

DER GASSER

APRIL 1984

PRESIDENT'S MESSAGE

You may not realize it, but our faithful advertisers help the club to a great extent. Publication and distribution costs associated with the Der Gasser's 11 issues per year are the largest single expense item for the club, and the advertising revenues help to offset this expenditure, making funds available for other club activities. As well as being area businessmen, our advertisers are Porsche enthusiasts and are worthy of your support. So when you need goods or services they offer give them a chance to serve you.

Last month I attended a meeting of all zone 2 presidents, which was called by zone representative, Bob Holland. The zone 2 autocross series is moving closer to reality with the following regions listing dates for their events:

Potomac: July 15

First Settlers: August 4 & 5

Chesapeake: September 15 & 16

Riesentoter: September 23

Watch for announcements of other region's scheduled dates in the calendar section.

Another very important item was discussed. Each region will prepare and submit to zone 2 representative Bob Holland a list of all approved persons, garages and dealers which may perform technical inspections on cars to be entered in autocross, drivers' schools and other competitive events. The lists will be interchanged so that each region will be able to determine if any tech inspection form was signed and approved by an authorized person or garage. Our technical chairmen are in the process of preparing a list which will be approved by the executive committee and published in Der Gasser. It is possible that an inadvertent omission may take place, so if you do not see your favorite shop on the first draft of our list, bring it to the attention of the executive committee. We will review the suggested party and assuming they are qualified, they will be added to the list.

For the past 2 months I have

NEW MEETING

LOCATION

APRIL 25th

by Craig Rosenfeld

Bob Holbert needs no introduction to members of Riesentoter. His association with Dr. Porsche's original rear engine design dates back over 30 years when Holbert's garage, then a pioneer foreign sports car repair shop, became Holbert's VW. From his early association with 356's, Bob has built his garage into one of the most honored and respected Porsche dealerships in the country.

Bob started racing early on in his automotive career, moving to Porsches in 1957. That year he set numerous course records, capping it all with the SCCA national championship in his RS. Winning became a Holbert tradition (it still is) and in 1961 Bob and his co-driver, Masten Gregory, finished 5th overall, 1st in the under 2.0 liter class at Lemans in an experimental Works entry Porsche. That year Bob Holbert was named as driver of the year by both the New York Times and Sports Illustrated magazine.

In 1963, Bob moved up to a little larger engine displacement racing Cobras for Carroll Shelby, winning both the US RRC title and the US Manufacturers Championship. All seemed to point to even greater

cont on pg 6

which I have available now is admittedly sketchy at best, apparently the dealers have persuaded Porsche A. G. that their proposed system may not work out as well as Porsche anticipated. Hopefully by next month I will be able to provide more information. Better yet, come to the April meeting. Our guest speaker, Mr. Bob Holbert, one of our region's most generous supporters over the years, will be able to give us an assessment from the dealer's perspective.

SPRING RALLY:

MAY 13th

WINE TASTING:

MAY 30th

By Skip Corey

The weather is getting better (no more snow) and I know everyone is looking for any excuse to get out the old (or new) Porsche and go for a spin. Here are two good excuses for you.

First, we have our spring rally. This is going to be a low key rally with the emphasis on fun (not fight.) For all the new members interested in rallying, have no fear. At the last rally we ran, 2 of the first 5 places went to members who had never run a rally before. The Riesentoter Spring Rally will be run on Sunday, May 13th. It has been organized by Lisa, Clare, and Hank Scheuermann, who will host the entrants at their home for an awards celebration following the rally. Pre-registration by May 5th is requested. Contact the Scheuermann's at (215) 525-6359 for details.

The second excuse we can supply you with is our annual wine tasting dinner/meeting on Wednesday, May 30th.

Anyone who has attended any of our four previous dinners can verify that there is definitely good chemistry created when our club members and numerous bottles of wine get together.

cont on pg 2

reported to you on the changes which are being considered by Porsche in the marketing of their automobiles in the US. It now appears that the new regional "outlet" system may not come to pass after all. Although information

See you on April 25.

Bill

LATE BRAKING NEWS

By Bob Russo

This month I would like to devote this space to a view of drivers' schools that is rarely considered, the instructor's position. Much is written about what the student should do, how he should prepare his car, etc., but how does an instructor view his role at one of these events? Although I cannot know why every instructor decides to devote his time to instructing, I think my thoughts are representative of the group as a whole.

I think the primary concern of every instructor is to provide an environment where a person can learn to really enjoy his Porsche in a safe atmosphere. Safety is the prime consideration. I know there has been talk of instructors who do so only to drive other people's cars at speed and to get as much time on the track as they can. If there is any truth to this, I think it represents an extremely small percentage of instructors. In reality, a full day of instructing is more work than fun.

Most PCA instructors have been driving for a number of years, and consistently turn good lap times, but can they teach someone else to be smooth and confident on a race track at high speed? What are the obstacles that an instructor must overcome?

Communication is probably the single most important area in successful instruction, and the most difficult. The biggest problem, of course, is that any one particular thing does not produce the same result in every student. It is difficult to read each student in the time that the instructor spends with him. Therefore, communication should and must be a two way street. If something is not clear to you, tell your instructor right away so that he can try another approach. Remember, the instructor cannot read your mind.

Ego is the instructor's next hurdle to overcome. Not his, but the student's! Remember, a large percentage of the people an instructor comes in contact with at a school think they're Mario Andretti. These are the hardest students to deal with. They're annoyed that they must have an instructor and they do not think they need any help. Now put yourself in an instructor's shoes. He is trying to correct some bad habits this person may have, but

Trivia Question: What do Bob Holland, Don Galbraith and Bob Russo currently have in common (other than then their great looks)?

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the student doesn't want to hear it. Talk about a long session.

Fear is another obstacle the instructor must deal with. For many students, it is their first time on a race track and they are anxious to say the least. First the instructor must put aside this fear before he can even begin to teach driving. Many times the instructor inadvertently intensifies rather than alleviates the fear. The first couple of laps when the instructor drives the student's car can either establish a trust or scare the student. Although the instructor may only be driving at 70% of his and the car's potential, the student might be riveted with fear. Here again, a word from the student and a good instructor should slow down.

At the next drivers' school, get maximum benefit from the opportunities available. Keep an open mind, listen to the instructor's ideas, do not be afraid to ask

questions and communicate. You will enjoy the event more and so will your instructors.

spring rally cont from pg 1

This year's festivities will take place at the Kimberton Inn outside of Phoenixville (minutes from Valley Forge and Malvern.) We will be served a full course dinner (choice of two entrees) and have a chance to sample a number of wines supplied by Eric Miller of the Chadds Ford Winery. Eric, who co-founded the winery with his wife, will describe the wines and give us some guidance in choosing the types of wines we will enjoy. The price for the dinner and wine will be under \$20 per person (less than a tankfull of Premium.)

This should be our most successful dinner meeting to date. It is up to you to mark your calendar for May 30 and to look in May's Der Gasser for more details and for the reservations deadline.

STEP BY STEP CONTINUED

By Al Anderson

Now that you have scuffed in your choice of tires, you should have noticed an improvement in your car's handling. The next step to consider is a ride height adjustment (lowering). The ride height of your car determines how much weight is above or below the center of gravity. For better handling, a low center of gravity is needed.

I have owned a 911SC, 912E, and presently drive a 944. All three cars handled better after lowering, and a little goes a long way. Remember there are potholes and curbs out there. Your Porsche dealer can make this height adjustment for you.

If you are lowering a 911, you might want to confer with Bob Russo at Holbert Racing about cutting your shocks, or replacing them with new cut down KONIS. If you don't cut your shocks, you take the chance of bottoming your shocks and crushing the foot valve, which will result in complete failure.

Lowering 3/4" to 1" is fine for street and track. If you own a 944, just lowering the rear 1" with an alignment of 1 degree negative camber front and rear will make a remarkable change in handling. All cars should be lowered with a full tank of fuel at the time of lowering.

Depending on how serious you are about competition, you may want to update your factory spring rates at the time of lowering. You can also change shocks and sway bars, but for now just try the ride height adjustment, the rest will come later. Remember, "step by step." Get the feel of each change you make in the car.

See you at the track.

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WANTED: light brown or beige leather highback seats for 911, 1975 or newer. Call Jay at 627-6008.

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PORSCHE AND HARVESTER IN U.S. SALES ACCORD

In an unprecedented move, Porsche A.G., having scrapped its plans to disembowel its current dealership network in the U.S., is rumored to have announced that it would instead market Porsches through existing International Harvester franchises throughout the U.S. and Canada. Our questionable sources say that Peter Schutz the President of Porsche, unveiled his extraordinary plan before a group of startled dealers in a men's room of the company's headquarters in Stuttgart, West Germany. He was said to have remarked "I'll teach those uppity twerps to get me in trouble with the boss."

Porsche's owners, the Porsche and Piech families, have had trouble agreeing on much of anything lately but apparently they may have endorsed the new marketing strategy which calls for the marketing of one of Europe's most renowned sports cars by tractor salesman. The factory is rumored to have revealed the details of its revolutionary new marketing strategy in a tersely worded release written in ancient greek and sent to U.S. dealerships. This is a radical departure from Porsche's traditional mode of unveiling new programs which is surprise parties. It was thought that this approach would help ease the dealers into the new marketing format since it will be quite some time before they can attain an accurate translation of the release. Der Gasser was able to attain a preliminary understanding of the release with help from the classics department of the University of Pennsylvania. Apparently, 911's, 944's and 928's will be sold along side of tractors, combines and hay balers. In an effort to placate the existing dealerships, they would be given the opportunity to retain their dealership status by simply augmenting their inventory with a variety of International Harvester farm equipment. A new allotment system would be instituted whereby dealers would be given, for instance, one 911 to sell for every combine (8 rows or more) they had sold or purchased for inventory. When asked whether he thought it was fair to force Porsche salesmen to sell farm implements in order to get new cars to sell a spokesman replied "We're doing them a favor. This is going to put an entirely new source of buyers in contact with Porsches. Everyone is always complaining that too many cars are delivered to California and not enough everywhere else. Well, our new program will get the cars where they are needed, to the heartland of the U.S. We are certain that this will be a big help in getting cars financed as well since we feel that it is likely that this move will make our cars eligible for Federal Farm Credit loans. We'll bring the factory closer to the customer by doing business like no one else."

Whereas the original proposal called for a sharp reduction to an 8% commission on the sale of new cars, as part of the alleged proposal dealers would continue to receive the standard 16 to 18% margins. However, it would be paid 50% in cash and 50% in non-interest bearing, 36 year unsecured, subordinated debentures to be issued by International Harvester. Although Porsche would not guarantee such bonds it is anticipated that the dealers will be satisfied with this new arrangement despite Harvester's recent financial problems. In a unique and creative combination of the two corporate names, Harvester and Porsche have apparently agreed to call their U.S. franchises "Horschest". Watch these pages for additional details and dealer reactions.

FOR SALE: 1970 2.2 liter "S" engine and transmission, in car and running well, best offer. Call Jay at 649-1872.

WANTED: 1972-77 911 in good shape. Still looking - HELP! Call Tony Checkowski at 584-0776.

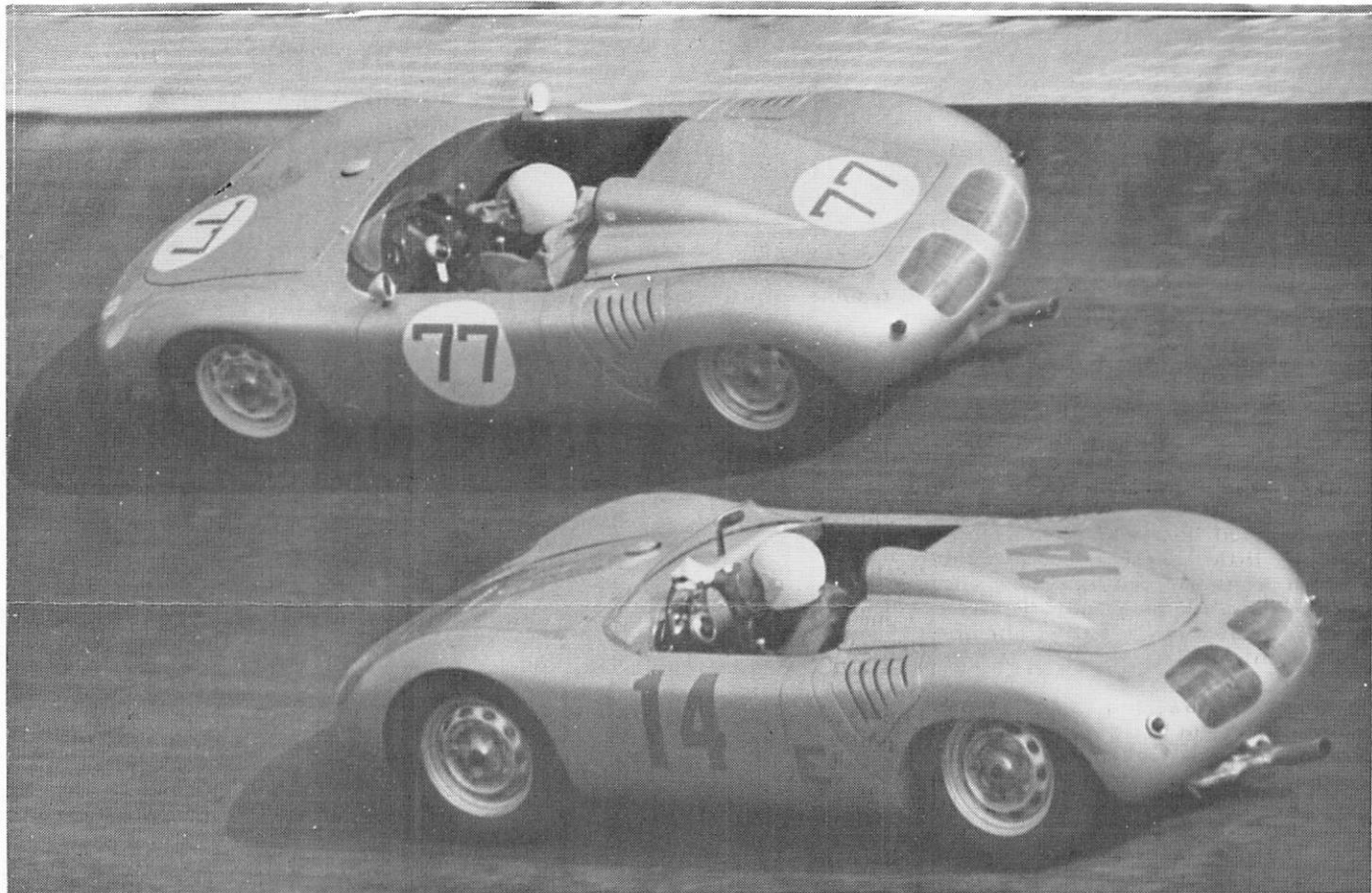
FOR SALE: 1973 914 2.0, red/black, chromed bumpers, Konis, springs in rear, stainless steel heater boxes, aluminum cyclone 6" wheels, Semperits in front, Clebers in rear, 6 steel spares, engine 100K miles, needs clutch, sills, and sail panels, one owner, \$3000. Call Skip for details evenings at 679-6658.

FOR SALE: 1973 914 2.0, #4732910757, black/black, 53000

miles, balanced engine, stainless steel heat exchangers, sport muffler, new front rotors, new brakes all around, stainless steel brake lines, 205/60 15's Stahlflexes on ATS alloys, custom driver's seat, front & rear spoilers, many spare parts, blaupunkt 2001 radio, 2nd owner, very fast & reliable, must sell - car from Europe in, \$5400. Call Mark Miller evenings at 293-9327 or days at 688-1767.

FOR SALE: two leather low back seats with head rests, beautiful, soft, supple (like seller), \$500. Call Don Galbraith evenings at 644-9079.

FOR SALE: 911 windshield, tinted, \$100 and heavy duty Varta battery, \$40. Call Michael evenings at 696-6018.



Bob Holbert (#14) drives his RSK in 1960 at Meadowdale. Mr Holbert will be the guest speaker at our regular monthly meeting on April 25th. See page 1 for details.



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HECKMAN'S MEMBERSHIP MUTTERINGS OR IT'S A NICE PLACE TO VISIT, BUT I WOULDN'T WANT TO LIVE THERE

By John Heckman

There are no Porsches in Ixtapa, Mexico. There are: VW Bugs (still built there today); VW Rabbits (called Caribes); VW Buses (called Buses); Chrysler K cars (called Darts); Ford Fairmonts (called Dismounts.) All cars in Ixtapa, Mexico are painted white, and all are taxi cabs.

About the third day of my honeymoon in Ixtapa I began to show symptoms of "Porsche Withdrawal." The Hotel Doctor was consulted. He prescribed large dosages of any automotive magazine that could be found in the Hotel Store containing any article regarding anything remotely resembling Porsches.

Voracious consumption of same lead only to complications of the disease. Fever and cold chills set in. My lovely bride, by my sickbed bed at all times, gently patted the sweat from my brow with a moistened Riesentoter tee shirt.

I became delirious. It was reported that I began citing horsepower ratings for all air-cooled production Porsche motors from 356 to 911 Carrera...in German. A minister was called in. Things looked bad.

Then, while passing through the lobby of our hotel on a stretcher to the ambulance waiting at the door, what should I see but an American gentleman holding the hands of his two young boys. And what should the boys be wearing on their backs but matching blue tee shirts with "Allen Johnson Racing, San Diego, California" printed across the door of an honest to Montezuma 911! Eureka! Holy Kaopectate! Stop Everything!

"Hey, do you own a Porsche?"
 "Yes, a 911 SC."
 "Put me down, I feel better already."

The next day found me poolside, rum punch in hand, still discussing the glories of my favorite sport, Porsche Ownership, in the Golden State (I've had three glorious years experience in that entity myself) with my fellow PCAer.

It doesn't matter where you live. If you own a Porsche, you are special. If you appreciate your Porsche for its engineering excellence and are able to drive it

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205/60VR13	111.16	225/50VR15	218.37
195/60VR14	121.65	205/55VR16	215.08
215/60VR14	129.02	225/50VR16	232.85
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well (read briskly), you are even more special. The following new members are special. Time will tell if they are even more special. They bring our region total to 389. A healthy "Buenos Sunroofus" to them all!

Fred Brubaker
 Allentown, Pa.
 1976 912E

Thomas Fabian
 Bethlehem, Pa.
 1980 911 SC Targa

Robert R. Field
 Washington Crossing, Pa.
 1984 944

Ted Vetterlein
 Villanova, Pa.
 1984 944

Stuart Cerato
 Philadelphia, Pa.
 1983 911 SC Coupe

Craig E. Ebner
 Spring House, Pa.
 1962 356 B Coupe

Michael Steinberg
 Gulph Mills, Pa.
 1984 944

Stephen Bosacco
 Philadelphia, Pa.
 1965 356 C Cabriolet

Dave Stanton
 Philadelphia, Pa.
 1983 944

Arthur G. Root
 Ambler, Pa.
 1972 911 T Targa

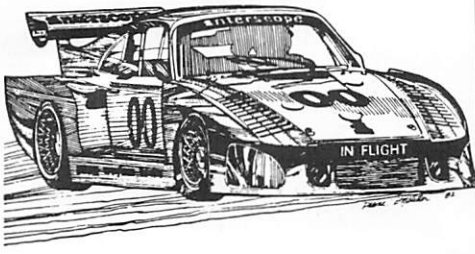
new meeting cont from pg 1

victories in 1964 as he won the GT class at the Twelve Hours of Sebring, finishing 4th overall. In May, however, after a serious crash of his own, his good friend Dave MacDonald perished in a crash at Indy. Bob retired from racing and turned his full efforts to promoting the Porsche marque in America.

Few people can provide us with as much insight into Porsche history as Bob Holbert. Join us on April 25th for this great opportunity to talk to a truly fine gentleman and Porsche pusher.

The meeting will be held at a new location this month. The George Washington Motor Lodge in King of Prussia (don't go to the wrong one) is located at the intersection of Rt 202, Rt 76 and the Pennsylvania Turnpike. From 76 or the Pa. Turnpike use the 202 South exit ramps. There will be a keg of beer on hand for the membership. Join us for cocktails and dinner at 6:30 at Sportsters Restaurant next door.

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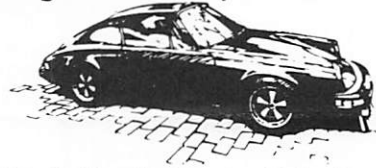
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