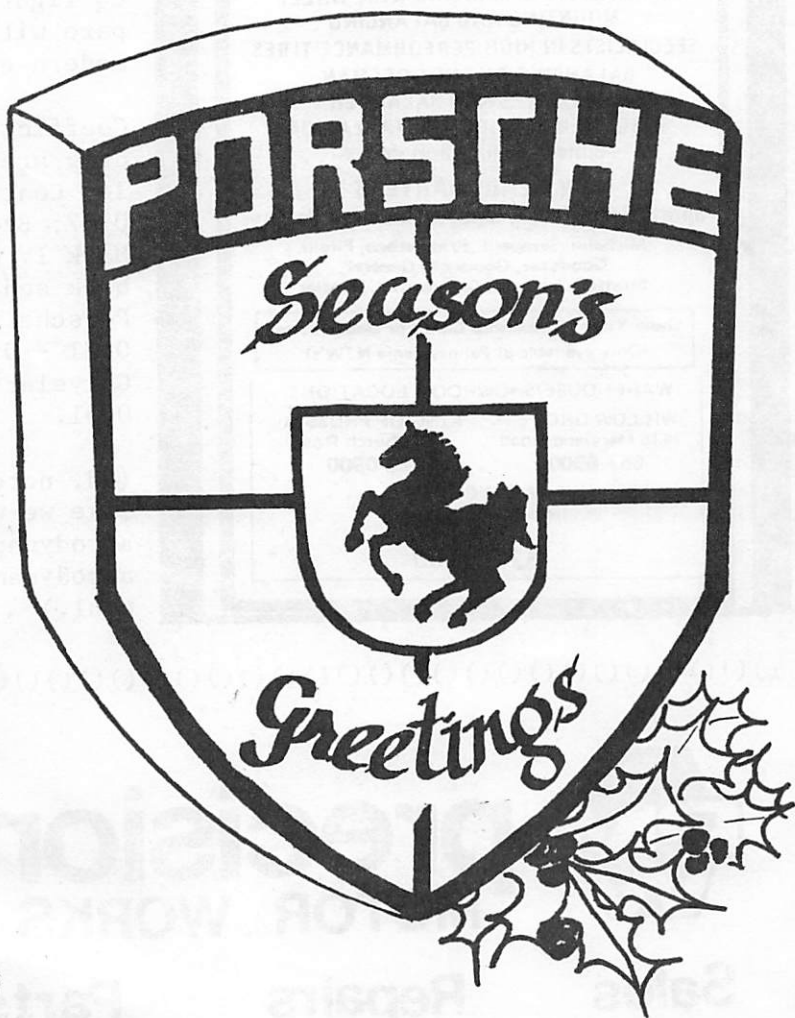


DER GASSER

Nov-Dec 82, Riesentöter Region,
Porsche Club of America



MEETING DEC 1 - BILL SCOTT

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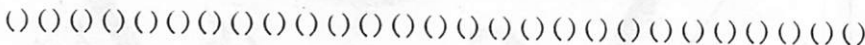
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LAST MINUTE ADD-
ITION FROM ROAD
AND TRACK:

How do some of
the great cars
C_x figures com-
pare with the
modern cars..?

Coefficients of
drag are: Bent-
ley Continental,
0.37; Bentley
Mark IV notch-
back sedan, 0.54;
Porsche 356,
0.31 - 0.33;
Chrysler Airflow,
0.51.

(Ed. note: Seems
like we were
aerodynamic when
aerodynamic wasn't
cool.)



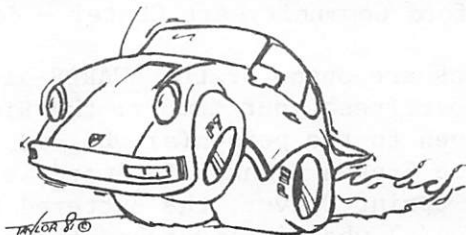
precision

MOTOR WORKS

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The doctor was very serious, his face was ashen, his brake foot twitched and he was afraid. (He even admitted it). "I'm afraid you have caught the dreaded Shield Syndrome", he said. "It's incurable. From now on you will go faster and faster. You will be obsessed with lap times, entry deadlines and motel reservations. Your grass will not be cut. Your house will not be painted. You will wake up dreaming of late braking, heel and toeing, and apexes. I am sorry."

He prescribed two cans of GTX and said, "Take these and remember, don't lift in the carrousel."



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V-E-R-N News

(Everything you should be reading under a different by-line.)

- NEXT MEETING - Wednesday December 1 at the General Wayne Inn in Merion (map on page 4). Note the date change! Bill Scott, of the Racing School with the same name, will be the guest speaker. He is also the owner of Summit Point Raceway and his talk should be very interesting. The Meeting begins at 8:30 and some people are coming at 6:30 to have dinner with Bill - if you're interested, call Larry Bruce.

- The end of year BANQUET will be held January 15 at the Wallingford Community Art Center - details later.

- Nominations are open for the AWARDS given at the Banquet. To refresh your memory: the Riesentoter Award is given to the person(s) who did the most for the Club; the Broken Crankshaft Award is given to the Best Novice Sprint Driver; the Battered Helmet goes to the person(s) who distinguished themselves in a less-than-classic manner; and the Mighty-Nitto Award is given to the person(s) who made the best of a bad situation. Contact the President with your ideas on who should receive these awards.

- By the way, the final SCCA Solo II event on Oct 31 was rumored to have 130 entries! (Who said that Auto-crossing was dying?) When they announced at the start that not one Porsche would be running - a large cheer went up from the crowd. Probably from the people in A, B and C Stock, A and B Improved and all Ladies classes since Porsches usually win all those. Some plans are still being formulated for infiltrating SCCA and getting their autocross program straightened out. They have the sites and sponsorship and somehow they turn out the cars, but their rules and organization need changing. So if you can't beat 'em - join 'em, and then beat 'em!

- The OKTOBERFEST, what a smashing success! Well, not smashed, just mellow. Does anyone remember the last time a meeting was so much fun? There must have been

50-60 people there and everybody had a good time. Some regular "business" even got done amid the festive atmosphere, including the election of new Officers. But the Auction was easily the highlight of the evening. In recent years, it has always been a "ten-cent" type fun thing with strange and useless items often changing hands. But this year, when super auctioneer Bob Russo tried to get 50¢ for a 6-pack of synthetic oil and it went for \$15, we knew something was different. Maybe it was the quality and variety of items that were donated - there were some very nice parts that went real cheap. Like a rebuilt chain tensioner for \$12, a heated rear view mirror for \$35 or so, a new bra for \$15 and many other bargains. (Whoever left the chrome Hella foglight housing, I have it.) Thanks to everyone for their donations - the auction netted the Club treasury almost \$300!

- We were DISMAYED to learn that through some jumbled paperwork, about 15 members were left off the mailing list all year. We received an "audited and updated" membership list from National early in the year and apparently it was less than complete. Sorry folks, we had no way of knowing. If you had only called.

- Skip Corey put on a really good RALLY on Nov 7 and led 20 cars through scenic Chester County. Everyone did well and there were lots of ties. The winners were Dodie Reiter/Bob Russo, second were Chris and Don Galbraith, tied for third were Larry Bruce/Craig Rosenfeld and Christina and Vince Kling, fourth were Jane and Mike Stolper. Paula and Tom Wolfe had some trouble and were given a dash mounted compass to help them out next time.

- This is not really a new FORMAT, but 11 days after the deadline, you go with what you've got even if it's hearsay. This issue will be finished 11/12, go to the printer 11/15, mailed 11/19, and you should get it on Monday or Tuesday before the "regular meeting date". Just don't want you going to the "meeting" a week early.

-And finally, it seems strange to extend HOLIDAY WISHES on Nov 11, but we will, since this is the last issue for '82. For those people we don't see - "Happy Thanksgiving" - "Happy Hanukkah" - "Have a nice Christmas" - and "Happy New Year". Stay warm, and cool.

We're Growing

Skip Corey

WELCOME NEW MEMBERS!

Dennis Powers
Strafford
1983 944

Louis Sinoff
Telford
1983 944

Larry & Cheryl Herman
Wyndmoor
1974 914

Mario Deguchi
Philadelphia
1977 911S Targa

John Lockwood
Whitehall

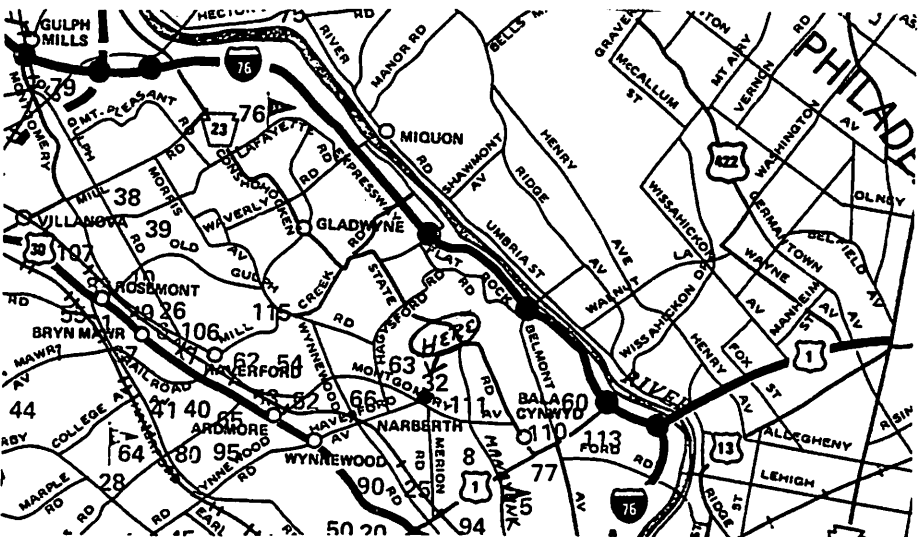
A special welcome to our new members who attended the Oktoberfest meeting:

Larry & Cheryl Herman have had two new arrivals in the past few months...a baby boy and a 914!

Chris Patterson is enjoying that "open air feeling" in his 911S Targa

Andy McKittrick of Knopf Porsche-Audi showed up in the boss's 930 Turbo - any job openings, Andy?

To get to the General Wayne: get off the Expressway at City Line Ave. (Rt. 1 South), right onto Conshohocken State Road, left onto Montgomery Ave. - the Inn is on the right a short distance down the road.



- ...that Maria and Bob Holland had a baby girl?
- ...that Cynthia and Tom Beil had a boy?
- ...that the Ahrens opened a very elegant ice cream parlor in Warrington?
- ...that Wayne Flegler finally finished his Cal-look Volkswagen? (Ask Bonnie how it rides with the slightly lowered front end!)

There is a lot of Porsche-people news that seems to go by without acknowledgement. We think it's time to recognize, or sympathize, or criticize, or empathize, or make up lies...

ABOUT

- a wedding of bliss, an engagement kiss...
- a baby arrival, a hospital survival...
- a vacation in L.A., a new Cabriolet...
- an arm in a sling, a move to Peking...

GET THE PICTURE? Let us know what your news is - if not, we just might resort to imaginative lies - and you wouldn't want us to get the story wrong!

Our PORSCHENALITIES this month are Craig and Nancy (Seila) Rosenfeld, who were married on October 30. We wish them many miles of Happy Motoring!

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Competition

Bob Russo

Now that the leaves have fallen from the trees, I'm finally starting to realize that Competition for this year is really over. Our last competitive event was Skip Corey's Rally - a whopping success with 20 cars taking a gorgeous ride through the countryside.

Although DVSA did not have a good year because of the difficulty in obtaining sites, there were sufficient Championship events to have a series. As in the past, Riesentoter had several Class Champions. Tied for points in A Stock were Don Reinhard and Stu Boreen. Bob Carrington came out on top in B Stock and Gary Grove took home the bacon in C Stock. Vern sewed up A Improved with Ted Sechowitz second. Melody took first place in all of her races to win the newly introduced Ladies B class. In Ladies C, it was Mary Jo Grove who was undefeated. Well done, Riesentoters! Plans for next year are already being formulated and hopefully, sites will be obtainable. Again, the plea goes out to all of you to help us find sites. Thanks to those who came up with leads this past year - we did check them out, but were unsuccessful. We have permission to use the Temple/Ambler campus, but the surface is so poor that we haven't scheduled anything there. They talk of resurfacing and if that happens soon, we may be sitting pretty for next year.

One very important thing I haven't done in this space all year, is to thank all the Club members who came out to support our events. Also, my thanks to all of you who worked at the events. I don't want to mention names for fear of missing someone, but to all of you who flagged, timed, scored, reset pylons, did tech, swept, yelled, were yelled at and put up with me, in general - thanks - you made it work.

As we mentioned at the last meeting, we're trying to organize a time trial series for next year. The idea has been discussed with Northern New Jersey, Potomac, and Schattenbaum and the response is highly in favor of the concept. We will all meet soon to discuss the rules, etc. Basically, the series will consist of 4 events at three tracks, with points based on position

of finish with trophies awarded at the end. Every event will consist of at least one full day of driver instruction/practice on Saturday, a half day of warm-up/practice on Sunday and timed laps for points on Sunday afternoon. Classes, point system, details of agenda and logistics are being worked out now. Your suggestions are welcomed - call me. With the demise of Hillclimbs and the decline of Autocrossing, these events could be very well subscribed, so early registration would be a good idea since the number of cars will probably be limited to 100-125. Keep reading DER GASSER for info on this series.

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				Station No. <u>L998</u>
Reg. No. <u>TFAR2</u>	Make & Type: <u>Porsche Cp</u>	Mfg. No. <u>902102797</u>		
Owner's Name: <u>Vernon L + Melody B. Lyle</u>				
Owner's Address: <u>Box 417 T RD1 Barto, Pa.</u>				
Name of Station: <u>Broad St Imports</u>				
EQUIPMENT VIOLATION INDICATED BY CHECK (✓) MARK				
Lights -- Front	Muffler	Steering	Comm. Lighting Equip.	
Lights -- Rear	Mfg's No.	Brakes	Turn Signals	
Glazing	Tires	Body Item	<u>✓</u> FILTHY	
NOTICE: This station is bound by law to reject & report your vehicle for the above checked (✓) defects, until proper repairs have been made. Continued operation will be dangerous and in violation of the Vehicle Code. (1) You must make repairs. (2) Have this card certified at any Inspection Station within (5) days. (3) Mail to Department. FAILURE TO COMPLY WILL NECESSITATE LEGAL ACTION AGAINST YOU AS REQUIRED BY LAW.				
Form TS 433 (4-72)		MECHANIC! YOU MUST GIVE THIS CARD TO VEHICLE OWNER		31

My 914

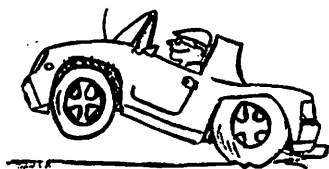
Eric Keller

Charlie and Judy Keller's son wrote this composition for school...though he just turned sixteen, it sounds like he's been hooked for a long time. And wouldn't you know - the due date for the assignment - 9/14/82.

My parents tell me that I live in our house. Our house must be that place that I go to every night to rest. Light never shines in its foggy windows. Early every morning, I leave my house and go to the place where I live. My life is spent here at my best friend's house. I procured my friend, 914, about a year ago from an old building with many leaks in the roof. He was left to live there for two years, which made him become very ill. I took him to the place that he lives in now, to recover. For thirteen months I worked to bring him back to life. My friend had cancer, but my father and I cut all of it out and made new parts for him. I felt that I was nursing someone to good health, but I was only restoring a car. It was only a car.

My car, a Porsche 914, lives in my garage. The garage is my automobile's hospital. This infirmary has innumerable spare parts for my friend, anything from a brain to a spare motor. The clock in the garage ticks a month at a time, but the time never goes by. The hospital was 914's prison, for he could not leave it until enough time ticked away for the infirmary to open its doors. Then he could be an outpatient, but he could never completely leave this clinic.

My compact friend and I first left home two weeks ago. We heedlessly raced around in utter joy. My Porsche patiently waits for me every day now, while I join the rest of society and go to the grave learning institution, high school. Later in the day, when I see my friend again, he purrs, and sings to me as we follow the twisting back roads to nowhere and end up at home.

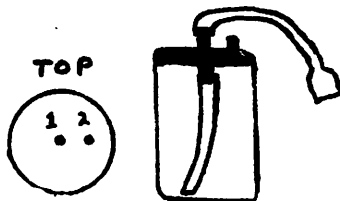


Brake bleeder

Have you ever been at a tech session or at Summit Point bleeding your brakes and knocked over the soda bottle recepticle for the used brake fluid? Nine times out of ten, you or the ground ended up wearing the old fluid. This is even a bigger problem on your garage floor! Well, here is a cheap cure - the Budget Racers brake bleeder.

You'll need the following: a 32-oz salad dressing jar (plastic is more durable); 3' 1/4" OD clear plastic or Tygon tubing; 3" 3/16" OD copper tubing

- 1) Drill one 3/16 hole in the center of the jar top
- 2) Drill one 3/16 hole about 1/2 inch off to the side
- 3) Cut one inch off the copper tubing and solder or epoxy it into the offset hole with about half of the tubing exposed at the top of the lid
- 4) Solder or epoxy the remaining two inch copper tubing in the center hole, again with half the tube exposed at the top
- 5) Cut 5 or 6 inches of plastic tubing (enough to reach the bottom of the jar) and attach it to the copper tube sticking thru the bottom of hole #1
- 6) Put the lid on the jar and attach the rest of the plastic tubing to the other end of the same tube
- 7) Stretch the end of the plastic tubing so it will fit over your bleeder valves
- 8) When you finish bleeding your brakes, put the bleeder valve end of the tubing on the copper tube exiting to one side . No mess, no leaks, and no polluted environment (put it in the used oil you give to your garage for use in their used oil heating system).



Knock - Knock

Tony Checkowski

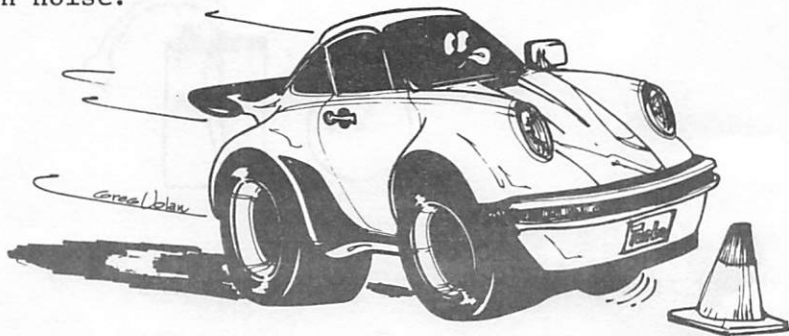
I'm sure you have heard about the dangers of engine knock. How bad can it be? Could it be good? This is one of those topics where gossip somehow gets to be the technical "truth".

A mixture of fuel and air may spontaneously ignite (without a flame to initiate combustion) causing the pressure and temperature to increase abruptly. This autoignition could be caused by 1)raising the compression ratio 2)supercharging 3)raising the inlet air temperature 4)raising the coolant temperature 5)raising the temperature of the cylinder walls 6)advancing the spark timing 7)opening the throttle (increased load).

The release of energy occurring in a very short time period results in audio pressure waves --"Knock". How this happens is complex and won't be discussed here, but when it happens, you know it.

For max power the object of the combustion process is to burn the mixture before the piston has proceeded very far down on the expansion stroke. Therefore, it is accepted among auto engineers that a slight autoignition is desirable because it hastens the combustion process; and in fact, max power is obtained in a spark ignition engine when the spark advance is adjusted to give a barely audible knock. Since slight autoignition raises the cylinder pressure very quickly, you have more power.

A diesel is most happy with a loud knock and is adjusted this way for max power. But a spark ignition engine can be destroyed by severe knock, so lets not hear too much noise.



Hot Stuff

Tony Checkowski

I recently tested an MSD-5 (Multi Spark Discharge) unit installed on an old Buick. At 1000 rpm, four separate high voltage spikes can be detected every 17 milliseconds. The first high voltage spike seems to be the largest one and the one with the longest duration (0.3 milliseconds vs 0.1 for the others). The time interval between spikes means you get a series of 3 spikes or 12 firings per plug. My RPM meter could not read over 1400, so I could not check the change in firing rate but it was evident that with increased rpm the time before firing each series of spikes decreased (from 17 milliseconds at 1000 rpm to about 10 at 2-3000 rpm). This means more pulses and therefore, better power.

So what does this mean to your car? The normal CD or point/coil ignition system supplies one high voltage spike of about 25 to 60 kv. In a previous article, I have mentioned that burning the fuel as fast as possible is one way to increase power. If the first and only high voltage spark across the plugs gives the max fuel burning rate, the MSD would do very little for your car, but if the ignition is weak for any number of reasons, several firings across the plugs can help. The high energy pulses require that all ignition system components be in good condition.

The initial installation was in the Porsche. and yes, an increase in performance was noted at the lower rpms, but it took me several weeks to straighten out where the weak components were. In the meantime, I put the unit on the Buick. It did help, but after I took the data on its workings, it failed.

There are other ignition systems which may improve performance. One is a high voltage discharge system that has one spark of extended duration. Others believe that two plugs per cylinder is better than anything else. The trend seems to indicate that more performance can be gained, and it would not be surprising to see even more "new and improved" ignition systems using solid-state electronic components.

Parts Bin

FOR SALE: Parts from '82 911SC - European taillight lenses; 150mph speedo; Bosch H-1; Mohn ski rack (never used); fire extinguisher; six cassette holders for center console; shift knob, Porsche emblem; four mats, plush carpet. Nick Petredis, 769-7667

FOR SALE: 1959A 1600 engine #P73546, 15-20,000 miles since rebuild, new generator, runs well, \$450 + shipping; pair single-shaft Solex 40P11-4, \$180.
WANTED: Hardtop for early B roadster and 5 1/2" chrome wheels in excellent condition for same. Paul Barry, 635-5993

FOR SALE: '77 911S coupe #9117202906, sunroof, Behr A/C, oil cooler, electric windows, Blaupunkt Bamberg cassette + recorder w/4 speakers. Professionally lowered and aligned; 6 and 7 inch cookie cutters with P-6s, Bilsteins, special order Polar Blue paint, full black leather w/cloth inserts, black out trim, euro H-4s. Immaculate - best offer. Also 150mph speedo (VDO electronic), \$50. Bill Cooper, 825-5334 days, 584-6026 eves

FOR SALE: New Ungo Box \$200, new pager, \$150; new, never mounted P7s - four 225/50x16, \$225 each and two 205/55x16, \$215 each - prices include mounting and balancing; four 16" factory alloys from 911SC, the mounted P7s have about 4/32 left. Craig Rosenfeld, 644-4790

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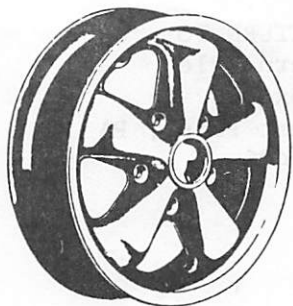
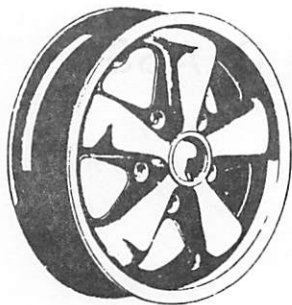
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FOREPLAY is washing your Porsche before taking it out for a drive. (Allegheny Region Newsletter)

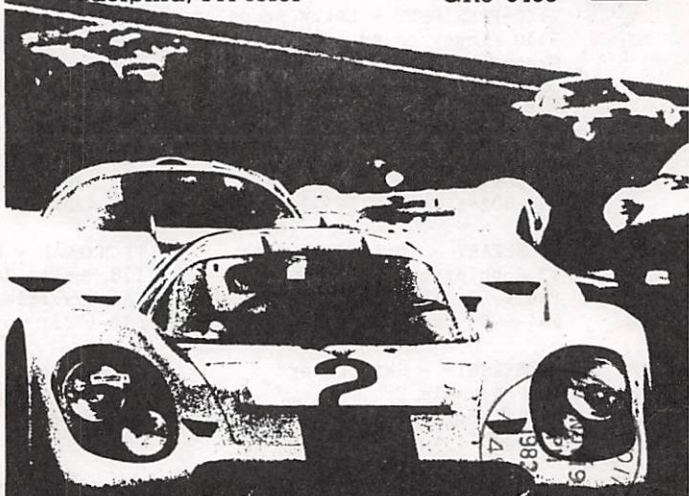
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