

# DER GASSER

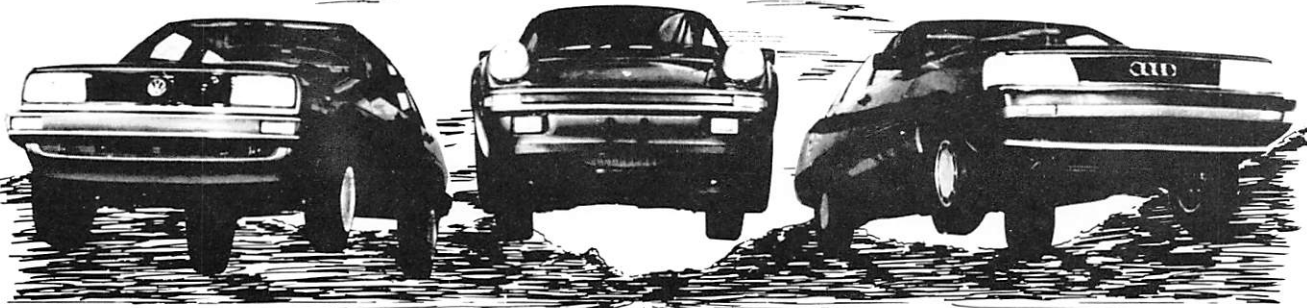


Riesentoter Region PCA

February 90



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# HOLBERT'S

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## President's Message

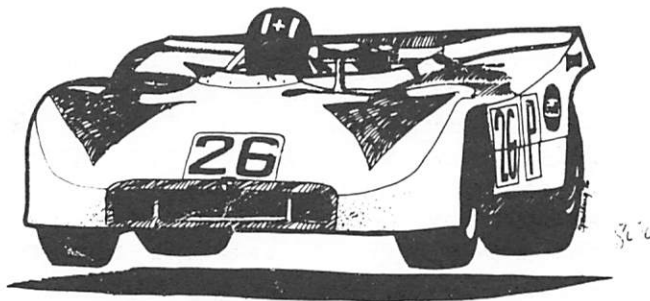
Bob Russo

It's only the beginning of February and Riesentoter has already had a successful event. Paul Johnston and Bob Lamb organized our first ever track clinic and it turned out to be an overwhelming success. Between the two sessions, we attracted about 160 people - the largest turnout for any single event in the Club's history! Chip Robinson, of IMSA, Jaguar, Porsche, and most recently, Nissan fame was to be our guest speaker, but last minute testing commitments forced him to cancel.

However, the show must go on, and it did, with those in attendance hearing about what to expect at a high speed track event from the perspectives of Bob Lamb, Jim Hartman, and myself. Johnston Enterprises, Auto Research and First Pennsylvania Bank provided sponsorship for the event, and I think I speak for the whole region in extending our thanks to these generous organizations.

If you've been a member for any length of time, you have read countless pleas from the Presidents for input from the membership, usually to no avail. Well, I've decided to make it easy for you. The Executive Committee will be putting together a questionnaire that will be as simple as possible, with very little writing required on your part. These questionnaires will be available at each meeting, and will appear in DER GASSER. I urge you to fill one out and return it. They will be anonymous so you can say whatever you want without any fear of being held accountable for your comments. Hopefully, we will be able to put together a

profile of what the members want from the Club. The goal is to make this the "Year of Involvement".



By the time you read this, the 24-hours of Daytona will already have been run (the start of the IMSA season). Following just two weeks later will be the start of the NASCAR season with the Daytona 500. What this all means is that racing has begun for 1990! Before you know it, RTR car-related activities will be here. For those interested, Potomac Region has a Summit Point event on March 10-11. The registration form for our April 21-22 event appears in this issue of DER GASSER, so spring is closer than you think. It really isn't too early to start getting your car ready. Jerry Weger, (our Tech Chairman) has scheduled two Tech Sessions just for this purpose, so check the calendar and come on out! Bill O'Connell has some great meetings scheduled; Paul and Sybil have Social well in hand; there are four track events on the calendar thanks to Bob Lamb; Betsi Leidy has Spring and Fall Rallies planned, and Rex and Lisa Carle have a new, spectacular autocross site for a 5-event series. Whew!! Are we going to have a good year?

1990 - The Year of Involvement!!

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ON THE COVER: One always stands out in the crowd. But why would a 68 912 have such a huge right front tire? It's probably set up for Cornog! (Photo by Editor)

## NEW MEETING SITE

By Bill O'Connell

Please take note of our new meeting place, the Audubon Inn. It comes highly recommended by one of our members who has attended many affairs there. They are excited about having us, so let's have a good turnout and accept their welcome. They have a complete menu so you may want to come out early and try dinner. Directions are on page 5. See you there - right?

## Potomac Driver's Ed Program

Potomac Region is hosting a Drivers Clinic on February 24, (similar to our recent event) at Prince George's Community College. Contact Jim Tsakanikas at 703-830-7329. There is a \$10 registration fee. Topics are: Adjusting your Porsche to get the most from the newest tire technology - Bob Strange; What we look for and how to prepare your car for tech - George Whitmore; The New Mid-Ohio - Jack Layne; and a panel discussion of Modifications and their costs and benefits.

## Important Info

ARTICLES AND PHOTOS submitted for publication are encouraged. We do reserve the right to edit for space considerations.

DEADLINE IS THE MONTHLY MEETING, FOR PUBLICATION IN THE FOLLOWING MONTH'S ISSUE. TO ASSURE THAT DER GASSER CAN BE MAILED IN THE THIRD WEEK OF THE MONTH, THERE WILL BE NO EXCEPTIONS TO THIS POLICY.

ADDRESS CHANGES to be sent to John Williamson, Membership Chairman.



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# FEBRUARY MEETING, WEDNESDAY 28TH, 8:00

## AUTOCROSS AND HILLCLIMB PRESENTATIONS

NEW LOCATION, THE AUDUBON INN 666-5553

How many of you are aware that we have some very serious autocross and hillclimb people in the region? Until his vacation this year, Vern Lyle was a consistent Pro Solo winner with his blue 911, even had a long article about him in AUTO-X magazine!

How about the fact that until a few years ago Dick and Connie Sweigart used to take a 356 Speedster and charge up the hillclimb circuit along the east coast? There was a time that we had many members involved in SCCA autocrosses and hillclimbs, and the purpose of this meeting is to make you aware of some of the history of these events and how easy it is to get involved in both activities.

As usual, the meeting will be informal with short talks, and question and answer periods. Come see what you are missing and get some insight into the history of RTR in these events. The meeting will start at 8 pm. Come early and have dinner.

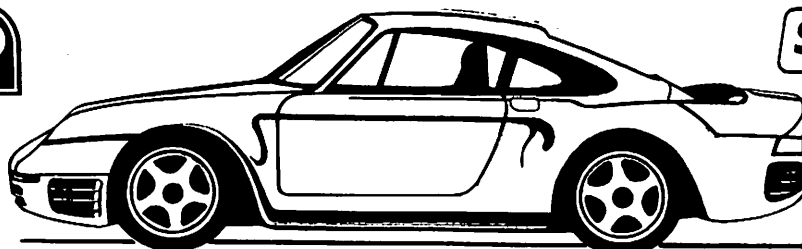
DIRECTIONS to Audubon Inn:

**From King of Prussia turnpike exit** - Route 202 south to Rt 422 exit, follow this to Oaks exit. Right at the light onto Egypt Rd (towards Norristown). Left at the next light (Parkside ave), and left into the parking lot. If you get to Rt 363, turn around and come back.

**From Norristown** - Take Ridge Pike toward Collegeville, go left onto Egypt Rd, right onto Parkside Ave, and left into parking lot. If you miss Egypt, go left on Rt 363, and right onto Egypt at the light.

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## Up-Comin

### FEBRUARY

28 - General Meeting, Audubon Inn  
Hillclimb and Autocross,  
see page 5

### MARCH

10 - Tech Session at Rosemont  
28 - General Meeting - Tire Clinic  
at NTW in Wilmington

### APRIL

1 - April Fool's Folly:  
the Spring Rally  
7 - Tech Session at Rosemont  
7 - PHA Reunion Dinner  
8 - RTR AX School and 1st event  
15 - Cornog Classic  
21 - "Mechanicsburg" Swap Meet at  
Ski Roundtop  
22-23 - RTR Driver's Education at  
Pocono, see page 11-12 \*  
25 - General Meeting: Detailing

### MAY

19 - Spring Fling and Art Show:  
Catherine and Bruce Ferretti's

### JULY

25 - General Meeting:  
Vince Evans from Holbert's

### AUGUST

29 - General Meeting:  
Tech Quiz from the Parade  
?? - Picnic at Camp Hideaway

### SEPTEMBER

14-16 - Chesapeake Challenge  
26 - General Meeting:  
Vintage Racing, Bob Akin

### OCTOBER

?? - Oktoberfest

### DECEMBER

Christmas Banquet

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\* Track event schedule on page 11.

*Dick*  
**HORRIGAN**

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PORSCHE

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BMW

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AUDI

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VOLKSWAGEN

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SUBARU

1015 Lancaster Ave.  
Reading, PA 19607  
215-777-1500

## Track Club Contacts

Car Guys, 703-774-5066

Connecticut Valley, Bob Wolf,  
203-488-7312 (7 to 10 pm)

Metro New York, Len Deutsch,  
212-489-8600 (W), 212-628-1704 (H)

Hudson-Champlain, Frank Ambrosino,  
518-377-9292 (days)

Potomac, Chuck Perilli  
301-843-3569

Schattenbaum, Bob Carrington,  
215-321-0767 (days)

Northern New Jersey, Bob Winer,  
201-292-9681

## Exec Committee Minutes

The January Exec meeting was held at Bob Lamb's office complex and in attendance were: Bob Russo, Bob Lamb, Art Rothe, Janet and Jerry Weger, Paul and Sybil Margaritis, Debbie and Bill Cooper, Bob Patton, Jim Hartman, John Williamson, Vicki O'Connell, Sonny Anderson, Jim Confer, Lisa Lutz, Lisa and Rex Carle, Vern Lyle, Betsi Leidy, Bill Miller and Paul Johnston.

A listing of programs planned for the general meetings was given by Vicki O'Connell (see calendar). The meeting site is still in question. A hotel/restaurant-type facility is preferred so that food and drink are available.

Bob Russo indicated that we should all make an effort to make new members feel more at home.

The Annual Picnic will be arranged by the Margaritis'.

Treasurer's Report by Sonny Anderson showed year end balance of \$8307.

New items ordered for the Goody Store include sweat pants, sports bags, children's items, aprons, P21S cleaning products, stop watches, and Riesentoter quartz watches. Left over Christmas books are still available.

Chip Robinson cannot attend the January Drivers Clinic, suggestions for substitutes include Bob Akin, Bruce Jennings, Doc Bundy and Paul Newman. Peter Adams donated \$100 in the name of 1st Pennsylvania Bank for refreshments.

All officers are responsible for a monthly article in DER GASSER.

A "Greeter" will be on duty at each General meeting, Art Rothe to serve at January meeting.

Jim Hartman asked that events have a budget that must be approved and a financial report submitted after the event. Jim will have a form available to expedite this.

New Zone 2 Rep is Maury Hamill.

Track events: Bob Lamb expressed concern over lack of attendance, especially in the beginners group. He would like to open the events to other marques; decision is pending. Bob, Bill Miller and Bob Russo will check out PIR as an event site. Summit Point is a problem as the owner will not make a suitable commitment. Allegheny Region has approached us for a possible joint event at Mid-Ohio.

Bill Miller was appointed to the new position of Track Registrar.

The new autocross site will be the Naval Air Development Center at Johnsville. The challenge of using an active runway was rejected. Bob Russo said there is a very good chance we will have another drag race in conjunction with the Corvette Club at Maple Grove.

Bob Patton stated there is still controversy over acceptable inspection shops. Monies will be allocated for two torque wrenches.

Vern Lyle is exploring the idea of a Malibu Grand Prix event.

Betsi Leidy is planning a Spring Map Rally, and another in the fall.

Historian Debbie Cooper will write a column that will go back 30 years, and will include future predictions, i.e. Paul Margaritis will still screw up his car in the year 2000.

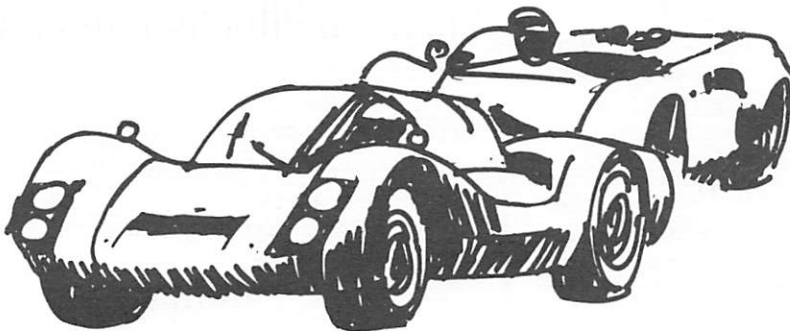
Respectfully submitted by Janet Long Weger

# Treasury Notes

Al Anderson

4th Quarter 1989:	<u>Income</u>	<u>Expense</u>	<u>Net</u>
DER GASSER	\$ 70.00	\$3,562.37	\$(3,492.37)
PCA Reimbursements	2,340.00		2,340.00
Monthly Meetings	16.75	212.00	( 195.25)
Social	4,369.25	4,986.71	( 617.46)
Autocross	420.73	50.00	370.73
Goodie Store	488.00		488.00
Track Events	9,029.32	1,218.11	7,811.21
Membership	42.55	109.24	( 66.69)
Miscellaneous	<u>          </u>	<u>364.18</u>	<u>( 364.18)</u>
	\$16,776.60	\$10,502.61	\$ 6,273.99

1989 Yearly Totals	<u>Income</u>	<u>Expense</u>	<u>Net</u>
DER GASSER	\$7,961.50	\$13,928.46	\$(5,966.96)
PCA Reimbursements	9,602.00		9,602.00
Monthly Meetings	423.80	1,407.00	( 983.20)
Social	5,509.67	7,496.05	(1,986.38)
Autocross	1,120.31	1,528.08	( 407.77)
Goody Store	4,304.15	3,040.99	1,263.16
Track events	41,471.32	37,864.41	3,606.91
Membership	211.55	455.78	( 244.23)
Miscellaneous	<u>81.00</u>	<u>1,273.44</u>	<u>(1,192.44)</u>
	\$70,685.30	\$66,994.21	\$ 3,691.09
			<u>4,615.91</u>
			\$ 8,307.00





# Rap at Idle

By The Editor

The winner of the drawing for the \$10 Goody Store certificate (for the whale tail quiz in the December issue) was Lisa Carle.

A new book on Solo Racing by Henry Watts is quite good. It starts from the very basics of what to do when you go to an event as a first timer; how to organize and run an event; how to work corners; how (and when) to "set up" your car; and even how to drive. It is not only for autocross, but has similar sections aimed specifically at time trials. But as Watts says, "a new time trialer should do 10 to 15 autocrosses before going to a track, but twice that would be better". You can find order forms in Grassroots Motorsports Magazine (formerly Auto-X) or we will have some available at the meetings.

Seems to me that we could get a lot more people in the Club involved in the actual running of things. To have 1-2 people solely responsible for all social activities, or all autocrosses, for example, is a hell of a burden. It's no wonder people get burned out after a few years. We should have committees of people and a different couple could chair each social event. They would have some input into activities of the Club, with the benefit of the chairman's experience to help them out. They would gain experience themselves and perhaps we could develop a larger core of people who could chair an event on their own. This could apply to all areas of the Club. Many PCA regions, large and small, have committees for almost everything, from mailing, advertising, meetings, photography, scrapbooks, timing, announcing, workers, and equipment, to informal Friday night socials, etc.

If you are even vaguely interested, please contact someone on the Exec Committee and see how you can get involved. You won't be out there on a limb by yourself. A lot of us started when there was no one else to do the job. Wouldn't it be much better to break in under someone else's watchful eye? Do it now before the year is over and the present Exec is burned out. Find out the easy way if you want to be an officer next year, try it out!

Speaking of volunteers - thanks to Bill Miller, our new Registrar for track events. Bill wanted to help out and we didn't have a position for him, so we made one! This is a huge job that Bill has taken on for each event, and not only does it help by freeing the event chairman for other things, it gives us a person who will become the expert on registration techniques. What would really be nice is for someone to volunteer now to help Bill in this new position, then we'd create two "registrars" at the same time.

Never got any feedback last year on a concours school and/or an actual concours, in contrast to the car show we have now at the Picnic, so we'll try again. Let someone on the Exec know if you are interested.

Dick Sweigart has info on the Pennsylvania Hillclimb Association Reunion Dinner on April 7, at the Days Inn in Danville, PA. Cost is \$20/person, call Dick at 249-9138.

CONGRATULATIONS to the Riesentoters who won their class championships in the Philly Region SCCA autocross series: Melody Lyle, undefeated in Ladies 2; Betsi Leidy won A Stock over Ron Lego and your car-hopping Editor; and Rex and Lisa Carle, 1-2 in A Street Prepared, who let me hop to 3rd in their car as well.

## Autocross News

By Lisa Carle

Things are shaping up well for the 1990 series. With the help of member Ken Helmsin, who works at the Naval Air Research Center in Warminster, WE HAVE SECURED A NEW SITE, an abandoned runway at the base. This should enable us to have somewhat more open courses this year. A big THANKS to Ken!

We are busily working our event dates into the summer schedule. We plan to have the annual school with a full event attached, four other events and the Porsche/Corvette Challenge, which we host this year.

Some things will be changed. One thing we need is full cooperation from all participants to help out as course workers. With a more open site than last year, we will need tighter control over the entire course for the events to run smoothly and safely. The drivers will be split into two run groups at each event, with both groups alternately running and working. You may choose your worker location on a first-come first-served basis at registration. You will be required to work to receive a trophy and series points. This system should ensure that there are plenty of workers, so that every driver can relax and concentrate on his/her driving.

The first event, the school and autocross, will be held sometime in April. Stay tuned for more news. Remember, its just a couple more months until you can roll your car out of its winter home and bring it to our first autocross of 1990!

## Cornog Classic?

By Lisa Carle

At last month's Exec, several long-term members were reminiscing on the days of old when sex was dirty and the air was clean and the roads were paved with dirt, when gas was 35¢ and Cornog was the happening place to be if you were an autocrosser. Having passed the actual location recently and seeing a tiny go-kart track, we short-term members could not believe it possible that self-respecting Porsche owners could have run in the mudflats of the Brandywine Creek. However, our interest was piqued, so Art and Rex set off on a great adventure to see if the current Go-kart Raceway was indeed the Cornog of yore. At the former Marsh Creek Inn, the former owner of the nearby circuit could almost remember the Porsche Club drivers using his track. He sold the track several years ago, and currently it is being used by a local go-kart club, who have repaved the surface.

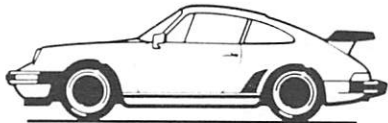
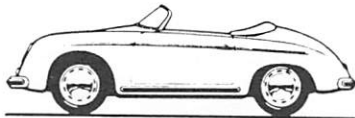
After carefully surveying the course and determining that Porsche cars would indeed fit and be able to maneuver through the turns, the decision was made to plan a Cornog Reunion Classic. There is a substantial fee to rent the track, but many long-term members have chronicled the fun and history of this site and expressed their desire to pursue the classic. With that in mind, we throw it out to all of you who might have once driven here and anyone who wants to try it for the first time. Its a 1st and 2nd gear course with some interesting turns and a significant straight. Registration would be limited to around 30 cars and cost in the \$15-20 range to cover lots of laps. Give us a call if you think you'd like to give it a go.

## Parade Transportation

Would you like to go to the Porsche Parade in Monterey, but can't take that much time from work, or don't want to put thousands of miles on the car? There is an alternative. Let someone take the car for you.

A friend and autocrosser from Harrisburg who owns a trucking company has a specially-built enclosed tractor trailer that can haul five cars. Ballpark figures are \$1,400 per car round trip (or \$7,000 if you want the entire rig for yourself!). That sounds like a lot, but when you consider the time on the road, the miles on the car, motels, food, etc it's actually pretty attractive. To get a better idea, I asked another trucking company for the same quote and it was almost 3 times more.

For more information call Vern Lyle at 855-0662 eves.



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## Malibu Shootout

The shootout is still in the planning stage, but at least three teams have already been formed. There will only be 10 teams so get your friends together now and give me a call.

Teams will be three men and one woman. The basic plan is that after lots of practice laps, each driver will take three consecutive laps as his/her "run". The fastest single lap will be counted for each driver on the team and the total time will be your team's score.

At present, this is limited to RTR members, but if we don't get enough teams we will open it to others. More details later.

## Track Schedule

Mar 3-4	Summit Pt	Car Guys
Mar 10-11	Summit Pt	Potomac
Mar 23-24	Lime Rock	CVR
Mar 24-25	Roebing Rd	Car Guys
Mar 30-31	Lime Rock	Metro NY
Mar 31 Apr 1	Summit Pt	Potomac
Apr 6-7-8	Bridgehampton	NNJR
Apr 13-14	Lime Rock	CVR
Apr 21-22	Pocono	RTR
Apr 26-27	Lime Rock	NNJR
Apr 28	Lime Rock	Hudson CH
Apr 28-29	Charlotte	Car Guys
May 11	Lime Rock	Schatt
May 11-12	Road Atlanta	Potomac
May 12	Lime Rock	CVR
May 18-20	Bridgehampton	Metro NY
May 26-27	Pocono	NNJR
Jun 2-3	Charlotte	Car Guys
Jun 2-3	PIR Nazareth	RTR
Jun 15-17	Mosport	NNJR
Jun 16-17	Rockingham	Car Guys
Jun 22-24	Bridgehampton	Metro NY
Jul 6-8	Watkins Glen	Zone 1
Jul 7-8	Summit Pt	Car Guys
Jul 21-22	Watkins Glen	RTR
Jul 23	Lime Rock	NNJR
Jul 25-27	Watkins Glen	Potomac
Jul 27	Lime Rock	Schatt
Aug 11-12	Rockingham	Car Guys
Aug 17-19	Watkins Glen	NNJR
Aug 25-26	Summit Pt	Potomac
Aug 29-30	Lime Rock	NNJR
Sep 6	Lime Rock	Metro NY
Sep 7-9	Lime Rock	Porscherama
Sep 8-9	Charlotte	Car Guys
Sep 15-16	PIR	NNJR
Sep 28-30	Bridgehampton	Metro NY
Sep 29-30	Mid-Ohio	Potomac
Oct 18-19	Lime Rock	CVR
Oct 19-21	Bridgehampton	NNJR
Oct 25	Lime Rock	CVR
Oct 26	Lime Rock	Hudson CH
Oct 27	Lime Rock	Schatt
Oct 27-28	Roebing Rd	Car Guys
Oct 27-28	Mid-Ohio	RTR
Nov 9	Lime Rock	Jersey SH
Nov 9-11	Bridgehampton	Metro NY
Nov 17-18	Summit Pt	Potomac

## RTR at Pocono, Apr 22-23

By Bob Lamb

There were 140 people in attendance at the Driving Clinic held at Paul Johnston's on January 21. If this turnout reflects interest in our Driver's Education Events, we should have a good year.

Our first event is April 21-22 at Pocono International Raceway in Long Pond, PA. The application for the event is on the facing page. We would particularly like to encourage people who have never participated to attend. It is very difficult to describe in mere words how enjoyable these events can be. If you have any questions about this or any other track events, feel free to give me a call.

If you are still not quite ready to take the plunge and sign up, why not drive up and see what is happening? It's only two hours away and it does not cost anything to get into the track, simply go to the tunnel entrance and drive to the garage area. The infield roads and parking areas are all paved and there is even indoor plumbing - it really is quite civilized. It is possible to view the whole course from the infield. You may be able to make a more informed judgment about joining us the next time.

Seriously though, wouldn't you really like to get a glimmer of what both you and your Porsche are capable of? There is no better arena than a Driver's Education Event. Pocono in April is the place. See you there.

# RIESENTOTER PCA DRIVER'S EDUCATION

## POCONO NORTH COURSE

**SATURDAY AND SUNDAY, APRIL 21 - 22,**

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**COST:** \$105 per driver. Make check payable to Riesentoter PCA.

**REQUIREMENTS:** Valid driver's license; PCA member; Porsches only; minimum age 18; one novice driver per car

**ENTRY DATE:** March 12. No earlier postmarks. No metered mail.

**SEND TO:** Bill Miller, 5330 Laurel Avenue, Pennsauken, NJ 08109

**REFUNDS:** Refundable if notification received prior to April 9. Call (609) 486-0465 (evenings).

**OTHER:** Registration materials and information on accommodations near the track will be mailed 3 weeks before the event.

---

### First Driver

Last Name \_\_\_\_\_  
First Name, Initial \_\_\_\_\_  
Street \_\_\_\_\_  
City \_\_\_\_\_  
State, Zip \_\_\_\_\_  
Home # (\_\_\_\_) \_\_\_\_\_  
Work # (\_\_\_\_) \_\_\_\_\_  
PCA Region \_\_\_\_\_  
Porsche model \_\_\_\_\_ year \_\_\_\_\_  
Preferred Car Number 1st \_\_\_\_ 2nd \_\_\_\_ 3rd \_\_\_\_

### Second Driver

Last Name \_\_\_\_\_  
First Name, Initial \_\_\_\_\_  
Street \_\_\_\_\_  
City \_\_\_\_\_  
State, Zip \_\_\_\_\_  
Home # (\_\_\_\_) \_\_\_\_\_  
Work # (\_\_\_\_) \_\_\_\_\_  
PCA Region \_\_\_\_\_  
Modifications \_\_\_\_\_

### First Driver Experience

Years this car \_\_\_\_ Other Porsches \_\_\_\_  
Last school: When \_\_\_\_ Where \_\_\_\_  
What run group? Beg/Inter/Adv/Inst \_\_\_\_  
# Pocono events? \_\_\_\_ All tracks \_\_\_\_  
Other High Speed Experience \_\_\_\_\_

### Second Driver Experience

Years this car \_\_\_\_ Other Porsches \_\_\_\_  
Last school: When \_\_\_\_ Where \_\_\_\_  
What run group? Beg/Inter/Adv/Inst \_\_\_\_  
# Pocono events? \_\_\_\_ All tracks \_\_\_\_  
Other High Speed Experience \_\_\_\_\_

### COMPLETE ONLY IF AN INSTRUCTOR

Regions for which you instruct: \_\_\_\_\_

### COMPLETE ONLY IF AN INSTRUCTOR

Regions for which you instruct: \_\_\_\_\_

Tracks where you have instructed: \_\_\_\_\_

Tracks where you have instructed: \_\_\_\_\_

Instructors' schools attended: \_\_\_\_\_

Instructors' schools attended: \_\_\_\_\_

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RIESENTOTER REGION reserves the right to decline any application.

I PLAN TO ATTEND SAT \_\_\_\_ SUN \_\_\_\_

## Tech Sessions Scheduled

Jerry Weger

For the uninitiated, Tech Sessions are days that area shops let us use their facilities to do our own maintenance and modifications to our cars. That means we can use their lifts, and their parts department. Also, one of their staff members will be on hand to offer advice and guidance.

Historically, these sessions are held a week or two before a Riesentoter High Speed Driver's Education event, so our Tech Inspectors can make sure that your car is completely safe for high speed adventures. Also, that gives you plenty of time to correct any deficiencies that may have been found. Please note that these Tech Sessions are DEFINITELY NOT JUST FOR TRACK EVENT PARTICIPANTS. They are held for the membership at large and even though you may possess more than two thumbs, please do not feel embarrassed or inadequate just because you lack experience in mechanical matters. Screwing in a light bulb may be a mystery, but I bet we can teach you to change your oil and filter. Not only that, but we can probably lend you the requisite tools.

**Our first Tech Session, on Saturday March 10, will be held at Rosemont Imports, see directions next page.**

This session is not being held in conjunction with a track event. No tech inspections will take place. Instead, we will have a Brake System Seminar. This is an extremely important part of vehicle maintenance for obvious reasons.

Porsche suggests changing your brake fluid every two years. They

also suggest changing your oil every 15,000 miles in most models. I feel that both recommendations are questionable. Get your car out of moth balls, come to the Tech Session and find out why I and other knowledgeable people feel this way. Also, your brake pads will need inspection and possible replacement. We will help you do this. And those of you with hydraulically-activated clutches (do you know who you are?) need that fluid freshened periodically. At the same time, let us check your wheel bearings. Possibly we can save you an expensive repair or get rid of a bothersome vibration.

Rex Carle, one of Porsche Club's fine professional mechanics, will be giving the seminar, and a hands on demonstration covering the topics I have mentioned. Avail yourself of his knowledge. The Rosemont shop will open at 8:30, and lifts will be available on a first come, first served basis. Rex will begin promptly at nine o'clock. We would love to see some "greenhorns" participate, and welcome the opportunity to help you. There is a real feeling of satisfaction that comes from working on your car, and there is always the possibility of saving some money.

Once again, even though the emphasis and lecture will be on braking system maintenance, we welcome all Club members who would like to perform any chores that they promised themselves they would do last year. The only constraint is that we finish and clean up the shop area by three o'clock, so no engine rebuilds, please.

(continued next page)

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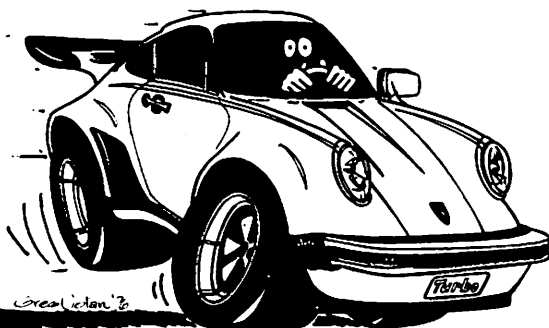
Our second Tech Session will also be at Rosemont, Saturday, April 7. That is two weeks before our Pocono Driver's Education event, so participants please plan to attend as you will need your tech form completed. If you can not join us at Rosemont, please make other arrangements. If you are not going to Pocono, please attend anyway so you can complete what you started at the previous session.

Please call me with any questions.

DIRECTIONS TO ROSEMONT IMPORTS:

From Pa turnpike - take exit 25 (Norristown), bear right after toll and merge onto Germantown Pike. At first traffic light make a right onto Chemical Road. Make a right at the second light (Ridge Pike) and proceed 8/10 mile to Rosemont on your right.

From Valley Forge are - take route 76 east to route 476 north. Proceed to end of 476, which dead-ends on Chemical Road, where you will bear right. At first light make a right onto Ridge Pike and proceed 8/10 mile to Rosemont on your right.



## Letter to the Editor

Dear Gasser,

It was a tremendous thrill and an honor, to be chosen High Speed Driver of the Year for 1989 and see my name engraved on the trophy next to people like Dave Donohue, Al Anderson, Larry Herman, etc.

And as I sat there at the Christmas Banquet, waiting to hear what fellow had won, it was with an enormous amount of surprise that I heard my name being spoken. Actually, I thought it was a gag, since playing jokes on me is yet another sport this Club offers. But it wasn't, and although this may seem somewhat out of character, I became flustered and speechless. Consequently, I didn't thank a few people who deserve my appreciation.

Firstly, I would like to thank my mechanic Jerry Weger who prepared my car so meticulously. It would have been a great challenge to win without the car running.

Secondly, I'd like to thank my coach, Bob Russo, whose bravery needs mentioning, having ridden with me many times while I "colored outside the lines".

And lastly, as all good daughters should do, I'd like to thank my mother - except I can't because she doesn't know that I do this!

Sincerely,  
Janet Long Weger

# Tech Terror

By Jerry Weger

Actually, this should be titled, "Fear of Fire Extinguisher". Yes, it is true, you must have your car tech inspected before you attend a high speed driver education event. And yes, I know this is painful, but it is required that you mount an approved fire extinguisher in your car. Here comes the nasty part - brace yourselves - the extinguisher must be mounted metal-to-metal. OUCH!

Come on, let's get real. The fact that you have to drill a couple of holes in your car will not depreciate it significantly. We've all seen Porsches with car phones, hopped-up stereo systems, CB radios, the list goes on. Please believe me, all these devices are attached with metal fasteners that pierce the precious Porsche. Beside, your car is filled with holes already, they just happen to be occupied by bolts, screws and plugs. The truly fanatical can repair any of these greivous wounds with a dab of silicone sealer. The repair will be effective and invisible.

The point is that the much used excuse - "I can't go to a track event because I don't want to put holes in my car" is really lame. If you really need an excuse not to participate try "Lack of \_\_\_\_\_." You fill in the blank. Time or cajones come to mind. If you can't bring yourself to do the actual surgery, then let someone else do it. Nuff said.

The extinguisher that is needed is a 2.5 pound Halon type that is

available through our Goody Store or retail sources. It costs about \$45 and advice and help in the installation is available from anyone who attends track events. You could also bring it to a Tech Session (two weeks before every Riesentoter-hosted track event). If you are having your car tech inspected professionally, it can be done at that time.

Please don't deprive yourself of the thrill of a track weekend just because of the fire extinguisher rule or some other dumb reason. Join us, you'll have a great time and you'll have the right to tell your grandchildren that you drove at Watkins Glen.

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## 911 Alternator Fixes

Motorola SEV alternator systems are typically more troublesome than the Bosch units. Unfortunately, the replacement parts are also far more expensive. Experience with my Motorola equipped 74 has taught me that they are, however, cheap and easy to fix, at least in some areas.

Motorola systems are especially prone to overcharging. This leads to some bad things: shortened headlight and bulb life, batteries cooked dry of water, unpleasant interior smells, not to mention what can happen to luggage on a high speed trip. Motorola regulators are very expensive, (over \$75). Fortunately, my experience with two of the little devils has taught me how to fix them with no cash outlay whatever, as long as you have a couple of self-tapping screws of the appropriate size and an ignition point file on hand.

Simply drill out the rivets holding the plastic regulator cover on. Looking inside, you will see two sets of points and one will have a deposit buildup. File this off with the point file and replace the cap using self-tapping screws. If you have been careful with the file, the system will now charge properly. If it undercharges, you can adjust the regulator by trial and error until you reach the proper balance.

Bearings in the Motorola alternator are cheap (about \$6 for the fan end) and easy to replace. If you have one go bad, don't spend \$250 on a new alternator (rebuids are unavailable to my knowledge), simply disassemble it, take the worn bearing to your local bearing distributor and get a replacement. If you use care in avoiding side pressure on the bearing when installing it, you will enjoy many

more miles of use from your alternator. This is probably true of Bosch units as well.

By the way, to identify your system, read the name of the manufacturer on the cover of the regulator. Both the regulator and the alternator should be the same.

A word of warning which applies to all 911 alternators. If you lose any of the fan belt adjusting washers, replace them. Often, missing washers will prevent adequate tightening of the pulley and the pulley will "walk" on the shaft, chewing up the whole assembly. Replacement parts for the fan are about \$180, the shims are about 35¢ each. (By Fred Schroeder in DER VORGANGER)

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## Vintage Racing in Phila

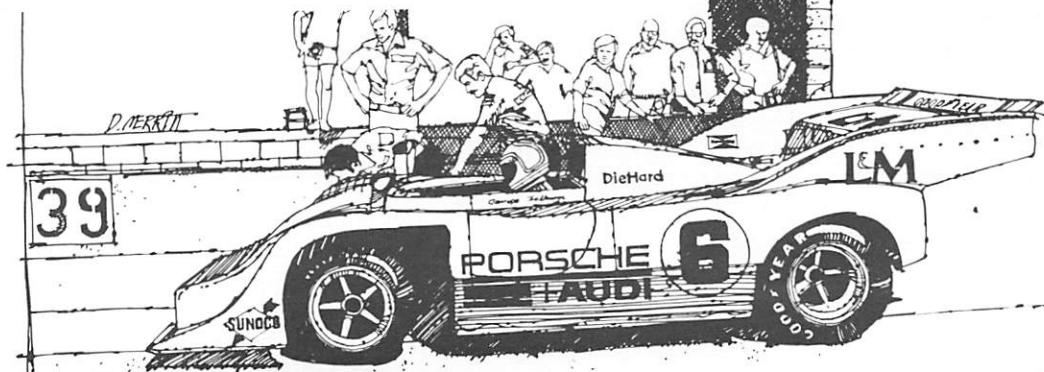
By James P. Hartman

David Reiter's recent articles in DER GASSER on vintage racing may have caught your fancy. Dream no more about the glory of old race cars in modern times - you can see them in action this year. And in Philadelphia, no less!

Mark your calendars for the weekend of August 4-5 when the Philadelphia Grand Prix will take place in West Fairmount Park. The race circuit will be centered around Memorial Hall with a 1.7 mile, 9 turn course.

What will be much more exciting than watching the race will be participating in it! I have already indicated to the race sponsors that Riesentoter will have many interested contributors to the race. Opportunities to be corner workers, race marshalls, emergency crew members, and more await all interested. I expect we can muster 50+ volunteers, and I will have more details of what opportunities exist once I attend the first Grand Prix planning meeting.

The time for a Philadelphia Grand Prix seems overdue: the last one was in 1910. I understand that with its passing, they picked up the slack the following year in a place called Indianapolis. Who knows where this year's race might take our city?



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# Where have all the Issues gone?

By Debbie Cooper

As historian, I am very fortunate to be married to Bill who is an extremely organized person. He has all the back issues of Der Gasser chronologically filed, and has generated a list of all missing issues from the collection.

In order to reminisce about the past, which has been done when RTR marks major milestones, like the 30th anniversary of the club (1987), we have relied on past issues of Der Gasser to help us tell the saga. To help fill in the void we are looking for the following issues: 1957 & 1958 - all issues (does anyone know if a newsletter was printed - perhaps Charlie Beidler could help us out); 1959 - Jan, Mar, Apr, Jul, Aug, Nov; 1960 - Jan, Feb, Apr, May, Jul, Sep; 1961 - May, Nov/Dec; 1962 & 1963 - all issues; 1964 - Aug, Nov, Dec; 1965 - Feb, Mar, Sep, Nov/Dec; 1966 - Apr, Jun, Jul, Aug, Nov/Dec; 1967 - all issues except Mar; 1968 - all issues except Jan; 1969 - Feb, Apr, Jun, Jul; 1970 - Nov/Dec; 1976 - Nov/Dec; 1978 - Nov/Dec; 1985 - Feb; and 1986 - Sep.

If anyone knows whether these issues went to press or if you have any "missing" issues, which I could borrow to make copies, please give me a call at 362-2770. I promise to handle them with TLC and your help would really be appreciated.

Now on to some history ....

February, 1960 - Have you signed up for the Night Rally (1960 spelling) on the 27th? Yes, in the old days, they were adventuresome and didn't

need the light of day. Do you think we could convince our current Rally master, Betsi to plan a night event?

February, 1965 - Factory Press Release. "In 1964, 10,700 Porsches were produced and sold: USA - 4900, Germany - 3100, Europe - 2500, Canada - 200" (The only markets!)

February, 1970 - "The board meeting was a long one held at Chalfont's. Suitable locations for the Banquet and Picnic were discussed." (These two topics are still discussed at the February Exec.) "Tentatively planned is a Saturday rallye (1970 spelling) with an overnight stay, followed by a sprint on Sunday." (Sounds like a lot of fun to me.)

February, 1975 - The cover was a picture of Bob Parker's license plate "PCA 1". (I wonder if he still has it?) Who remembers "Bring your own nickels"? (That's right, Nickel Night at Nick's. Maybe Nick Imperato could be convinced to recreate a "casino night full of fun, frolic and games".)

February, 1980 - "WAY BACK WHEN, a monthly column relating the history of Riesentoter (nee Eastern PA) Region of PCA" was written by Bill Smith, president that year (and who attended the Driver Education Clinic earlier this month. Once again, history repeats itself.)

February - 1985 - the issue is missing.

Since this will be a new monthly feature, I'll need your input. Unless the editor or other members of the Exec hears negative reviews from all of you out there, you'll be stuck with the historical trivia that I find interesting.

## Pit Stop

By Denny Waldman

Being an avid Porsche enthusiast and also a liquid Captain, this really caught my eye. The following appeared in a recent issue of MOTOR BOATING & SAILING magazine.

It's one of the boldest strokes yet from Porsche Design, sure to set the same standards on the water as the legendary 911 does on land. From the drafting board of Ferdinand Alexander Porsche himself and built by Kineo, this 27-foot, post-modern masterpiece is a hybrid of technology, design and styling. The fiberglass deep-V hull is topped by an aerodynamic, carbon fiber Kevlar deck. A raised foredeck camber sweeps into dot matrix air intakes, ergonomic cockpit and a retractable swim platform. But what really makes this boat DAS BOOT are two marine-modified, Porsche 928 S4 turbo engines with waterjet drives.

Porsche will come out with a limited edition of 27-foot, 40-foot and 50-foot models, signed and numbered by F.A. Porsche. The 27 will be available for 1989 delivery through Porsche car dealers. How much? \$100,000 including Porsche Design Team trailer.

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## 944 Hub Nuts

(CVR CHALLENGE, by Fred Zetterberg)

This is a warning to all 944 turbo and turbo S drivers who take their cars on the track or autocross them regularly, regarding a potential problem with the rear wheel hub nut (dis holds da wheel on!). There have been incidents where this nut has come loose (amazing as this seems, considering it's torqued to 365 ft/lbs).

"Loctite" seems to be a simple fix that is helping, but please check it periodically to be sure it's on tight. (You cannot have this tightened at a safety inspection because of the torque required.) Please have your dealer or garage do this when you have the car serviced.

## Garage Sales

80 911 SC Targa, full metal Turbo conversion, 77 turbo motor; 30,000 miles, Slate Blue metallic with dark blue leather interior, Gotti wheels, new P7s, alarm, great stereo, flawless and very fast. John Maine, 854-6109

86 944 Turbo, Sapphire blue/black Porsche cloth int, sport seats or Recaro "C's", forged alloys or forged BBS w/Comp TA, 250 hp chips, club sport sway bars, adjustable Koni sport shocks, SS brake lines, Holbert Cool-brake kit, LSD, alarm, central locking, rear wiper, headlight washers, Blaupunkt Bamberg w/equalizer, very well maintained, \$21,000. Paul Weston, 215-558-0630 (H), 973-2600 (W)

89 911 Carrera Cabriolet, Grand Prix white/Marine blue, raised hub, tonneau cover, heated electric sport seats, short shift, auto heat control, sport shocks, white alloys. Not a ding, scratch or mark, 4,500 miles. List \$64,000, best offer over \$49,500. Call Paul Somers, 215-640-0680 weekdays

74 914 1.8, 40IDF Webers, Crane cam, 1911cc NPR big bore kit, roll cage, six-point harness, Dino wheel, oil cooler, EMPI wheels, RE71s, ss brake lines, 911 master cyl, tow bar and more; only 4,000 miles on engine. Definitely not concours, but clean, rust-free body. The perfect street, autocross and track car; \$4,850 or will consider partial trade for 86 or later 944. Call Nick Plenzick, 215-343-0263

84 911 Carrera coupe, Ruby red (maroon)/black leather, factory options plus sunroof, LSD, F/R spoilers, cruise, and Comp TAs on 16" factory alloys. Includes custom mats and bra. You will be ready for the driving season with this one, \$26,000. Call Jim Hartman, 215-293-1916

58 Speedster, total professional restoration on original rust-free car; Ruby red/black and tan int; all body numbers match; rebuilt trans, and vintage race motor by Vic Skirmants. Concours quality, ready to drive, show or race, \$85,000 firm. Dale Dries, RD#1, Box 508, Macungie, PA 18062. 215-966-2715 or 966-5358

73 Carrera RS, 9113601214, Touring model, Blood orange/black int; 500 miles on total restoration of car and all mechanicals; every piece of this car has been rebuilt, replaced or replated; original Arizona car with original title, records and restoration documentation. This RS is as close to perfect as you will find. \$150,000 firm. Dale Dries, RD#1, Box 508, Macungie, PA 18062. 215-966-2715 or 966-5358

69 911T; red/black, very good cond in and out; no rust, new Webers, new tires, always garaged and well maintained, \$9,500. Call Ben, (non-member) 215-233-5914

77 911S, 45,000 garaged miles, red/black leather sunroof coupe, Safety Devices roll cage, short shift, SC flares w/stone guards by Blackburn-Daly, 1,000 miles on 74 rebuilt trans, Fitti 3, lowered and corner balanced, new Bilsteins, 22 and 29 torsions, 22/22 Weltmeisters, camber truss, s.s. brakes, Fuchs. Engine: duplicate of Farmer's Stage II (Ed. Note: Solo II?) National champ 88-89 (Holley) 2.7/46IDA Weber, new Nicasil pistons and cylinders, new oil cooler, 11-blade fan, Dilavar, Mallory ignition, early 74 exhaust, new performance clutch and pressure plate, fresh engine, no expense spared, less than 1,000 miles, reg unleaded fuel, 250+hp, 0-60 sub 5 sec, OMP racing seats/belts, AC optional. Ultimate track/street, \$24,500. Rick Roush, 717-436-9800, 9 to 5.

## Sales (continued)

72 914 1.7, Mexico blue, rusty, 916 bumpers, high mileage, stainless exchangers, make good race car project or geranium planter, garage full of other junk, any offers; spare 914 engine, ran very well, FI complete, \$400. Call D.R. Snyder, 215-282-1627

64 356C sunroof coupe, blue/tan, originally a Florida show car, then 1985 Stoddard \$20K "clean up", 1,000 miles since, stored but kept up, easy full concours winner again, \$22,000. Toby Ross, 215-233-4076 or 609-795-7100 days

83 944 coupe, Alpine white/ blk int, 28,000 miles, new A008 tires, pin striping, loaded, immaculate, priced for fast sale. Call Bruce Berlinger 251-9422 (W) or 646-1159 (H)

84 944 coupe, new engine installed by Porsche Nov 88 with full 1-year warranty. Guards red/black partial leather; 5-spd; BBS wheels, Koni gas shocks; loaded; 60,000 miles by non-smoker, garaged in winter; all records available. Call Jeff Brok, 215-670-0671 (H), 693-3131 (W)

80 924 Turbo, 5-spd, power windows, sunroof, 15" alloys. Drive it home, \$4,900. Bob Koerbel, 215-527-6025

944 turbo transaxle with oil cooler, sorry, no limited slip, \$1,000; 944 turbo struts and rear shocks, \$250; 944 rear swaybar, factory 14mm, \$75. Jerry Weger, 215-649-6618

911 original leather seats w/head rests, stored since 75, \$500 or deal; 924 4-speed transaxle, \$300; 911S rear bumpers, bumperettes and bars, aluminum license panel, all "S" trim, lenses, lights, grille, sway bars, trailing arms. brakes. Call D.R. Snyder, 215-282-1627

PANORAMA back issues, 7/82 through 1/90, except 12/85, \$100 including shipping. Call Ford Kaufholz, 215-622-0171 (W), 623-0765 (H)

Bridgestone RE71s, never mounted; two 205/55/R16, two 225/50/R16, \$550 firm. Jordan Beil, 777-9298

Black leather sport seats from 79 911SC, \$1,200 OBO, or \$\$ and your old seats. Bob Koerbel, 527-6025

67 912 shell, some usable parts, FREE, (delivery extra); also 66 912 shell and parts for sale, including front fenders (no flares, ruff). Chip Mulvaney, 215-666-9035 days

87 944 turbo engine, seats, some body parts, 18,000 miles. Paul Schwartz, 565-5535

**WANTED:** 911 engine 2.2S or better, induction not needed; have 1980 Calloway turbo Scirocco blk w/red Recaros, 160-180 hp, low miles, Konis, Comp TAs, Blaupunkt; fast reliable car, sacrifice for cash or motor. D.R. Snyder 215-282-1627

**HELP!** I'm still stranded! This is my third ad and I have yet to hear from my fellow RTR members (except Joe - please call back). I'm trying to complete a Porsche caravan to transport my wedding party and am still in need of a 911 and a 924 with 2+2 seating capacity. If any RTR members are interested in donating themselves and their cars on Saturday, May 5, it would be greatly appreciated. Please contact Dion Ronio as soon as possible. If you don't, I'll have to resort to Detroit gas guzzlers; 215-948-0534 evenings or 270-2048 days

**WANTED:** whale tail for 84 Carrera. Steven Siegel, 215-391-2484 (W) or 391-1190 (H)

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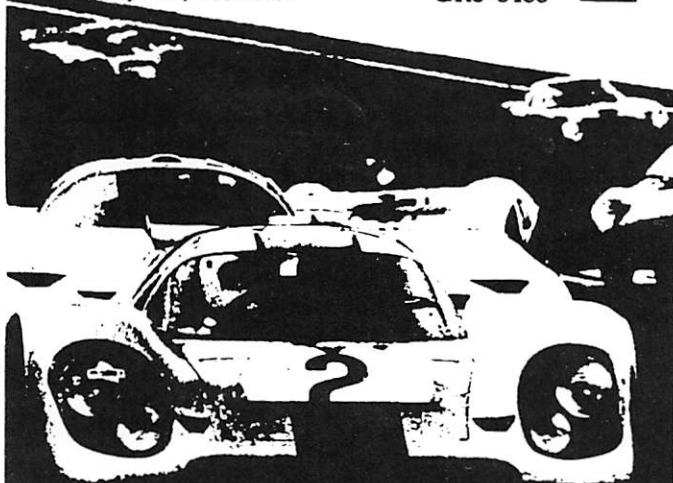
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