, PA 19446
584-0776

PAST PRESIDENT - Axel Shield
1022 Belvoir Rd
Norristown, PA 19401
279-1809; work 659-3500

ZONE 2 REPRESENTATIVE - Bob Holland
305 Staghorn Way
West Chester, PA 19380
215-436-6577

And remember this ...

C I R R H O S I S

is for

L I V E R S !

RETURN TO:
Vern Lyle
Box 363
West Point, PA
19486

FIRST CLASS

EXCELLENCE ENDURES

Mike Tillson Motorcar Service and Sales
2097 North 63rd Street
Philadelphia, PA 19151

GR3-6400

