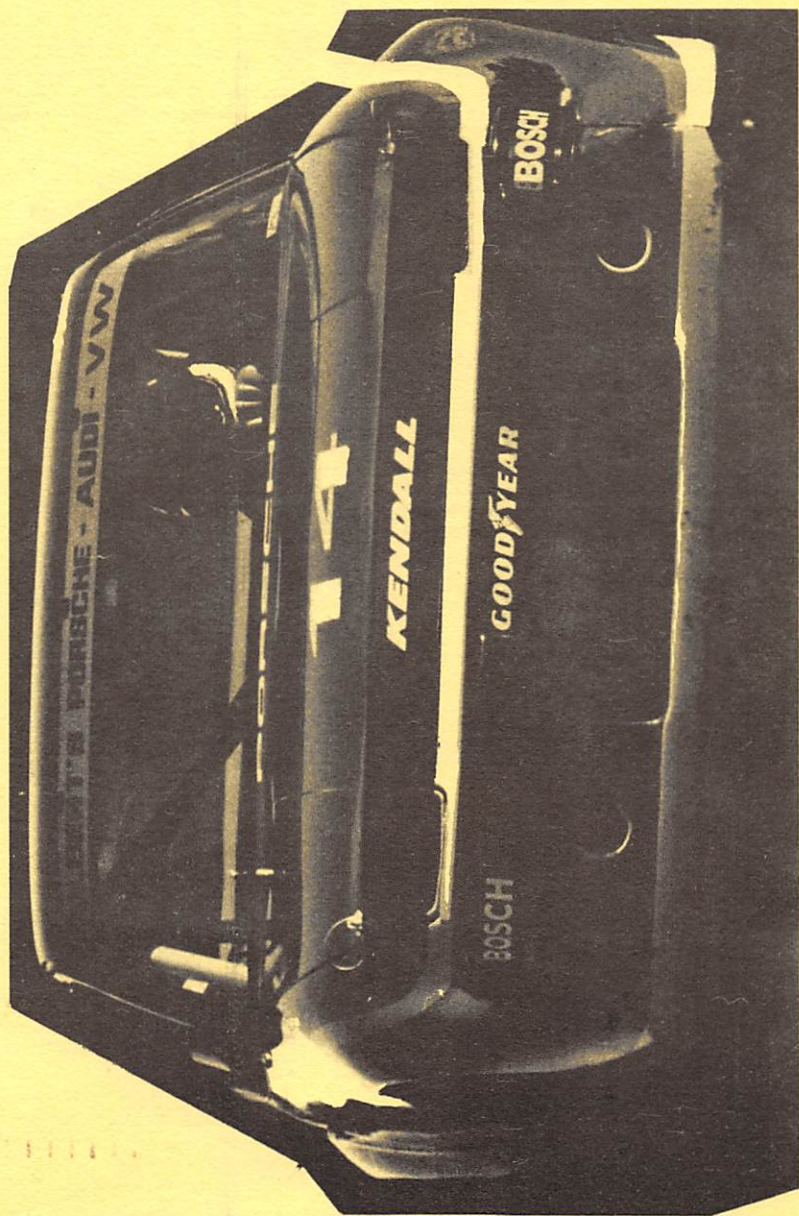


# der Gasser

Mar '81



Porsche Club of America: RIESENTÖTER



Newcomers Meeting: Mar. 25th  
BBBricks

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#### WAREHOUSE/SHOWROOM LOCATIONS:

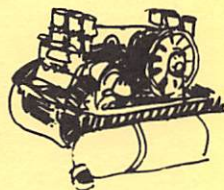
WILLOW GROVE	KING OF PRUSSIA
2435 Maryland Road	180 Church Road
657-6600	265-0900

LAWRENCE PARK  
INDUSTRIAL PARK  
651 Parkway  
328-3100

## Credits

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Larry Bruce  
Bob Patton  
Gary Grove



# precision

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# President's Message

PCA was started by William J. "Bill" Sholar in Washington, D.C. along with a group of avid Porsche owners in September 1954. By 1955, the group had grown to several hundred members in several states. 1955 also saw the creation of unofficial "Regions" in New York, New Jersey, and Pennsylvania. The group became so large that the "founding fathers" created and incorporated PCA National in 1955.

In 1956, PCA held its first Parade, hosted by the founding Club, which by then had become known as Potomac Region, in Washington, D.C.; Porsches came from all around, many in groups from out-of-state who wanted to have their own "Region" too. In those early days all you had to do was the say you wanted to forma a Region and National said, "Certainly!" Presto - a new Region! By the time of the second Parade in 1957 - also hosted by Potomac - there were about 10 Regions throughout the USA.

The Club's National Officers soon realized that things were growing far too quickly to have administrative matters such as granting Regional status, handled on an oral basis. The result was the establishment of the Chartering system still in effect today.

Naturally, since Potomac Region was the founding Region, they received an automatic Charter dated August 1954. On August 24, 1957 Easter Pa. (Riesentoter), Northern New Jersey, and Central New York Regions were Chartered and in that official order according to National's records.

In '61 and '62 Charles Beidler, Jr., of our Region, was National President; in '69 and '70 John Kent was National Vice President. We won the Ferry Porsche Trophy for "Region of the Year" in '64 and in '74 hosted with Northern New Jersey, the 19th Annual Parade.

Eastern Pennsylvania was incorporated on June 21, 1958 and its name officially changed to Riesentoter (Giant Killer) on April 12, 1974. Along the way, Riesentoter has organized everything from track events to wine tasting parties...all as a function of the members' wishes.

Our active tradition continues! we have in quick succession a Tech Session @ Holberts', a Newcomers Meeting @ BB Bricks, and a Sprint School at the Bazaar Parking Lot (Rt 611 north of Rt 276 in Horsham). Come on out and PARTICIPATE!

Axel Shield

# Competition



For several weeks our President has been politely prodding me to write a competition article for "der Gasser." No bodily threats, however, I thought I heard something about greasing my rotors on my coupe at the upcoming Sprint School. This event - the Sprint School - will be on April 5th and is the first in a very busy competition season. It will be held at the Bazaar Parking Lot in Horsham, PA. The Bazaar is on Rt 611, just south of the Willow Grove Naval Air Station. We start at 10:00 A.M. ... more details at the Newcomers' Meeting on March 25th at BB Bricks!

Wayne Flegler

# For Sale



4 6x16 Porsche Black Cetiter Alloy wheels w/ 205/55/16 P 7's; 9/32 to 10/32nd tread depth. Will fit pre-'78 911's without mods; \$1200. Same set-up with 2 7" x 16 instead of 6"; \$1400. Pr. Bilstein rear shocks for 73-77 911; \$40. Brown Sisal mats for 356; new, \$20. Rear bumper to body molding for 911 to '68; \$7/pr. Contact Bob Holland 647-8100 days, 436-6577, evenings.

4 original 14" 911 mag wheels with or without XWX Michelins. Best Offer. 215-824-0508.

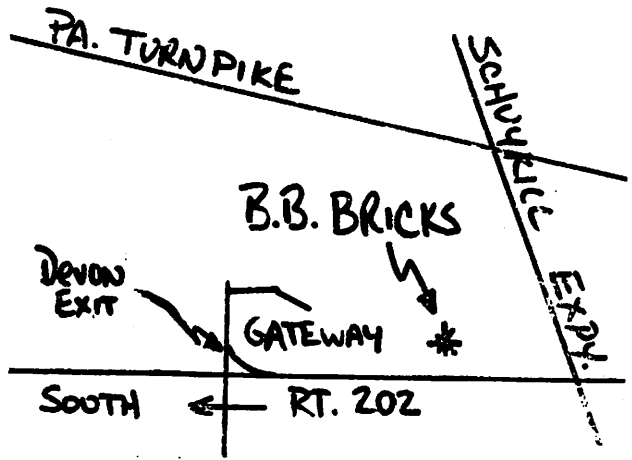
# Tech 2!



Larry Bruce and I will have a question-and-answer format to respond to any of your concerns about your Porsche. We will print both your question and our advice in future issues of der Gasser. Thanks!

Bob Patton

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



## Newcomers!

COME ON OUT ON THE 25th AND LET ONE OF US BUY YOU A BEER (FOR THOSE WHO HAVEN'T BEEN TO A MEETING IN THE PAST 6 MONTHS)! AND THOSE WHO HAVE NEVER BEEN TO A MEETING, WE'LL BUY YOU TWO BEERS AND SIGN YOU UP FOR THE SPRINT SCHOOL ON APRIL 5th!!

## Calendar

MAR 21	RIESENTOTER TECH SESSION	HOLBERT'S PORSCHE AUDI, RT 611, WARRINGTON
APR 5	RIESENTOTER SPRINT SCHOOL	HORSHAM BAZAAR
APR 17	CONN VALLEY DRIVERS SCHOOL	LIME ROCK
APR 18	POTOMAC DRIVERS SCHOOL	SUMMIT POINT
APR 29	RIESENTOTER GEN. MEETING	
MAY 15	SCHATTENBAUM DRIVERS SCHOOL	LIME ROCK
MAY 16	CONN VALLEY DRIVERS SCHOOL	LIME ROCK
MAY 27	RIESENTOTER GEN. MEETING	
JUN 30	POTOMAC DRIVERS SCHOOL	SUMMIT POINT
AUG 15 & 16	OPEN EVENT, NNJ	WATKINS GLEN
AUG 21-23	CHESAPEAKE CHALLENGE	

# Technicalities

SATURDAY, MARCH 21, AT 9:00 A.M., HOLBERT'S PORSCHE/AUDI WILL OPEN THEIR SERVICE AREA TO ALL RIESENTOTER MEMBERS FOR OUR FIRST TECH SESSION OF 1981.

TECH SESSIONS ARE INVALUABLE. THEY GIVE US THE OPPORTUNITY TO DO THE KINDS OF THINGS TO OUR PORSCHEs THAT UNDER NORMAL CIRCUMSTANCES WE MIGHT NOT ATTEMPT.

LAST YEAR WAS MY FIRST TECH SESSION. I INSTALLED A SET OF FRONT/REAR SWAYBARS ON MY 911, AND IF IT WERE NOT FOR THE ASSISTANCE I RECEIVED, BOTH TECHNICAL AND MANUAL, MY CAR WOULD PROBABLY STILL BE ON THE LIFT RIGHT NOW!!!

BUT YOU ARE NOT LIMITED TO SUSPENSION WORK; IN FACT, ANYTHING CAN BE A REALITY THAT CAN BE ACCOMPLISHED IN A DAY'S TIME. THINGS TYPICALLY DONE INCLUDE EXHAUST WORK AND MAJOR OR MINOR TUNE-UPS.

IN ADDITION, WE HAVE A SPECIAL TREAT FOR SOME OF YOU NEWER MEMBERS. BOB KOERBEL, FROM PRECISION MOTOR WORKS IN BRYN MAWR, WILL DEMONSTRATE THE "W-10" SERVICE FROM 10 A.M. TILL NOON. THIS IS THE ROUTINE MAINTENANCE WHICH IS PERFORMED ON ALL PORSCHEs... BUMPER TO BUMPER AND GROUND UP!!! THIS SERVICE IS APPLICABLE TO ALL MODELS AND ALL PRODUCTION YEARS. BOB WILL ALSO HOLD A QUESTION AND ANSWER SESSION DEALING SPECIFICALLY WITH THE 911.

PLUS!! BILL SMITH (PAST-PRESIDENT) WILL BE DOING THE SAME FOR ALL 356'S. TED SECHOWITZ, THE 914'S, AND PAUL WALSACH ON 924'S.

IT SHOULD COME AS NO SURPRISE THAT THIS SESSION IS DEDICATED TO OUR NEWER/NON-ACTIVE MEMBERS. YOU'LL MEET FRIENDLY PEOPLE WHO ALL SHARE THE SAME ENTHUSIASM FOR THE MARQUE. YOU'LL MEET FRIENDLY MECHANICS WHO ARE ON DUTY TO HELP YOU. THE PARTS DEPARTMENT WILL BE OPEN ALL DAY. SO, BRING YOUR TOOLS, WEAR OLD CLOTHES, AND SHARE SOME GOOD, GREASY FUN.

FOR THOSE OF YOU WHO DON'T KNOW, HOLBERT'S IS LOCATED OFF THE PENNSYLVANIA TURNPIKE ON ROUTE 611, NORTH OF THE NAVAL AIR STATION (AND THE BAZAAR) IN WARRINGTON, PA.

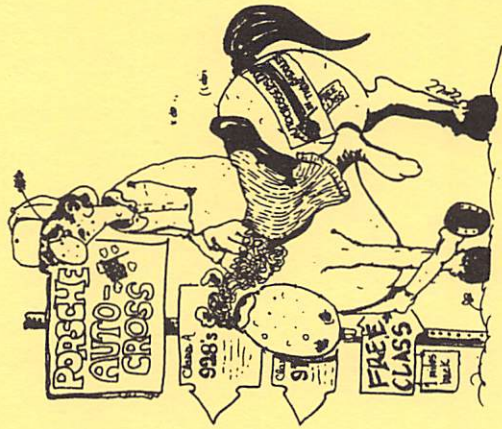
Larry Bruce

# REMINDERS .....

MARCH 21 Tech Session at Holberts  
(Competition-minded can  
get a tech inspection good  
for events in early April)  
Starts at 9:00 A.M. and  
will last all day. Main-  
tenance demos by Koerbel,  
Smith, Sechowitz, & Walsach.

MARCH 25 Newcomers Meeting at BB  
Bricks. In addition to  
conviviality you can ex-  
pect:

- Autocrossing basics by  
Bob Russo of Holberts  
Racing Program.



- Drivers Schools - whats & whys by Ted Sechowitz who has won everything at least once.
- Technical assistance by Bob Koerbel of Precision Motor Works.
- Porsche Parades by Wayne Flegler who has attended six of them.

Slides & humor of at least moderate quality are assured. We will start promptly at 8:30!

APRIL 5

Sprint School at the Bazaar Plaza on Rt 611 in Horsham, PA. Bring your car and a \$5.00 entry fee. Loaner helmets will be available.



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## More Technicalities

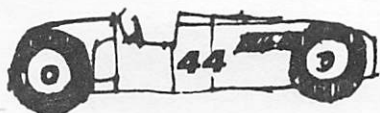
From 1972 on, all 911 engines should be run on 87 octane fuel. Engines on higher octane will not run properly since the greater the antiknock capacity (octane number) of the fuel, the more difficult it becomes to ignite.

Also, if a 2.4 or 2.7 litre engine is run using 98 octane fuel, the CO content in the exhaust will be high and very difficult to adjust properly. This will be even more important when the I/M testing goes into effect in Pennsylvania later this year....

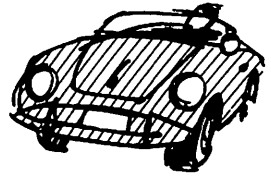
Owners of 924's and 928's should keep their cooling systems filled with a 50-50 mixture of an ethylene glycol-based antifreeze, such as Prestone II, Dowex, Peak, etc. ( Do not use methanol or glycerine-based antifreezes.) A 50-50 mix will protect your car down to -34 degrees F (-37 degrees C) and against boilover at engine temperatures up to 265 degrees F (129 C).

While the ethylene glycol coolants are known as "permanent type," they really are not. The term "year-round" is more accurate. The old antifreeze will not lose its ability to prevent freeze-ups, but the rust inhibitors and water pump lubricants do wear out. Antifreeze should be changed annually along with a cooling system flush.

Bob Patton



# DVSA Notes



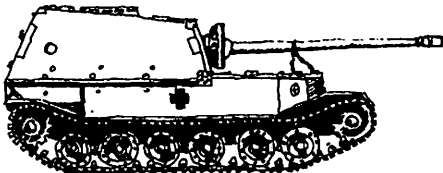
## BACKGROUND OPINION

The FOCA-FISA feud and the CART-USAC conflict pale in comparison to the SCCA-DVSA sprint squabble. In retrospect, it is clear that some of the problems which surfaced during the 1980 season were at least aggravated, if not contrived, by the SCCA faction to weaken DVSA's position. In a futile attempt to avert a complete split, Ted Sechwitz and I drafted a compromise proposal that employed Solo II rules in toto but added an "Improved" category to accommodate DVSA "Prepared" cars. Despite these major concessions, the SCCA Board of Directors rejected our offer and are currently planning their own sprint series. The most disturbing aspect is that the Board did not care that almost all of the SCCA sprinters were strongly in favor of adopting the compromise. In fact, most were quite satisfied with the DVSA classes and rules as they stood. It is apparent that SCCA intends to take over sprinting with no regard for any of the other clubs in the Philly area. WE MUST NOT LET THIS HAPPEN!

Fortunately, this problem has brought the other DVSA clubs - Old York Road and Valley Forge Motor Club, as well as ourselves - much closer together. Indeed, if the spirit of cooperation and enthusiasm displayed at the recent rules meeting is any indication, 1981 will be a super sprint season. We are also happy to announce that two Jersey clubs, Delaware Valley Sports Car Club and Schattenbaum PCA, have joined DVSA to give us additional resources.

The SCCA-DVSA war will be finally decided by who puts on the most successful series in 1981. There is no doubt that with strong support from the Porsche Puschers, DVSA and PCA will prevail.

Continued....



## RULES

The 1981 Rules have been approved by DVSA and printed copies and schedules should be available in early March. Changes from 1980 are few but significant for Porsches.

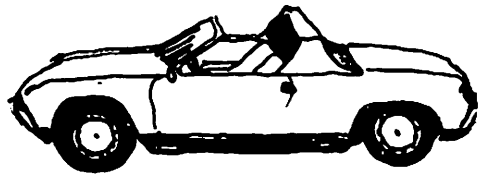
- Stock Porsches can lower their ride heights via torsion bar adjustments.
- All A-Stock cars can use any DOT-approved tire and rim provided that no bodywork modifications are required.
- "Prepared": Other than changing the name to "Improved" and creating a Detroit Iron class, things stay much the same.
- Modified: Formula V's are now all by themselves while all other A-Modcars have been moved to B.

In 1982 additional class consolidations may be made if drive participation does not increase. A & C Improved and C Mod - all of which include Porsches - seem most vulnerable now.

Gary Grove

## Membership

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# Hillclimbing



PHA (not the Philadelphia Housing Authority) is struggling. It is struggling to get a reasonable number of events on the calendar to call it a season. (Come to think of it, the Housing Authority is probably having its problems too.) Anyway, the situation in the real PHA is even more bleak now than it was a month ago when two events were scheduled. These developments were revealed at the PHA Annual Meeting February 7th (which unfortunately, I was unable to attend because of an illness).

Anyway, the Glen Solo I now is a bit shaky because of the deteriorated financial situation of the Glen track organization. Weatherby now is in question because the sponsoring club didn't ask for recognition of the event. Duryea looks better but not definite, by any means. Giants Dispair, the oldest hillclimb in the USA after 75 events, is off because some loudmouth from the sponsoring club made some indiscrete remarks about the town officials in whose boundaries the climb is conducted and was quoted in the local papers - thus, frosting the local folk. Talks are being held with Summit Point track people about a Solo I or a Solo II, but it's just that, talk.

Connie Sweigart represented our Club as the Alternate Club Representative and Dick Sweigart as the Alternate Rep for Philadelphia Region SCCA. Dick also picked up my 1st place trophy for E Prod II for the season at the Banquet. Our other Club drivers didn't run enough events to qualify for trophies, I'm sorry to say.

As Satch Carlson would comment, "My mailbox has been ringing off the hook" with cards and letters of potential drivers seeking admittance to PHA! Isn't anyone interested? Sometime back I mentioned the inexpensive way to go was to buy an already prepared race machine. How about these? '78 Datsun B 210 GT3, \$2000; Mini Cooper S GT 3, \$1500; GP Triumph Spitfire, \$3000, and a Formula Vee, \$3800!!

And in what has to be the ultimate 356 race engine, Bob Overby is sacrificing an E Prod engine for \$6500. It's been dynoed at 1-7-0-plus DIN hp. There are other goodies available from his E Prod effort. It appears that he is bailing out of the EP Speedster phase of racing.

Keep it between the trees ...

Jess Holshouser



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