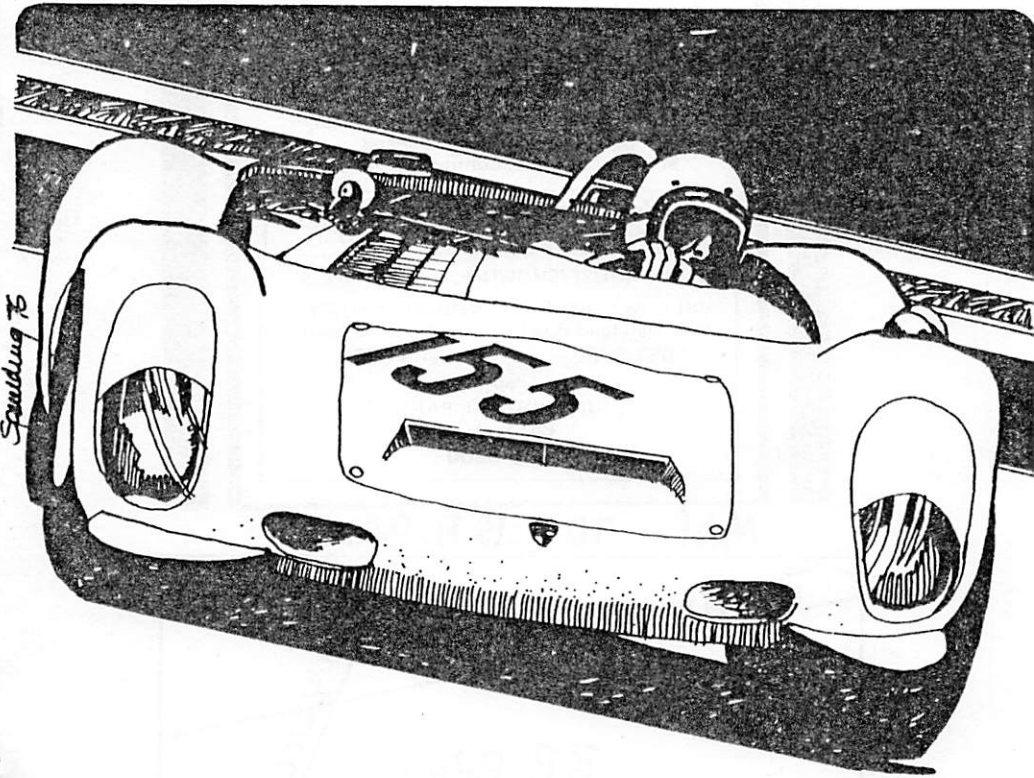


DER GASSER



MARCH 1980



riesentöter region
porsche club of america

Mail Order Tire Prices in Philadelphia!



SPECIALISTS IN MAG AND WIRE WHEEL
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SPECIALISTS IN HIGH PERFORMANCE TIRES
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RV HEADQUARTERS
Sport, Race, Truck, Camper, Motorcycle Tires

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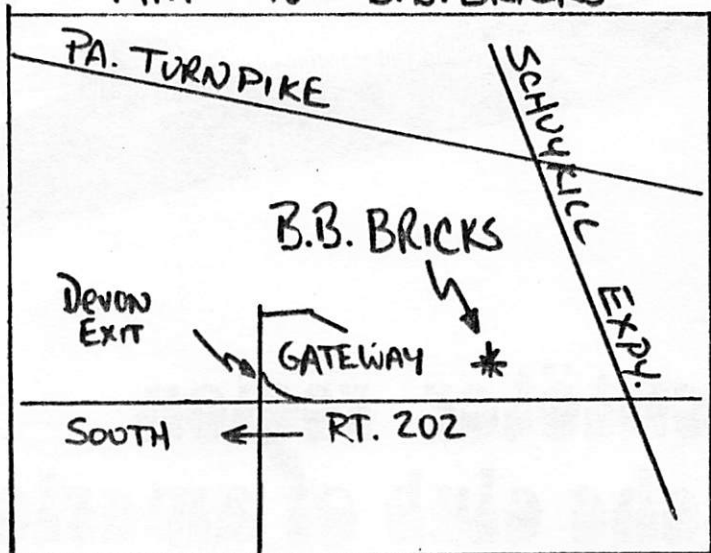
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INDUSTRIAL PARK
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356-8300

MAP TO B.B. BRICKS



president's message

When I reflect upon the many opportunities a Porscephile has to spend week upon week just reading about his favorite subject I can hardly believe it. In addition to this worthwhile publication, there is Panorama, the National Club "magazine;" Christophorus, the Factory (friends of the) publication. Additionally, there is (for some of us) the 356 Registry. Further, one might care to read some hardbacks, like Porsche Story, Julius Weitmann; or We at Porsche, John Bentley; or Automobile Quarterly, Volume 9, No. 2; Porsche 911 Story, Paul Frere; Porsche: Double World Champions 1900-1977, Richard Von Frankenberg; Porsche, Brochures and Sales Literature 1948-1965, Merritt and Miller; The Porsche Book: A Definitive Illustrated History, Lothar Boschen and Jurgen Barth; and, of course, Porsche: Excellence Was Expected, Karl Ludwigsen. The preceeding looks like about one year of reading after which you would, in all likelihood, be ready to write your own book to add to the list. Those works mentioned above only scratch the surface (if you will excuse the expression). There are many, many paperbacks, not the least of which is Stoddards Psrts Catalog, which is, in its own way, really rather nifty, and is inexpensive for the amount of entertainment contained within its covers.

The reason why I mention all the above is that I don't have the time to write anymore, as I have to go and try to start my car, the reading season is over for me.

BILL

dvsa news

Rule Changes for 1980

1. In A Stock only (911's over 2 Liter; all 911S and 911E; Carrera's; 930; 914-6 and 928) all tires including P-7 etc. and wheels are now legal in A Stock (whether from the factory dealer or any other source), however neither the inner or outer fender may be flared or modified, if car is to stay in A Stock.
2. Removal of Cat converters (only) will not move a car out of any stock class.
3. All V or higher rated tires will remove a car to a prepared class in any class except A Stock (as per #1 above).
4. In Prepared class it is now legal to change from injection to carburation, or vice-versa; moreover, any carburation or injection system (including intake manifolds) may now be used on any car. This rule does not allow modification to turbo charging or any other type of blower system.
5. All protests must now be filed in writing to the event chairman at the event. The protest must be accompanied by payment of \$10.00, which will only be returned if the protest is upheld. The protest must be filed before the third run of the day begins.
6. Corvettes and pony cars are now in new "F" (Stock, Prepared or Modified) class. From there they will be bumped to the appropriate "B" class (Stock, Prepared or Modified) when necessary.

Axel Shield
DVSA Rep.

CENTRAL PENN REGION

PORSCHE

SWAP MEET

Saturday April 19, 1980 is the date of the Annual Central Penn Region Porsche Swap Meet to be held at Mechanicsburg Porsche-Audi, Mechanicsburg (near Harrisburg), PA.

Three acres of vendor area

No fee for vendors with \$500 or more of 356 parts or cars.

All others - \$5.00

No Charge to buyers

9:00 AM to 3:00 PM - Rain or Shine

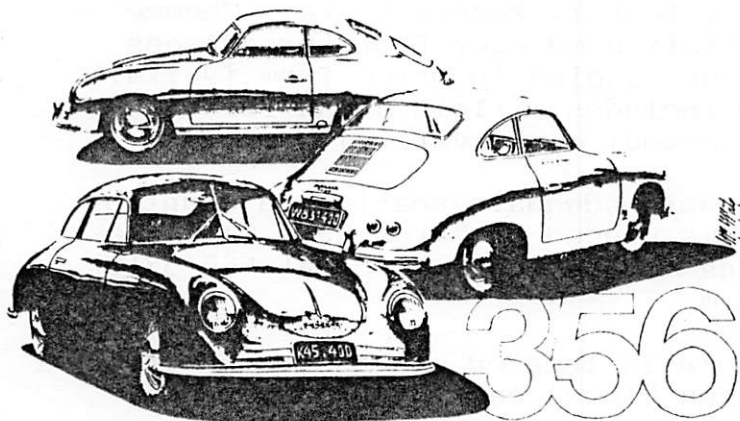
Location - 501 Carlisle Pike (US 11), 6 miles West of Harrisburg, 1/8 mile east of intersection of us 11 and PA 114.

For more information call:

Bill Davey 717-766-0275 (DAY)

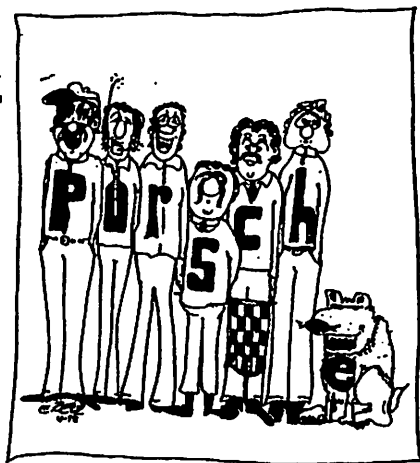
Ken Trayer 717-397-3898 (EVENING)

Dennis Frick 717-774-6302 (EVENING)



!

SOCIETY



First There Was Duck

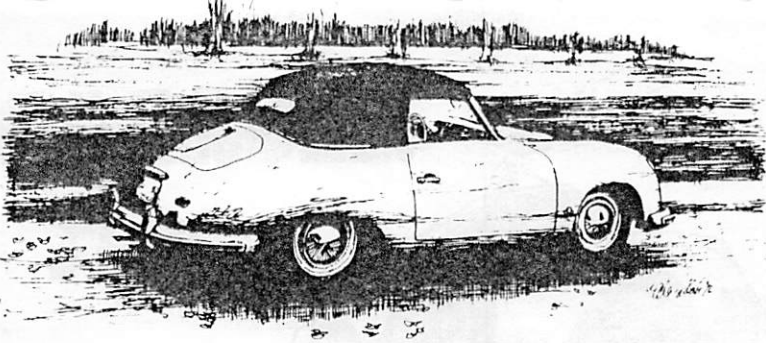
Reminiscent of exotic meals and good times past, another opportunity awaits to tempt your palate while stimulating your psyche in the company of fellow Porsche-pushers. Antipasto, Possilipo, Manicotti, Gnocchi, Veal Bocconini, Chicken alla Cacciatore, Aragasta Fra Diablo, Cannoli, Tortoni, Espresso..... A trip to Rome? We'd love to scout it for the club, however in the interest of time and money the next best place awaits you:South Philly!

Mark your calendars to reserve Saturday, March 29, beginning at 7 p.m. for an evening of good food and friendship at Fiore's Restaurant, 1651 E. Passyunk Ave. Choose your own Italian odyssey from three pages of offerings ranging in price from \$4-\$14. (The menu includes Sirloin Steak for the died-in-the-wool conservative).

To insure adequate seating, a count of attendees is needed by March 26. Call the Applesteins to reserve a place at 565-5716 after 6 p.m.

Fiore's is located on Passyunk Avenue half a dozen blocks east of Broad Street.

See you there!



ACHTUNG!

- Mar 23 - DVSA/OYRSCC Sprint school at Bucks Co. C.C. (rain date Mar 30)
- Mar 26 - Monthly meeting at B.B.Bricks
- Mar 29 - Italian dinner at Fiores
- Apr 12 - Tech session at Holbert's
- Apr 13 - DVSA/WMC Sprint at Topton, PA
- Apr 19 - Central Penn swap meet
- Apr 27 - DVSA/VFMC Sprint at MontCo.
- May 18 - Riesentoter Region Sprint School at Xmas Village
- May 25 - PCA Multi-region sprint at Rutgers
- May 25 - DVSA/VFMC Sprint at MontCo.
- May 31/
- Jun 1 - Zone 1 Concours at Porsche-Audi Eastern, Orangeburg, NY
- Jun 1 - DVSA/SCCA Sprint at MontCo.
- Jun 6/7/8 - NNJR Drivers School at Pocono International Raceway
- Jun 29 - PCA Multi-region sprint at Bazaar Horsham, PA
- Jul 27 - PCA Multi-region sprint at Gloucester Co. C.C.
- Aug 9/10 - 48 Hours of Watkins Glen sponsored by Zone 1

Registration for Sprints starts at 9:30 AM;
First car off at 11:00 AM

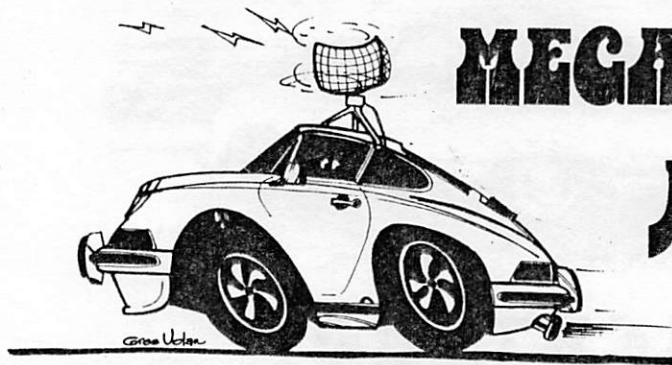
MontCo. is on Route 202 north of Route 73

Bucks Co. C.C. is on Swamp Road between
Routes 232 & 532 in Newtown, PA

Look for directions to other events in future
DER GASSERS

MEGARADAR

part 2



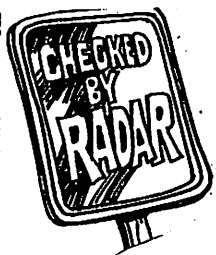
Last month I talked about the comparative feature of the Escort and Q-1000 but the acid test is how do they work on the road. To do this I mounted both on the dash of my VW Rabbit. After reading the ads in Pano, I fully expected the Q-1000 to beat the Escort but that was not the case. My Escort beat Bill's Q-1000 everytime by about 1-4 seconds. On the S-meter this was an S1½ to S2. All the contacts were X band some moving and some stationary. The absolute time before seeing an oncoming car varied with terrain but was 20 seconds around curves with no reflection for a Rabbit or 911. This is 4 times the pickup distance of 1100 ft. quoted in Car and Driver. Out on the plains in the Midwest there is time to have a coffee break before the car comes into sight.

Although the performance difference is insignificant the features of the Escort are much better. The on/off toggle switch on the Q-1000 is a bit awkward especially with gloves on while the volume control of the Escort is easily grasped. In warning drivers the S meter on the Escort is very handy compared to the beep tone on the Q-1000 which quickly goes to maximum rate. Besides telling a driver to start slowing down it is also handy in telling whether a car travelling with you is ahead of you or behind.

Another problem with the Q-1000 is the warning system. All hell breaks loose when it goes off and the volume can't be turned down at night when passengers may be sleeping. This is a problem.

To me the important thing is not which detector is more sensitive because both are exceptional and nearly even, but the flexibility of the Escort which allows it to be set up to the drivers liking. Get a Q-1000 only if you can't wait.

Dennis Mahoney





*Porsche People Have
More Fun!!*

new members

Robert Hanamirian
Steven A. Gucciardi
Robert Geoffroy
Scott Good
Richard W. Germain
Thomas P. Lauppe
Richard C. Weiss

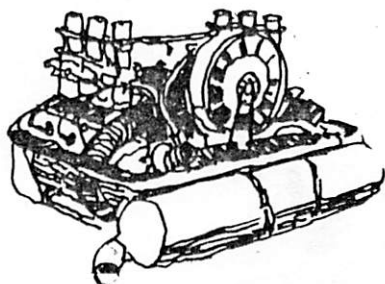
meeting notice!

We are pleased to be able to have Turk Thatcher of Sherman Classic Cars, producers of the Speedster replicar as our guest for the March meeting. Weather permitting, Turk may have a demonstrator for your inspection.

WANTED

For 1969 911: 6X15 alloys; good to excellent Condition; Heat exchangers; Adjustable 19mm front stabilizer; 21mm front torsion bars; 25mm or 26mm rear torsion bars. VERN LYLE, 346-8651 or 699-5311 ext 6025

TECHNICAL



As your tech chairman for 1980, I'd like to tell all of you about the tech session scheduled for Saturday, April 12 at Holbert's Porsche-Audi, on Rt. 611 in Warrington, Pa. Holbert's is seven miles north of Exit 27 on the Pennsylvania Turnpike.

Tech sessions are do it yourself sessions where for a mere one dollar donation to the Riesentoter treasury, you can use a lift and do most anything to your Porsche that can be done in a day. And, your capabilities can be enhanced by the friendly and helpful mechanics on duty for the day. The parts department will also be open to supply you with the necessary parts you need to keep your Porsche in top condition.

Things typically done at tech sessions include tune-ups, oil changes, tire rotations, brake pad replacements, fog light installations and exhaust system work. I even rust proofed my 911T at a tech session, so you can see there is quite a range of things you can do there. If you like to work on your car yourself or would like to learn how to, tech sessions are for you.

Doors open at about 9AM and stay open till about 3 PM. Bring your tools, old work clothes and anything else you might find handy to have along with you. See you there!

Bob Patton



NORTHERN NEW JERSEY REGION
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DRIVERS EDUCATION AT POCONO INTERNATIONAL
JUNE 6, 7, & 8

Two days of Drivers Education on Pocono International Raceway. The third day will consist of a trophied autocross and in the event that time allows the entire tri-oval will be opened for touring.

For those who have never driven on a high speed track, experienced instructors will be available to show you the technique of braking, downshifting, accelerating and driving the proper line. As in all PCA events the emphasis will be on safety and driving your Porsche smoothly.

Registration opens April 21, 1980. If you wish to attend, please send a check for \$45 per driver to J. Gorman, Registrar, 137 Center Ave., Chatham, N.J. 07928. You will receive in the mail a Driver Experience Questionnaire, an Event Medical Information Form and other information pertinent to the weekend. This event is open only to PCA members and registration is limited.

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FOR SALE

4 Factory black alloy wheels 7X15 \$750/set, \$400/two; Add on whale tail spoiler \$135; Blaupunkt Heidelberg radio in box cost \$750, Sell \$300 - Edgar Brown, 932 Murdoch Rd., Phila., PA 19150, (215)-ch7-7354, Engine Lid '76 \$75.

1978 911SC Coupe; Black w/A/C, Sunroof, BBS wheels, P-7s, foglamps, lowered, USW. Completely stainless steel free-flow exhaust system(dyno tested - est. 196hp) Excellent condition. Mark Sheldon - (609)-695-2996

1964 356C Coupe rolling chassis (no engine) Excellent restoration project; make offer; Wayne Flegler - 609-423-6659

WAY BACK WHEN

February 1965. Our Der Gasser related that we were to have at the meeting a "representative from Racing Incorporated of Stroudsburg, Pennsylvania, with a presentation on the new sports racing course in the Poconos." How about that! I wonder if anyone invested.

The Porsche factory press release stated that in 1964, 10,700 Porsche cars were produced and sold. The Porsche export figure has risen from 70% to 71% (4,900 in the U.S.A. vs. 3,100 in Germany).

| | | | | | |
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| DUNLOP SP SPORT SUPER OF GERMANY Finally, a 16" option to P-7, with better wet traction, improved mileage, and a lower price. Developed in Germany for Porsche. 205/55VR16 — \$160 225/50VR16 — \$165 Prices include F.E.T. and Freight! | | PIRELLI CN36 185/70VR15 RED DOT \$160 235/60VR15 FABRIC \$120 185/70HR14 \$ 85 185/70VR15 \$110 215/60VR15 \$125 235/60VR15 \$160 | | PIRELLI P7 195/50VR15 \$180 205/50VR15 \$195 225/50VR15 \$210 205/55VR16 \$220 225/50VR16 \$235 265/50VR16 \$270 13" & 14" sizes also F.E.T. Included! | |
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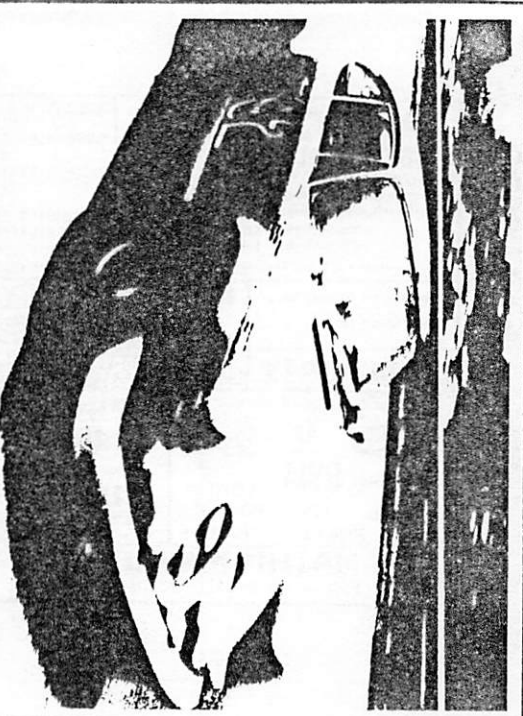
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