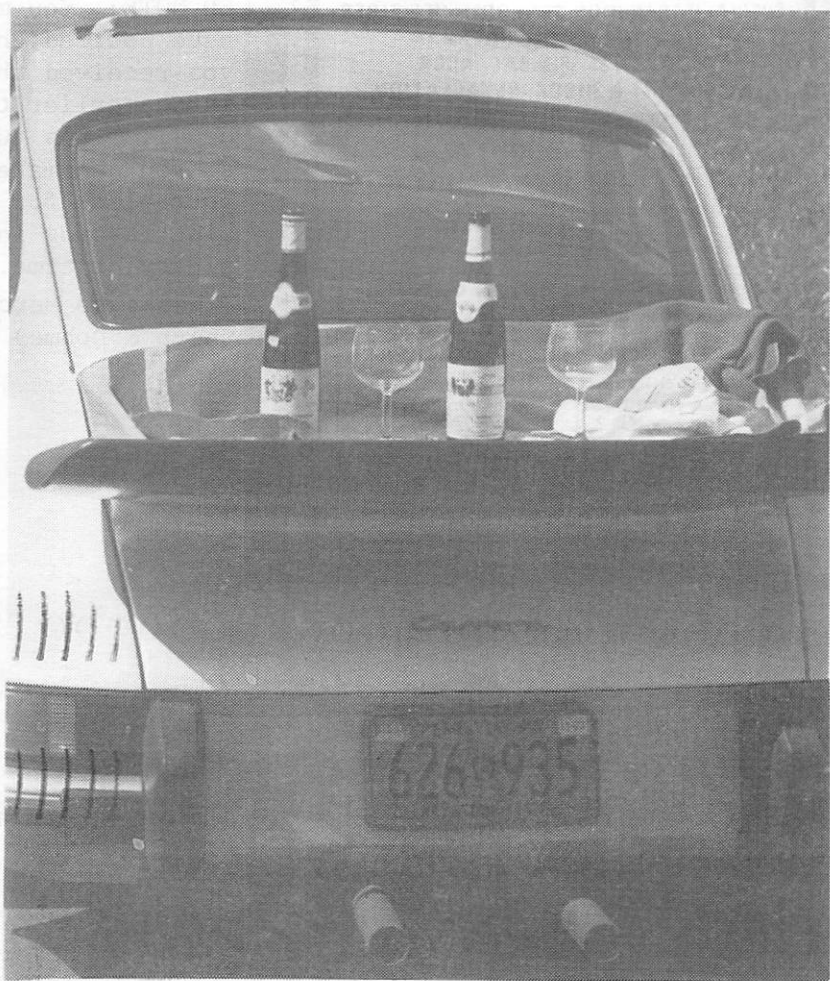


# DER GASSER

*Riesentöter Region*  
*Porsche Club of America*  
*Apr 83*



**MEETING : WINE TASTING**

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-Bilstein, Koni, Gabriel shocks-**

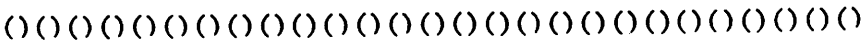
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 651 Parkway  
 328-3100**

**COVER:** A perfect combination! Don't miss the upcoming Wine Tasting/Dinner Meeting, April 27. Photo, Vern Lyle (Thanks to Joe Shelanski)

**ED NOTE:** You may have noticed that you received this issue earlier than usual. It's just so you can make your plans for the Wine Tasting in plenty of time. (Thanks to Merck, Sharp & Dohme)



# precision

## MOTOR WORKS

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## **President's Message**

Don Galbraith

It seems I always wind up talking about one of two things in my space here - nothing, or the weather.

Well, I'm happy to say that spring is here, the sky is blue and there have only been two threats of snow since March 21. The forecast is more rain for today, followed by tomorrow.

Now for the other subject - duhh, duhh - you'll have to read between the lines by yourself. By the way, nobody has challenged me on all the initials in last month's issue - but I refuse to answer, anyway.

My faithful T Targa is back from the paint shop and I hope to have it on the road within a month. All I have to do is wait for a few parts, which takes say, 29 days and about 2 days of assembly.

Seriously, the Driver's School season is up and running, we have a good sprint site and a sprint school coming up. And for the weather...rain or shine, join us at the track or at an autocross!!

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## Up Comin'

- Apr 17 - Autocross School, BMC at Gloucester County Community College, Harry Smith 609-299-5308  
23 - Mechanicsburg Swap Meet (near Harrisburg)  
24 - DVSA Autocross, Riesentoter at Montgomery Mall, Bob Russo 674-4756  
27 - Riesentoter Wine Tasting/Dinner, see page 4
- May 1 - SCCA Autocross at Exton Mall  
1 - Summit Point Driver's School, Potomac  
12 - Lime Rock Driver's School, CVR  
13 - Lime Rock Driver's School, Schattenbaum  
14 - Lime Rock Driver's School, CVR  
15 - DVSA Autocross, BMC at Gloucester County  
21 - Open House at Holbert's, see page 3  
21-22 - Orangeburg New York Swap Meet and Concours  
22 - Duryea Hillclimb, see page 7  
22 - DVSA Autocross, OYR at Gloucester County  
25 - Riesentoter Meeting at Casa Maria  
27-29 - Pocono Driver's School and first P.A.T.T.S. Bob George, 201-647-0645, NNJR
- June 5 - SCCA Autocross at Plymouth Meeting Mall  
12 - DVSA Autocross, Schattenbaum at Gloucester  
18-19 - Summit Point Driver's School, Potomac  
29 - Riesentoter Meeting at Casa Maria
- July 10 - SCCA Pro Solo Series in Harrisburg  
16-17 - Summit Point Driver's School and second P.A.T.T.S. Riesentoter host, Axel Shield, 279-1809

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(215) 343-3131

# Welcome, New Members

Skip Corey

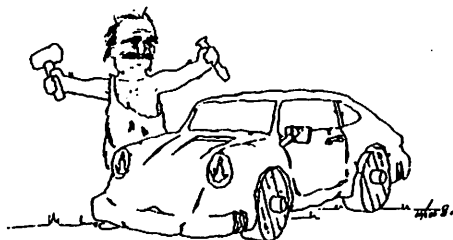
Lee Felinton  
Ridley Park  
79 924

James & Denise Dale  
Strafford  
74 914

William & Maureen Brosnan  
Narberth  
83 911 SC

Sam Dominick Jr.  
Devon  
83 944

Willfred & Rochelle Klein  
Philadelphia  
83 911 SC



First Recorded Porsche...

## Holbert's Open House

Tony Checkowski

You are invited to an Open House party at Holbert's Porsche-Audi, Route 611, Warrington, Pa, 9am - 6pm.

Bring your Porsche or Audi to enter the top-only Concours. Prizes will be awarded by a popular judge selected by Holbert's. Movies showing your favorite car in action will be shown all day. Shop mechanics will be more than willing to answer your car-oriented questions. The race shop will also be open. Both Al and his dad, Bob, will be available to discuss all the finer points of driving, as well as show you around the various shops. When you get hungry, there will be food and refreshments just a step away. Both gates will be open so you may park on the spacious and well protected grounds.

There will be some surprise vehicles at the Open House. Enough said to those of you who want to see and .....

GO FOR IT! - MAY 21 - RAIN OR SHINE!

## **Next Meeting : April 27, 8:00**

By popular demand, the Wine Tasting and Dinner Meeting will be held once again in conjunction with (or in lieu of) our April meeting. This year we will be eating and drinking at the 17th Century Valley Green Inn on the Wissahickon Creek in Chestnut Hill. The Inn and surrounding area is charming and remains essentially unchanged by the 20th Century although it is located within the city limits of Philadelphia (See Map and Directions).

The Main Course of the evening will be Beef Burgundy. Several quality wines will be represented for both careful study (if you are so inclined) and for mass consumption, i.e. guzzling, as there will be more wine available than those of us with some sense of moderation would care to imbibe. The evening of wine, food, and comradery will cost a reasonable \$18.00 per person. I urge everyone who has attended in the past to not only join us once again but to encourage any club deadbeats to come out and attend one of the most enjoyable events of the year.

**RESERVATIONS:** Please reserve by April 20th by sending a check for \$18.00 per person to Joe Shelanski and mail to 151 East Tenth Avenue, Conshohocken, PA 19428. (If necessary, reservations may be made by phone before April 22nd. Call 825-5855 from 9:00 A.M. to 5:00 P.M. or 879-9478 after 8:30 P.M.)

**DIRECTIONS:** The Inn is located in Fairmount Park on the Wissahickon Creek. Looking at the map you can see that there are two possible routes, depending on which side of the Wissahickon Creek you are coming from. If you are coming from the Andorra side, the obvious route would be via Wise's Mill Road. However, take this route at your own risk as the horse path you must travel on to reach the Inn has potholes deep enough to swallow up a 356. The route which I urge everyone to take is the Chestnut Hill approach via Valley Green Road. Take 422 (Germantown Pk.) to Springfield Avenue to Valley Green Road. This road is paved and is in good condition.



**HORRIGAN PORSCHE-AUDI**  
*presents*  
**PORSCHE AUTO SHOW, May 22**  
 at the  
**DURYEA HILLCLIMB**  
**(May 21-22)**

Trophies & Prizes, secluded parking and a tour of the hill! Free registration 8:30 to 10:00 am - Show judging 10 to noon. Anything goes, Stock, Modified, open - Best (& Worst) Awards - Best of Show. Trophies presented by Renaldo "Skeets" Nehemiah after the tour of the hill (during the lunch break).

# Late Braking News

Bob Russo

Looking for something faster than autocrossing, but still want to have a chance at winning a trophy? Try Time Trials! If you've been to several regions events you know there is very little consistency from event to event. Riesentoter, Potomac and Northern New Jersey have the answer - a Time Trial Series! Run under one set of rules at three different events for an end of series championship trophy. Each event will consist of at least two days of activity; the first day being a practice day and the second, the Time Trial.

There has been talk of such a series for quite awhile and now it is a reality.

The opener for the series will be at Pocono on May 27, 28 and 29, hosted by Northern New Jersey, followed by Riesentoter's event at Summit Point on July 16-17. The final event, hosted by Potomac Region, will be held August 27-28, also at Summit Point.

The rules and classes are the result of input from the host regions. I think if you look them over carefully you will see that they are well-thought out and fair. These are the classes you will run if you sign up for the series. At some events, you might also be running under the local regions classes, but you would receive series points based on series classes.

Remember, this is the first year for the series, so we are starting small. Your support and participation will enable us to expand the series to include more events at different tracks next year. With the number of outstanding tracks in the zones, this could very well develop into the most exciting of all Porsche activities.

Please fill out the enclosed registration form and return with a check for \$15/driver to cover printing, mailing, scoring and trophy costs. You will be given a series car number and your name will be given to the host regions event chairmen. Remember, you must still register for each event according to the regions registrations requirements. You will be sent notices



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for each event with sufficient time for registration. There are space limitations at some of these events, so you must register early.

Sign up now for PATTs (Porsche Atlantic Time Trial Series). Join the fun - get in on the competition!

Return by April 22 - make check payable to PATTs. Mail to: Bob Russo, 400 W. Monument Ave, Hatboro, PA 19040. Questions, 215-674-4756 or 343-3131.

Name \_\_\_\_\_ Co-Driver \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

Tel # \_\_\_\_\_

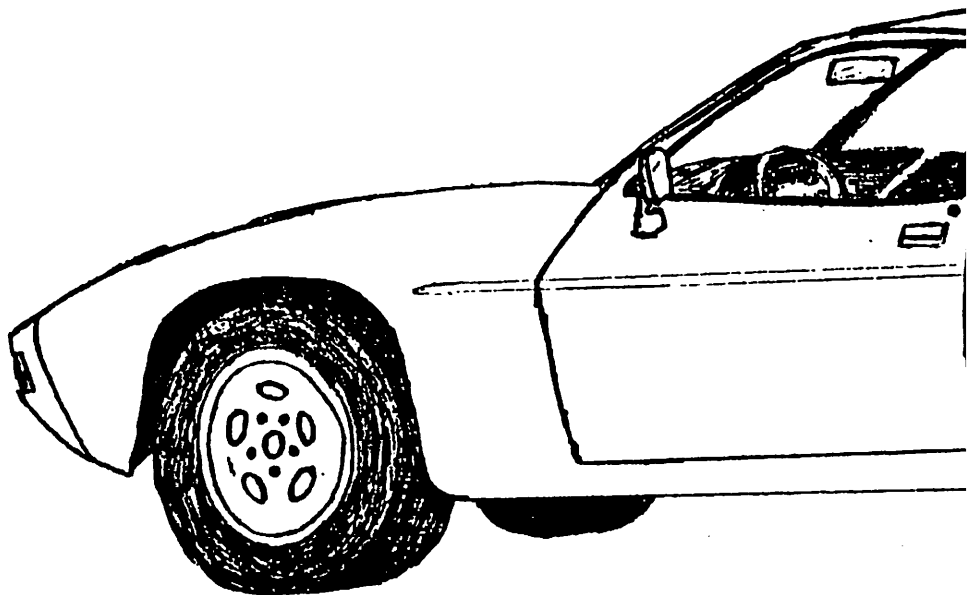
Region \_\_\_\_\_

Porsche: Year \_\_\_\_\_ Model \_\_\_\_\_ Engine displacement \_\_\_\_\_

Modifications:

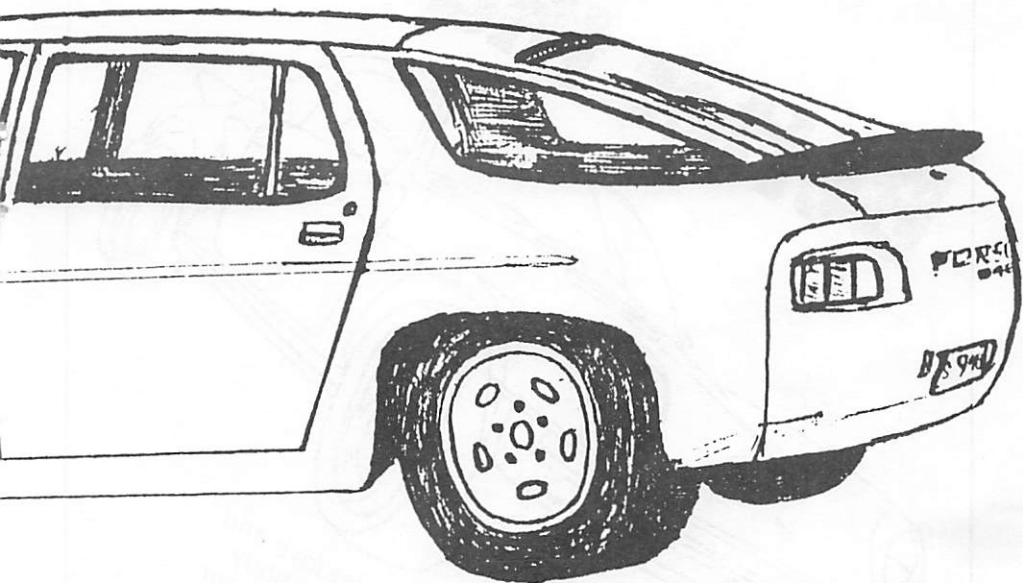
# of drivers at \$15 \_\_\_\_\_ Total enclosed \_\_\_\_\_

# TYP 948



The new Porsche 948 is Porsche's first production four door sedan. It is descended from the 928, and utilizes many of the same body panels -- hood, front fenders and rear hatch. Its body and wheelbase are both extended by 360 mm (14.2 inches).

Porsche retains many of the good features of the 928 in this new model, including the Weissach axle and the smooth water-cooled V-8 engine. A 4-speed automatic transmission and air conditioning are standard equipment.



Comfort, handling and performance are the key words in the 948. The same seats are used at all four corners, so this is a true four-seater. Rear leg room is more than adequate for six footers.

The 948 is aimed at the buyer who is in the market for a luxury touring sedan, and will compete directly with the Masarati Quattroporte, the Jaguar XJS and the Mercedes 450 SEL. The price will be around 150,000 DM, or \$62,700. Look for the 948 to be introduced late this year or early next year.

(Patton-ted, April '83)

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

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# **Tech Session Notes**

Tony Checkowski

Sixteen Porsches got a spring cleaning at Holbert's on March 26. Everyone got a lift - car and self - without waiting. Oil was changed, brakes bled, tires rotated, plugs cleaned, distributor advance checked and set, exhaust gasses analyzed, and plenty of bottom side inspection (of the cars). Many thanks go to Walt, Holbert's super mechanic, who seemed to be helping everyone at once. Those of you who didn't attend missed a chance to go one-on-one with Walt and learn something about your Porsche.

Those who arrived early saw a late model 911 Turbo Targa. If you're looking for a little street action, you'd better avoid this red supersonic bullet.

Most of us noticed the not-so-novice mechanic working in the engine shop. There was Bob Holbert, working on a one-cylinder engine. I don't believe he was turbocharging it, but I may be wrong.

Again, our thanks go out to Al, Bob, Walt, Lou and the gang for the use of their fine facility. We look forward to seeing them again on July 9.

## **Next Tech Session**

Tony Checkowski

See you at YBH Porsche-Audi, Route 3, Edgemont, PA on April 9 - 9am to 3pm. Parts shop will be open, service man will be on duty, and you can do almost anything you like to your car. We look forward to renewing friendships at YBH. Hope you can make it.



**Tune Your  
Porsche**

# Porschenalities

Melody Lyle

In July, Sharon Shelanski, who has been in school for what seems an eternity, will begin her residency in Internal Medicine at Lankenau Hospital. In her short break from school, Dr. and Mr. Shelanski will be using their long-awaited and much deserved vacation touring Italy. Congratulations Sharon...all that hard work has paid off!

By the way, the Shelanski 911 has spent long months at Forest Grove getting flares and a nice silver paint job. Joe proudly drove it to work and in the first week, some wretched vandal did a "key job" on the new paint - front to back. Don't ask Joe about it - he's still breathing fire!

Marty Zawarski has graciously opened his Pocono home (with Jacuzzi!) to another couple and a single for the Pocono Driver's School on May 27-29. Porsche drivers interested should call 215-866-3071. That's true Porsche comaraderie!

At the Tech Session at Holbert's, Axel Shield walked in the door with his usual sophisticated air, jauntily swinging his car keys as he made his entrance. With appropriate flair (and uncanny accuracy) - he dropped them - right into one of the exhaust exits in the floor. Grace and élan turned into unrestrained panic until they were finally recovered.

Al Anderson

PINSTRIPING

825-7190

The person to whom Bob had promised this run had apparently chickened out as FRAUD idled up pit row. Seeing no one else, Bob pointed at me. As I strode sheepishly toward his car, fumbling with my \$14.95 helmet, the sensation was no doubt similar to what a parachutist feels just before he makes his first jump. My off-brand helmet was two sizes too small, had on occasion given me nosebleeds and, towering over my 6'5" frame, made me look like a "PIN-HEAD".

As I dropped into the newly-fashioned passenger seat I heard a distinct cracking noise from somewhere in the backrest. I'm sure I perceived a wince on Bob's face. At that moment, the door pull bore a remarkable resemblance to a toilet paper dispenser and I experienced that sense of panic one has when he finds the dispenser is empty.

The angle of the fiberglass seat was such that I could not fit between the roof and seat without scrunching down and back. By jamming myself down in the chair and compressing my neck to one quarter its normal length, we finally got the belt buckled. As Bob proceeded toward pit-out, I sat next to him, compressed into an integral component of the 911 chassis.

Our first lap seemed tame enough. I concentrated on the line, brake points and occasionally, Bob's shifting technique. Lap 2 was different. If lap 1 was a 33 rpm record, lap 2 was a 45. 914-6s disappeared behind us as if they were motionless. The tri-oval found us sucking up 911s, and in the infield section we reeled in assorted 944s, 911s and an occasional SC. I found myself flopping from side to side. I couldn't imagine how Bob managed so many gear shifts in so little time. Lap 3 was as exciting as any roller coaster ride I have ever experienced. I just giggled uncontrollably at times. During laps 5 & 6 I contemplated the merits of large quantities of term life insurance. By lap 7 I realized that Bob was running out of 5th gear at 7500 rpm approximately 3/4 of the way around the tri-oval. The bump at the end

of the tri-oval had become brain-jarring and the smell of hot oil, brake material and my upper lip commenced to make me motion sick. Much to my chagrin, the memory of the three scrambled eggs, toast, waffles, sausage, bacon, juice, coffee and milk I had eaten at breakfast flashed before my eyes. I also regretted finishing Jane's french toast. It's enough to give a guy an upset stomach.

At lap 10, Bob commented on how familiar some of the 914-6s and 911s we were passing seemed to be. I just grunted and made a mental note of the dryness of my mouth and enlargement of my tongue.

It was either lap 11 or 12 at 140 mph on the tri-oval that I discovered religion. I prayed that I would see the checkered flag and fortunately, it was out. I tried to think of something poignant to say as I stumbled out of the car, my eyes rolling around in my head - "It's a marvelous country, and I'm sure glad we landed".

As exciting as my run in Bob Russo's passenger seat at Pocono was, I often wonder how my sensations compared to his, when he was my passenger at Watkins Glen.

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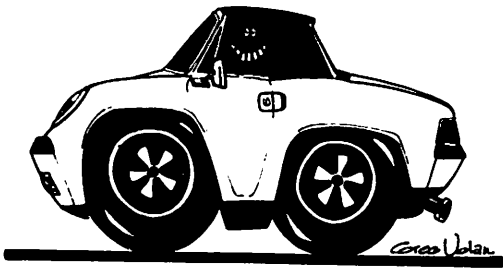
# Education 6000

Larry Herman

It was an ordinary Friday afternoon, nothing special about it, but it contained 30 or so seconds that I will probably remember for a long time. I had just pulled my 914 up to the traffic light at Lincoln Dr, heading south on Roosevelt Blvd. Out of the corner of my eye, I noticed a Datsun 280ZX pull up exactly even with my car. I thought, "I wonder if this guy is going to race me?" He had given no indications either way, but for some reason I had the feeling that he might. I wasn't going to do anything stupid, but as the light turned green, the ZX started spinning his rear tires. It is funny how time can compress itself, as the next 30 seconds seemed like an eternity.

His tires shrieked and something in my head said "you can't let this clown think that he blew your pride and joy into the woods!" My foot went down hard on the gas and as soon as the revs hit 4000, I let out the clutch. My tires bit, his tires stopped spinning, and we flew away from the light side by side. 6000 came quickly. I punched the clutch and prayed for second gear and it came, mercifully, without a crunch. Still dead even. As second takes a little longer to wind out, common sense started saying, "Did you look for cops?" No one behind us. 6000 coming up again. I pulled a beautiful shift into third (shades of the Z28), and we are still dead even. Ted Sechowitz had told me how quick his short-gear trans is and I wondered how much difference it really makes. Bob Russo said that he had the gears I wanted for \$75 apiece, plus installation. The tach reads 6000 once again, and I make a more gingerly shift into fourth. The ZX jumps out about half a car length. My motor has dropped too many revs in 4th and although it pulls strongly, the ZX starts to inch away. Still no cops. I know now that the gears definitely would have made a large difference. 5500 and the speedo is well over 100. The ZX is two car lengths ahead and I decide that further pursuit would be futile. I lazily hit 5th and let the car slow down of its own accord. The ZX continues and is almost out of sight as I take the exit ramp to Woodhaven Rd.

I enjoyed my little race and I was pleased with the performance of my car. I wonder if the ZX driver was surprised with the quickness of the little dirty white car that he had just barely beaten, or if he would be feeling quite proud of himself for beating a PORSCHE. All I know is that I want those gears and the next time a ZX wants to race me, the outcome will be quite different. I've got to call Russo about those gears!



## **Porsche Store**

FOR SALE: Roll bar for 924-944, new \$75; black front and rear floor mats, new \$25; 73 911 fuel tank, new \$150; 80 924 5-speed, \$600. Carl Fronk 357-9306

FOR SALE: 79 911SC - superb! Silver blue metallic, 20,000 mi, black trim, sunroof, A/C, AM-FM stereo cassette, power windows, P7s, 201-431-5495

WANTED: Crew person or couple to go SCCA road racing for the 83 season. See Lime Rock, Pocono, Summit Pt, etc from the pits. For your help you will learn not only the basics, but the secrets of race preparation. Steve Limbert, 265-2784

FOR SALE: 79 928, Oak green with cork interior. Five speed, Comp T/As, limited slip, right side mirror, leather seats, Ungo Box, carpets, 26,000 mi, always garaged. Late July delivery preferred, \$27,000. Greg Henry, 215-646-0445

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215-436-6577

## Deadline

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

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

Potential ADVERTISERS are urged to contact the Vice-President. Advertising rates are as follows:

Full page - \$375 for eleven issues  
3/4 page - \$275  
1/2 page - \$200  
1/4 page - \$125  
Classifieds \$ 10 per issue to non-members

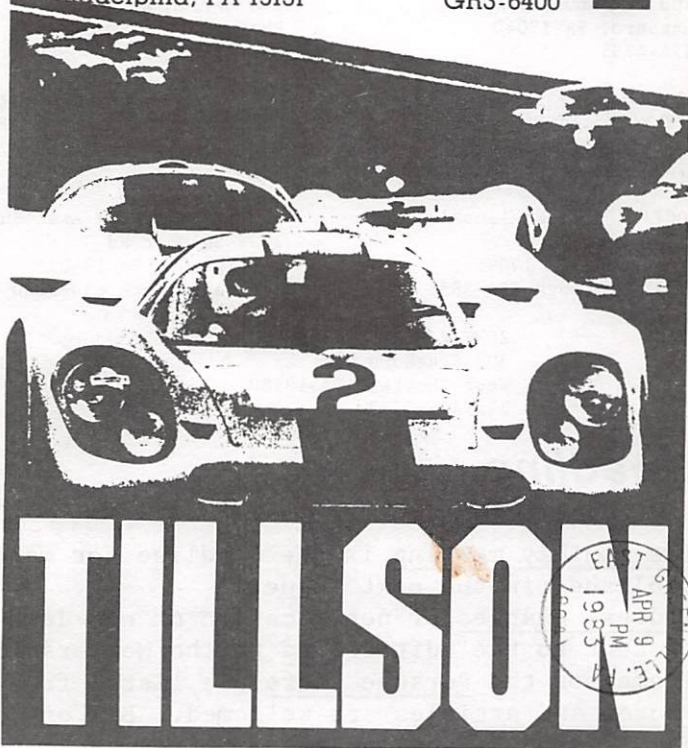
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