

DER GASSER

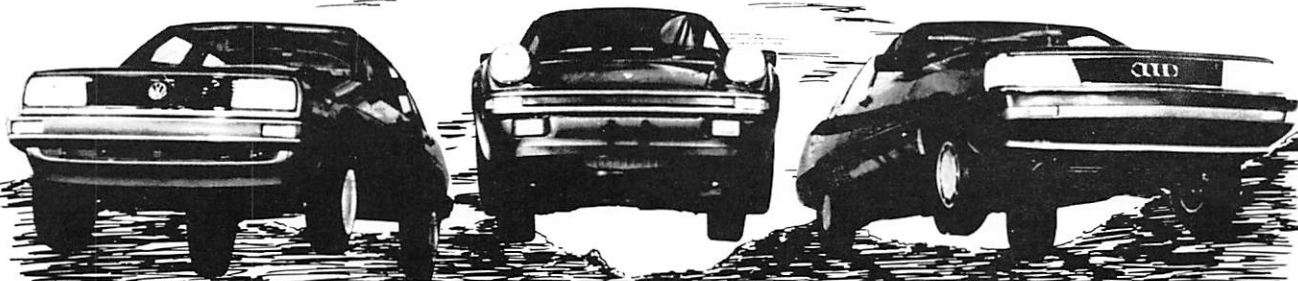


Riesentoter Region PCA

June 89



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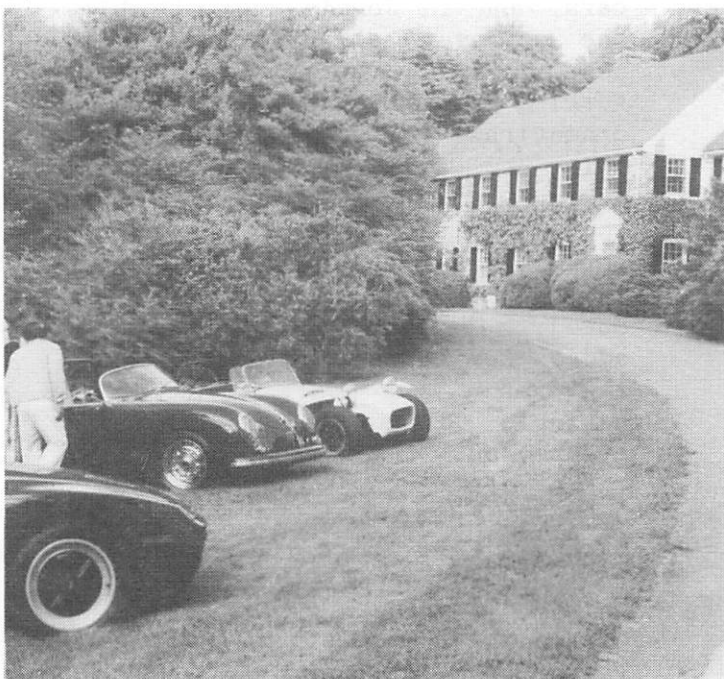
Warrington, PA 18976

President's Message Bob Russo

The title of this Message probably should be Miscellaneous Ramblings, a little discussion about various unrelated topics. (Sort of reminds one of how I conduct the meetings.)

First of all, I have to mention the "people" of the region. It's always a pleasant surprise to realize the class of the region people. Would you believe that two days after the autocross school, I received a letter from Mike Sirak thanking all the instructors for taking the time to put on the school. Although he may not autocross again, because, as he said, "neither he or his car are well suited to this type event", he wanted to let us know that he appreciated the Club's interest in its members.

The two people that have to be given the "Above and Beyond the Call of Duty" Award, are Bruce Ferretti and Catherine Caldwell. These members of only a couple of months opened up their home to us for our Spring Social. To say that a good time was had by all would be a gross understatement! The weather changed from grim in the morning to absolutely perfect by party time. The wine, the people, the ambiance, the view and the cars were enjoyed by all. And what an assemblage of cars - a 59 4-cam Carrera Speedster, a beautiful 356 A coupe, a Morgan (yes, an English car), a Lotus Super Seven (Brittania rules again), a wide variety of 911s, 944s and more turbos than you've ever seen in one place! Wow!! Truly, an outstandingly successful event. Too bad if you had to miss it.



On Memorial Day I went to Lime Rock (courtesy of the Nissan team) to watch the battle of the GTP cars. I had picked the Nissan to win based on past results, but needless to say, my prediction didn't look too good as the Toyota ran away from everyone! By lap 50, Drake Olsen had a 26-second lead. He appeared to be impossible to catch, except that he developed engine problems. This car could be the latest threat on the GTP circuit. Porsche really has its work cut out to try and catch the leaders!

Those of you who follow GTP cars know that last year John Morton had a horrendous crash at the top of the hill at Lime Rock. The GTP cars crest the hill so fast that the front can rise nearly 3 feet!

(continued next page)

COVER: Melody Lyle in the blue CRRRRA at the SCCA Nationals. This is not an ad; the car now lives in Indiana, and is known as the "giantkiller".

Message (continued)

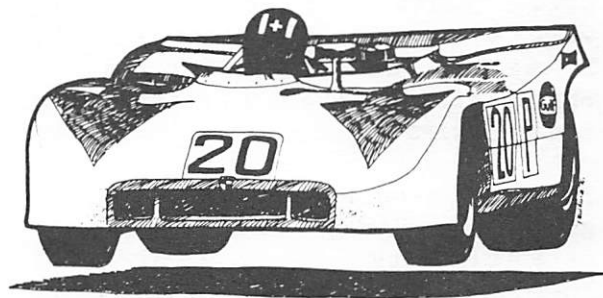
Huge amounts of air get under the cars, and in John's case it blew the car over backward! The track has put a chicane at the crest, forcing the cars to slow dramatically. When I looked at this new addition from up-track during practice, I thought it looked quite awkward, but after spending some time at the corner during the race and checking it out from below, I decided that it added an interesting dimension to the course. I don't think we'll be able to use it during track events, but it would be fun to try.

On a more Club-related note, Rick Marshall, our Social Chairman, has resigned his position. However, we are fortunate that Bill and Debbie Cooper have volunteered to fill the office for the rest of the year. If anyone would like to assist the Cooper's, I'm sure they would welcome your help.

Although it is only June, (by the time you read this it will almost be July), it is not too early to start thinking about Club officers for next year! If you, or someone

you know, is interested in helping out the Club as an officer, just tell anyone on the current Exec Committee, and they will pass the information on to the right people. The exciting thing about the 1990 officers is that we are doubling their salaries! Combining that with a policy of unrestricted use of your own vehicle at any time you want, makes any Club office an enviable position. Come on and join the fun!

Maybe I've rambled enough about miscellanea, so that's it for now.



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 Jim Hartman, the Membership Chairman.

CLASSIFIED ADS are free to Porsche Club members, \$10 per insertion to others. Limited to Porsche cars, their parts, and Porsche-related items only, please.

For Commercial Advertising Rates, please contact the Editor.

A publication of Riesentoter Region, Porsche Club of America, DER GASSER may contain author's opinions which are not necessarily those of RTR or PCA.

NEXT MEETING, JUNE 28

8 PM at PAUL JOHNSTON'S SHOP

*325 Westtown Road, West Chester
(202 South out of King of Prussia to Westtown Rd exit,
right at end of off ramp, about 1/2 mile on right)*

GUEST SPEAKER: CHET VINCENTZ

Chet joined PCA in 1968, started autocrossing in a 912, ran his region's Goodie Store, and was president of Electrodyne, all at the same time. In the early 70's, he started a used automotive parts business and converted his electronics firm to include imports and automotive accessories.

In the late 70's he started racing a 934 and won seven races in the IMSA GTO category. Currently, Chet is running a 944 Turbo, one of the last ones built by Holbert Racing.

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Up-Comin

JUNE

- 24-25 - Pro Solo AX, Harrisburg
- 25 - RTR Car Wash Rain Date
- 25 - BMC AX, Gloucester County
- 28 - RTR General Meeting at Paul Johnston's: Chet Vincentz, guest speaker, see page 5

JULY

- 8 - RTR Tech Session, YBH Porsche
- 8 - RTR Spirit of Phila Cruise, see page 10
- 9 - Riesentoter Autocross, see map, page 13
- 9 - SCCA AX, Harrisburg
- 9 - Lehigh Valley AX, Trexlertown
- 15 - SCCA Test/Tune Day, Harrisburg
- 16 - SCCA AX, Nazareth
- 16 - BMC AX, Gloucester County
- 16 - SCCA AX, Harrisburg
- 22-23 - RTR at Watkins Glen*
- 26 - RTR General Meeting
- 29 - RTR at Atco, see page 10
- 29-30 - Pro Solo AX, Cincinnati
- 30 - Riesentoter Autocross

AUGUST

- 5-6 - RTR Drivers School, Summit Point- see page 15
- 6 - SCCA Div Champ, Harrisburg
- 20 - RTR Picnic, Camp Hideaway
- 20 - SCCA AX, Ply Mtg
- 26-27 - Duryea Hillclimb
- 27 - SCCA AX, Harrisburg
- 27 - BMC AX, Gloucester County
- 27 - Lehigh Valley AX, Trexlertown
- 30 - RTR General meeting

SEPTEMBER

- 9-10 - RTR at Pocono
- 12-17 - SCCA AX Nationals, Kansas
- 17 - Riesentoter Autocross
- 15-17 - Chesapeake Challenge
- 17 - Pro Solo Finals, Kansas
- 17 - BMC AX, Gloucester County
- 17 - Lehigh Valley AX, Trexlertown
- 23-24 - Giant's Despair Hillclimb
- 27 - RTR General Meeting

* Complete Driver's Education event schedule on page 14

Club Contacts

AUTOCROSS EVENTS

Local SCCA, eight of ten events at Plymouth Meeting Mall (behind Ikea) and two at Pennsylvania Int'l Raceway - Kim Fleischer, 935-1993

SCCA Harrisburg, Farm Show Complex, Lynn DeHart, 717-859-2957

SCCA Hershey Park, at the Visitor's Center of the Chocolate Factory, Dave Walter, 717-432-4018

Brandywine Motor Club, Gloucester Co. Comm. College, South Jersey, Harry Smith, 302-836-3304

Pro Solo, a very special game, call Vern Lyle, 368-1062

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Welcome New Members

By Jim Hartman

Raffi Amirian Springfield	87 911 Turbo
Alan Blender Wynnewood	85 911 Carrera
George Busch Allentown	87 928S4
Michael Cohen Penn Valley	87 944 Turbo
John Conley Downingtown	81 911 Targa
Richard Scott Dentel Yardley	70 914-6
David Ibach Reading	53 356 V-roof
Robert McCloud West Chester	83 944
G.R. Rothenberger Mohrsville	57 356 Speedster
Marino Ruggeri Shillington	69 912
David Rybas Andalusia	86 911 Turbo
Stefan Siegel Fogelsville	86 944
Lawrence Stackhouse Rosemont	83 911 Cab
Michael Sweeney West Chester	86 911 Turbo Look
David Weld Media	72 911, 64 356C
John Bache Strafford (Transfer from Metro NY)	68 912

Member Revs

By Jim Hartman

Don Watson answered the Club's call for help with new stationery. Don has offered to have his envelope company, Whiting-Patterson Co., Inc., prepare letterheads and envelopes, and he will donate the production to the Club. Now there is a generous member - Don, thank you very much!

Elsewhere you will read that the Autocross School attendance was very successful. Noteworthy is that one out of 7 cars participating was driven by a new member. New faces included Darwin Ottolini and his affiliate member, Marlene Koehler (who discovered that when her fuel gauge read "Empty", her 928 needed gas). Also present were Mike Sirak, Bob McCloud, Bob Toff, and Denny Waldman. Entering the exclusive Honda station wagon class (owing to his 356 being in the shop) was Bob Belasco.

KIDS SAY THE DARNEDEST THINGS

After having driven in her dad's Porsche for two years, a bright 9-year old was profoundly heard to ask, "Dad, why do you keep moving that ball on a stick all the time?"

A wily 6-year old always sought opportunities for his mom or dad to drive the Porsche fast. Once he learned that a turbocharged motor got up to snuff when the boost came on, he delighted in calling out, "Let's get on the boost!" He found it irrelevant whether the car was doing highway passes or whether it was being started in a parking lot, to make his cry.

Exec Committee Minutes

By Vicki O'Connell

Exec members present at the May meeting held at the Margaritis house: Al Anderson, Rex Carle, Deb Cooper, Jim Hartman, Betsi Leidy, Vern Lyle, Lisa Lutz, Paul Margaritis, Sybil Margaritis, Bill O'Connell, Vicki O'Connell, Bob Patton, Art Rothe and Bob Russo. Guests were Sonny Anderson, Bill Cooper, Janet and Jerry Weger.

- The head table will not be used at meetings anymore.

- Meetings: June 28 at Johnston's with Chet Vincentz; August Tech Quiz (?), open bar and munchies before; Sept, John Paterek (?)

- Treasury balance of \$4,040.74 plus a check for +/- \$1,900 from National not yet delivered to Treasurer; Mid-Ohio event lost almost \$2,000.

- Track events: better marketing, send info to local regions, keep better track of sign-ups so we can cancel if things look bad again, look for assistant/registration person to help out.

- Autocross: last event had 38 drivers, next one on 5/19; look into enclosed trailer to store pylons and timer.

- DER GASSER: 10% discount on last issue for poorly printed cover.

- Membership: found person to donate stationery and envelopes.

- Tech session on July 8 at YBH, tech inspections and demo.

- Social: Malibu, need \$165 to cover expenses; Cruise, people can just show up and pay \$33.95 each; Atco on July 29, possibly invite Vette club to join us; members can bring any car; safety equipment required; cost is \$15 per driver, we can stay later for drags at no extra cost; Annapolis, reviewing good dates.

- Goodie Store: will carry some hard parts.

- Ralley: Start at hotel in Fort Washington, party at end.

- By-Laws: much discussion, still not completed, will continue at next meeting.

- Mailing list: discussion put off til next meeting.

- Next meeting on June 9 at Bob Russo's.



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Rap at Idle

The Editor

Congratulations to everyone at Holbert's for being recognized by PCNA as a Premier Porsche Dealer, performing "exemplary service".

Take note that the dates of the Chesapeake Challenge have been changed. Originally scheduled for the end of September, the new dates are the 15th through the 17th. This is a great event that you really should not miss.

I always resisted spelling Rally with an "e" on the end, something about recognizing a fancy name for an event that can make you feel so dumb (personally speaking). Now I see that Paul Margaritis spells his event "Ralley". Some measure of satisfaction there when even the Ralle(?)ye(?)master contingent does not agree. I'll spell it however Paul wants, but to me, a rallye or a ralley is a rally. Yeah, really.

You know those plastic-lined and aluminum soft sockets that people sell so you don't damage your alloy lugnuts? They do work, but I have yet to see one that doesn't damage your wheels. Seems that the sockets are just a bit too deep and the end will grind away on your \$500 wheel while saving your \$5 lug nut. Go to the hardware store and find a rubber washer of the right diameter to fit inside the recess in the rear of the socket, and about 10 mm thick. Epoxy this inside the socket, and now the rubber washer should bottom out on the lug nut before the socket hits the wheel. Don't go too thick on the washer or you won't get full contact between the socket and the nut, defeating the original purpose.

Another product that is a good idea but doesn't quite work are the brake pad liners that limit pad vibration and thus prevent that awful squeak. Well, the brakes don't squeak, but the pads don't retract all the way, either. I found that the thin, stick-on liner was torn where it contacts the caliper piston, and the bunched-up material prevented full movement of the pad away from the disc. I wondered why the car was so hard to push out of the garage, til I realized that the brakes were dragging all the time. Quiet, though.

The recent SCCA Al Holbert Memorial Autocross raised over \$3,000 for Motorsports Ministries. It was a well done event, with 119 entries from all over. Porsche was well represented with 28 drivers, five of whom finished in the top 14 in the index system. The overall award from BBS (a beautifully executed trophy consisting of a 962 wheel from Al's car, his signature and a sketch, all put together by Bob Russo) was won by Ken Frey from New York. Driving a Toyota Celica to the top index time was no easy feat, as the competition was tough and everyone wanted a shot at that trophy. It was a good day overall and everyone involved had to feel good about participating in this event and paying tribute to Al's memory for a charitable cause.

ERRATA: Melody was right. She insisted that the driver of the cover car last month was Connie, and not Dick Sweigart as I had thought. Well, it was an old photo, guess my memory faded, too.

I'm surprised nobody caught the other error, it was only math. The score in the P/C Challenge was, in fact, 41-40, but in OUR favor!

Joe Social

By Rick Marshall

Two events round out the social calendar for the month of July. Saturday, July 15 is the date for the Spirit of Philadelphia Cruise down the Delaware River. Boarding time is 6:30 pm with the ship departing at 7:00 SHARP. Included in the package is a generous, well-rounded buffet dinner, live entertainment, and a scenic trip that starts at Penn's Landing, continues around the Naval Yard and returns.

Interested parties should contact the Spirit of Philadelphia directly at 923-1419 for reservations. Cost is \$33.95 per person and can be charged to Visa or MasterCard.

Saturday, July 29 will be our first-ever Day at Atco Raceway. The dragstrip is our's exclusively from 8 am til 2 pm with unlimited runs. The Corvette Club has been invited as our guests, but this should not be interpreted as a challenge. They couldn't secure a date at the track, and asked if we could help them out. Anyway, here's a great opportunity to do some acceleration testing and/or settle an ongoing claim as to just how fast you can get from Point A to Point B.

Atco Raceway is located on Jackson Rd in Atco, NJ. Travelling south on Rt 73, go past the NJ Turnpike til you come to an intersection with an 84 Lumber outlet and an Exxon gas station. Make a left and the track will be on your left about 5 miles away. Price for this event is \$15 per driver. Helmets and seatbelts are required, and if you want to run your cabriolet it must have a rollbar. See you there!

Atco Dragstrip, July 29

By Vern Lyle

Some say that a drag race is the ultimate car race, just raw power to see who gets to the other end first. There may be something to that, but the driver is more important than you might think. Once you get rolling, it's torque and horsepower and gears that matter, but don't forget that you first have to get rolling. Many faster cars get beaten by faster drivers in slower cars, and in a drag race particularly, it is done at the start line - in the first ten feet. That powerful car is just sitting still waiting for the lights to turn green, and when they do, it's your job to get the car moving as efficiently as possible. Usually that doesn't mean sidestep the clutch at 5,000 rpm. It means a quick reaction to the lights, a smooth sequence of releasing the clutch just enough to let the tires bite, mashing the gas just enough so the engine doesn't bog, sensing when it's all hooked up, then you immediately think about shifting!

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For More Information, Contact Vicki O'Connell at 640-1675.

944 Charity Raffle

Summer is here and a fair number of you have yet to buy your raffle tickets for the 944. I know we started a bit early this year but that was to insure they all got sold in a timely fashion. For those of you new to the region, we are selling 944 chances on an 89 944 at \$50 each. The car is being sold to us at cost by YBH Porsche in Edgemont, and the profit goes to St. Christopher's Hospital for Children. They specialize in the care of little kids and often give them a chance at a normal life which they might not otherwise have. This is to spur on the people that intend to buy, but have yet to get around to it, and to convince the others to buy one.

We intended to have the car at the major golf outing just held, but the other (car type) sponsors didn't like the idea. Bob Patton has sent a poster to each PCA region, and we have responses from Alaska to Florida so far, so I am sure we will sell out in the near future. If not, you will hear from me again! If anyone has any low cost marketing ideas for tickets, let me know.

As we did last year, the person who sells the most tickets, and the person selling the winning ticket, will get nifty prizes. And again, no one can win more than one prize. We are working on something pretty neat, but some lawyers are getting in the way. If anyone has ideas on how to get more interesting prizes, I would be glad to hear from you. Give Vicki or me a call with any questions, or better yet, send your check made out to RTR to: Bill O'Connell, 2801 Stoneham Dr, West Chester, PA 19382 and we will send you a ticket in the mail.

Porsche/Corvette Challenge

The 12 Hours (and 2 minutes) of Pocono

By Vern Lyle

We had 25 or so Porsches at Pocono to do battle with the Corvettes - and we don't really know how we did! To say that they were very disorganized is being too kind. When we left there, we had not seen any times from the morning session, and since our times were posted by car number only, we don't even know who we were running against.

Leaving home at 7:30 to get there for tech, we made our first run at 3:00. By the time we packed up and got home, it had indeed, been a 12 hour endurance day. Anyone who was there should have a much greater appreciation for the efficiency that Riesentoter events offer.

You can understand broken timers, and you can overlook the physical layout that required pit, tech and staging to be half a mile from each other, but at the afternoon drivers meeting they were still deciding whether they wanted to run the cars by class or in numerical order.

Consequently, there was no time available for a walk-through. An autocrosser walks to find out where the course goes, decides exactly where the car must be, then has only three runs to prove the theory was correct. Since this was essentially a road course that we had never seen before, and we got only two runs, well, it just wasn't like an autocross. It was, indeed, a challenge, but....



Autocross 89

By Lisa Carle

Well, the first competition of the 1989 Riesentoter Autocross Series is history. We had hoped for a better turnout to mark our first event, but Mother's Day and the gloomy weather were too much competition for us. However, the die-hard bunch was well-rewarded with a practice run, plus all the fun runs one could drive.

The course was the same as our autocross school setup; a tight, challenging course with lots of interesting turns and a few fast straights. Most competitors were glad to get another chance at this twisty design. Some of us even improved our times!

Class A was won by John Williamson in his bright red 930. FTD went to Rex Carle in Class B, who barely slipped past Vern Lyle's time. Don Paterson topped C Class driving the 79 SC. Vern Lyle continued his winning ways, driving a 71 911T to a Class E victory. Larry Lewis took the first place trophy in Class F with his 73 914.

Ladies and Novice classes are indexed against the two fastest times in the corresponding Open class. In Ladies, I took first place, followed closely by Betsi Leidy in her 911 Targa. It should be noted at this point that Janet Weger's time was significantly faster than Jerry's. This sets up some interesting spousal rivalry for the events ahead.

The Men's Novice class was well-represented and was won by Ernie Fink in his 944 Turbo S, followed by Denny Waldman in his 87 944. The competition in this class could be tough!

Attention Ladies Novices: Where are you? No one was there to represent this class! I hope you can come out at the next event and show us your stuff!

Speaking of the next event, it is set for July 9 at Penn State's Delaware County Campus in Lima, PA. We're working on an equally fun and challenging course for this event, also. Please come out and join us, the more the merrier as the saying goes. See you there!

Event #1 Results - May 14

A - John Williamson, 930	47.104
B - Rex Carle, 911	45.986
B - Bill Miller, 911	48.727
B - Paul Margaritis, 911	50.301
B - Ron Lego, 911	50.464
C - Don Paterson, 911	50.386
C - Robert Patton, 911	51.049
E - Vern Lyle, 911	46.316
E - John Crowley, 911	50.639
E - Scott Sylvainus, 944	51.555
E - Jeff Brok, 944	52.399
E - Art Rothe, 911	52.704
E - Gerald Weger, 944	53.996
F - Larry Lewis, 914	54.577

Ladies (Indexed):

Lisa Carle, 911(B)	49.187	1.039
Betsi Leidy, 911(E)	51.581	1.042
Janet Weger, 944(E)	52.533	1.084

Men's Novice (Indexed):

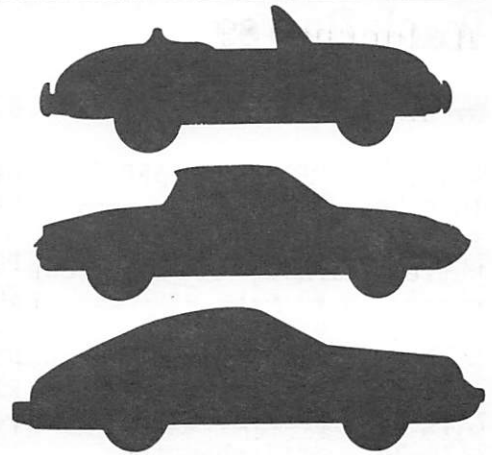
Ernie Fink, 944(C)	52.220	1.030
Denny Waldman, 944(E)	50.777	1.047
Fred Matolicz, 944(E)	52.836	1.090
John Hlywak, 911(B)	51.787	1.094

Series points are awarded on a 9, 6, 4, 3, 2 and 1 basis.

Coming next month - results of the Porsche/Corvette Challenge!



At our first event on the Penn State campus, a lot of people asked why we "subtitled" the autocross. Believe it or not, the signs and the activities were merely a juxtaposition of circumstance.



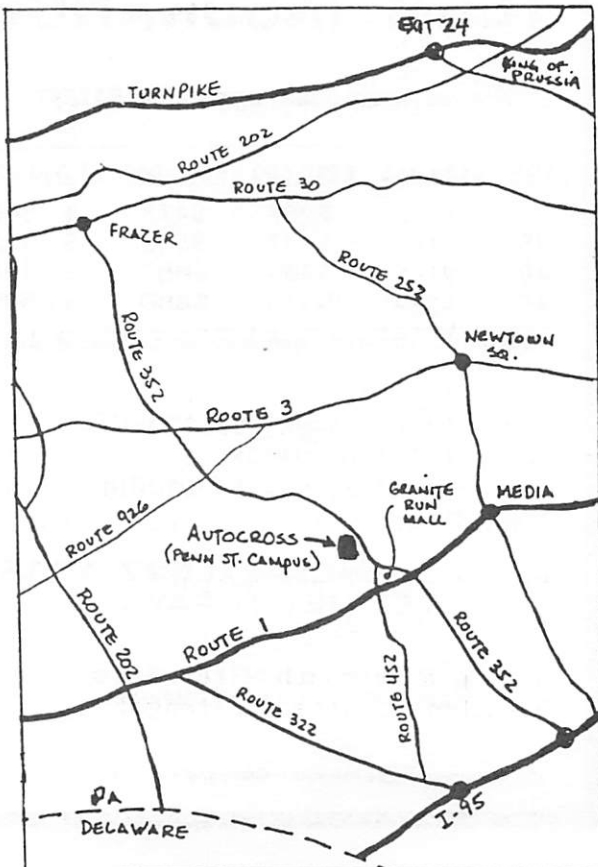
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Track Dates

<u>DATES</u>	<u>TRACK</u>	<u>REGION</u>
6/23-25	Bridgehampton *	METRO
6/24-25	Mosport	NNJR
7/1-2	Summit Point	POT
7/7-9	Watkins Glen	ZONE 1
7/14	Bryar	CVR
7/17	Lime Rock	NNJR
7/22-23	Watkins Glen *	RTR
7/24-25	Watkins Glen	POT
7/28-30	Bridgehampton	FOX
8/5-6	Summit Point	RTR
8/5-6	Nazareth	NNJR
8/18-20	Watkins Glen	NNJR
8/26-27	Summit Point	POT
8/28-29	Watkins Glen	CVR
8/30-31	Lime Rock	SCHATT
9/1-3	Bridgehampton	FOX
9/7	Lime Rock	METRO
9/8-10	Porscherama	CVR
9/9-10	Pocono	RTR
9/11-12	Watkins Glen	NNJR
9/18-19	Watkins Glen	NNJR
9/23-24	Summit Point	POT
9/23-24	Rockingham	BLUE RIDGE
9/29-30	Bridgehampton *	METRO
9/30	Pocono	NNJR
9/30	Mosport	Rennsport
10/1	Mosport	Rennsport
10/1	Pocono	NNJR
10/1	Bridgehampton	METRO
10/19-20	Lime Rock	CVR
10/20-22	Bridgehampton	NNJR
10/26	Lime Rock	CVR
10/27	Lime Rock	H-C
10/28	Lime Rock	SCHATT
10/28-29	Mid-Ohio	POT
11/2-4	Lime Rock	CVR
11/3-5	Bridgehampton	FOX
11/10-11	Bridgehampton	METRO
11/18-19	Summit Point	POT

* - Professional Flagging



Club Contacts

Connecticut Valley, Jim Russel,
203-456-7316 (8 to 10 pm)

Ron Fox Enterprises, 201-736-9592
(evenings 8 -11, and weekends)

Metro New York, Len Deutsch,
212-628-1704

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

Potomac, T.R. Pierce
703-370-1994 (evenings)

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

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

Rennsport, Michael Moss,
613-726-0999

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August 5 & 6, 1989

SATURDAY AND SUNDAY

COST: \$75 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

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* **NOTE:** If you attend RTR's Mid-Ohio event or are attending RTR's 1989 Glen event, you may send your application June 12.

SEND TO: Jim Confer, P.O. Box 1631, Southeastern, PA 19399

REFUNDS: Refundable if notification received prior to July 29. Call 215-962-2264 (days) or 215-687-1339 (evenings)

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

First Driver

Second Driver

Last Name _____
 First Name, Initial _____
 Street _____
 City _____
 State, zip _____
 Home # (____) _____
 Work # (____) _____
 PCA Region _____
 Porsche model _____ Year _____
 Preferred car number 1st _____ 2nd _____

Last Name _____
 First Name, Initial _____
 Street _____
 City _____
 State, zip _____
 Home # (____) _____
 Work # (____) _____
 PCA Region _____
 Modifications _____
 _____ 3rd _____

FIRST DRIVER EXPERIENCE

SECOND DRIVER EXPERIENCE

Years this car _____ Other Porsches _____
 Last school: When? _____ Where _____
 What run group? Beg-Inter-Adv-Instr _____
 # Mid-Ohio events? _____ All tracks _____
 Other High Speed Experience _____

Years this car _____ Other Porsches _____
 Last school: When? _____ Where _____
 What run group? Beg-Inter-Adv-Instr _____
 # Mid-Ohio events? _____ All tracks _____
 Other High Speed Experience _____

COMPLETE ONLY IF AN INSTRUCTOR

COMPLETE ONLY IF AN INSTRUCTOR

Regions for which you instruct:

 Tracks where you have instructed:

 Instructors' schools attended:

Regions for which you instruct:

 Tracks where you have instructed:

 Instructors' schools attended:

RIESENTOTER REGION reserves the right to decline any application.

I PLAN TO ATTEND SAT _____ SUN _____

Safety at Track Events

By Bob Lamb

We have a large club with diverse interests. My own interest is primarily in Driver's Education events. As Safety Chairman, I would like to encourage any member to attend one of these events.

One of the first questions people have is: how safe are these track events? After all, they are conducted on race tracks. What do people do on race tracks? Well, race tracks have relatively few race dates. The rest of the time, the tracks are leased for testing and various kinds of schools, by our club and others. Why do we do this? Attempting to drive a Porsche as they can be driven is illegal, immoral and dangerous on the public highways. You are welcome to philosophize about our country's speed limits, but it is the law and the police are not into philosophy. Thus, what could be more legal or more safe than learning and playing on race tracks? In spite of popular misconceptions, race tracks are relatively safe places. Traffic only goes one way, there are no speed limits and most corners have run off areas.

If you have ever attended races live or watched them on TV, you have probably observed that most accidents happen in corners when too many cars attempt to go through all together. The secret of our track events is that you can only go through the corners single file. Thus, cars hitting each other is very rare.

Now you might say, OK, but what if I screw up in a corner and go off the track and hit something, would that not be at least expensive if not dangerous? Yes, of course,

but do not forget the positive attributes of simple fear. I really am not personally acquainted with any masochists. Most people who own Porsches are relatively sane and somewhat accomplished in the world of practical affairs. Do you like fear, danger and the possibility of imminent injury and/or heavy expense? I suspect not. You are not alone.

You really are not alone. If you attend a track event, you will find an instructor sitting next to you. A few years ago, he or she had all the same questions in his/her mind that you now have in yours. Even if you are fearless and/or crazy, the possibility that your instructor is similarly afflicted is remote. They actually know from experience what can happen if you do something dumb. Therefore, he or she tends to quiet your anxiety with words of caution and very practical advice.

Real world, your instructors are not interested in dangerous situations any more than you are.

You are not authorized to drive by yourself until you demonstrate to your instructor and the Chief Instructor that you possess the skills and judgement to not only be safe to yourself, but to others as well. This usually takes some time, i.e., several events.

At all events, you are on the track with people of similar skill and experience, since our events have four or five skill classifications.

What I am trying to suggest is that our Driver's Education events are pretty well organized, practical and safe. We teach car control, smoothness and consistency. I think it is done very well and

safely. Is it dangerous? We do go much faster than legal highway speeds and we do it on race tracks. However, there are very few incidents and most are of a driver error nature. The secret is to learn your limits and the limits of your car, then stay within those limits. Under those circumstances, it is very safe.

Now the good news. If you think you like high performance cars and high performance driving, nothing is more fun than PCA Driver's Education events. Come try one.

View from the Pumps

By Sybil Margaritis

It was the best of times, it was the worst of times...snow, sub-zero winds, insufficient sleep. It was Riesentoter at Mid-Ohio. The usual cadre of characters gathered around to hear the invocation of Father Don and Brother Jim. The solemnity of the moment broken only by the now familiar caustic rejoinders of the assembled. Then it was time. The Porsches queued to enter the track; with the unmistakable sound of the 911s, and the singularly unremarkable puffing of the 944s.

Trackies reveal well concealed aspects of their persons at the track. Those who may never drive in the fast lane are missing all the fun of sleep-away-camp for adults. The following observations only hint at what happened in the middle of Ohio. Smokin' Joe was passed by his student, Kid Donohue, and a new generation dawns in the Red Group. Slick Ed, not quite used to his treadless tires, trod tenderly through the track, and speculates that the tires will tire before he has them sorted out. The Boys from Chicago had some really fast lap times

(hint: they were seen washing the cars between laps; less wind resistance). Father Don and Brother Jim were seen spinning merrily around the track. BBS Williamson brakes early, but Silver Streak brakes TOO late. Lawnboy Margaritis is having his 73 911S retrofitted with the optional cutter/mulching blades and bag, and is considering an offer tendered by the racetrack's groundskeeper. What was born in 1957, weighs 26,000 lbs and generates 12kw? The Blue Max. Feel like Chinese for dinner? Call the Boreens, since they are Riesentoter's answer to Zagat.

Well, there is more to tell, but perhaps you would rather see for yourself. Watkins Glen is a gorgeous track, and certainly much more accessible. The Boys from Chicago have put our event on their calendars, maybe you should, too.

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YBH Tech Session, July 8

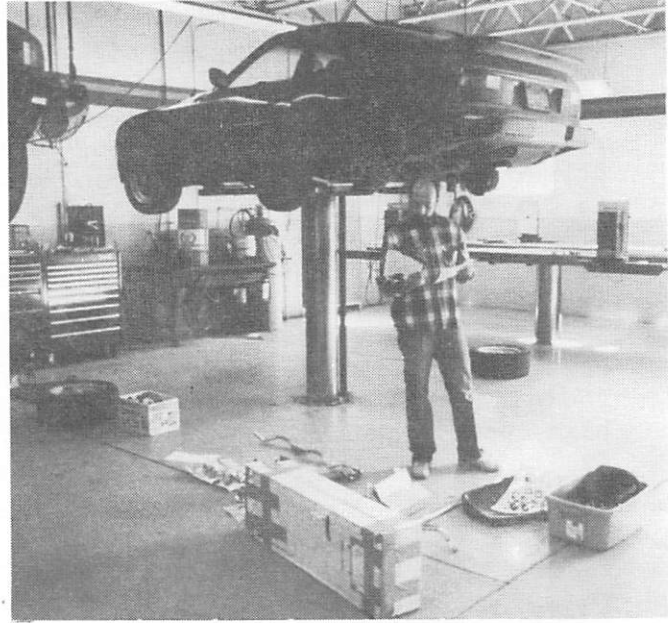
By Bob Patton

At the Tech Session on Saturday, July 8, tech inspection will be done for the Glen Drivers School.

Lifts will also be available for changing oil, bleeding brakes, etc. The parts department will be open and a Porsche mechanic will be on duty. We run from 9 to 3 pm; cost for the day is \$3. Seminar on clutch adjustment in the afternoon.

Rosemont Tech, July 29

A second Tech Session in July has been scheduled on the 29th, at Rosemont Porsche, specifically for tech inspection for the Summit Point event. But as usual, lifts will be available for general use, the parts department will be open and a mechanic will be available.



Jeff Brok pondering his anti-sway bar installation instruction sheet; "so easy, even a child could do it".

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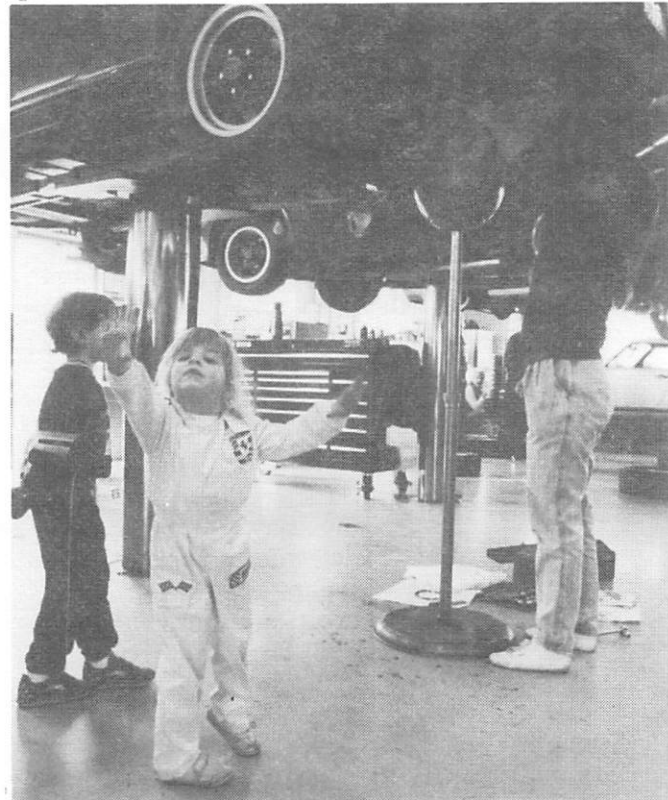
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"Oh, Jeff, do you need a hand?"

(Photos by Don Applestein)

Thru the Rear View Mirror

Lee Raskin in PORSCHE PATTERN

Some things do change.

I used to "blink" my lights at Porsches during the 60's and 70's. Today, I don't bother because it just depresses me.

Porsche has had the "blinker" wired into the steering column ever since the 356 was introduced three and a half decades ago. Although no printed instructions were ever set out in the owner's manual, you just knew that those lights were there to say "hello" whenever an oncoming Porsche came into view.

The wave of the hand was always optional. After all, it was the special greeting between the two Porsches that was important, not necessarily between the drivers.

When I first started using the lights, it gave me goose bumps. And why not, it was a rare occurrence to see another Porsche on the streets - and when you did, it was an exciting event.

Some things do change.

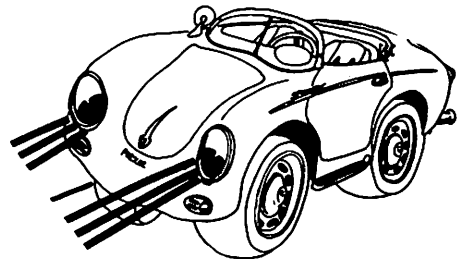
I suspect that new Porsche owners have missed something. Perhaps the dealer never told them about the old Porsche tradition of blinking the lights, or if they did, maybe nobody even cares.

I have disciplined myself only to blink in response. It's not that my 356 is any better than a 911 or 944, but quite honestly, most new owners don't even recognize my Speedster as a real, honest to goodness Porsche. To many, it is a car from an ancient time.

While tradition is nice, I do recognize that it has its place and isn't necessarily important. Of course, the Porsche factory continues to feature the blinker on the turn signal stalk and all you have to do is pull it toward you to activate the lights.

If you have never tried it - go ahead, it's kinda neat to let your Porsche say hello to another!

Some things do change.



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Technical Tidbits

UPDATE KIT FOR OIL-FED TENSIONERS

(Bruce Russell in HORIZONTALLY OPPOSED) A \$20 modification kit is available from Porsche for the oil-fed chain tensioners that will eliminate the possibility of leaks due to vibration of the oil lines.

Installation takes an hour or so and is easily accomplished. It is advisable to replace the oil line to the right-hand tensioner since the new line has an extended bend which allows the clamp and bracket to attach with ease. The two brackets attach to existing studs on the timing chain covers, the long one on the left, the shorter one on the right. You may have to loosen the air shield valance which is between the engine and the inside body panel, and slide it toward the rear of the car.

(Ed. Note: So the absolute solution to the chain tensioner problem now needs updating. Well, I guess that's progress. From my standpoint, the old 053 tensioner with a failure rate of less than 1% was a real good bet. Add some \$10 "tensioner guards" and how wrong can you go? But who am I to question the factory? I have just run this setup in 30 autocrosses a year for 4 years, and I redline every gear every time. Yeah, I know that's tempting fate, but that's another story.)

911 DRAIN PLUG UPDATE (Wade Miller in Rundschau). I have suggested that you orient the drain plug toward the rear of the engine, but have since found a factory photo showing the plug 180 degrees away from the oil pickup tube. If you moved yours, you can now move the hole to the left of the centerline at your next oil change.

INOPERATIVE STARTER during hot restart (Joe Reid in PORSCHEFORUS). There are a number of possible causes, but zeroing in on the actual malady is relatively easy with an accurate voltmeter. The problem can only be diagnosed when the symptom is occurring.

With the key in the cranking position, the battery voltage on the terminals (not the connectors) should be at least 10 volts. If not, the starter is shorted, or the battery needs replacement or charging. Have it load-tested if there is any doubt. These are not usually the problems though, if the engine starts normally when cold.

Check the voltage from the starter terminal to ground under cranking conditions. If there is more than .5 volts difference, you have the typical Porsche hot-start problem. The short-term fix is to crawl under and smack the starter with the tire wrench, and in at least 85% of the cases, it will start. But, it is going to happen again, so let's correct the cause instead of the symptom.

Corrosion or a loose mechanical connection can cause a resistance to current flow at any place where wires or components come together. Since current is the same anywhere in a series circuit, a resistance will not only prevent the starter from cranking, but can easily (and this sometimes depends on whether you have an extra joint between your wrist and elbow) be detected by reading the voltage drop across the parts being joined by the electrical connection. And don't forget, you must check while trying to crank, but it's not cranking. If you wait until it cools off and will, you have lost the opportunity to find the cause.

Garage Sales

When you find the joint with the excessive voltage drop, take it apart and clean the connecting surfaces with sandpaper or a file, reconnect them and coat with silicone grease. Some of the most likely places to check are battery cables at the battery and the other end (don't forget the starter end and also the chassis end of the ground strap). There is another ground strap between the transmission and the body which is often a problem.

Another often overlooked trouble spot is the joint between the starter and transmission case. Because of the contact between dissimilar metals, electrolytic action causes non-conducting oxides to accumulate. Remove the starter and clean the mating surfaces. On older cars, the Thomas and Betts-type spade connections at the solenoid and ignition switch can be cleaned and tightened by squeezing gently with a pair of pliers, often with dynamic results.

You may need a service manual to find some of the connections, but the voltmeter will show where the problem is located.

87 944 Turbo; black, black leather, ABS, 16" discs, DME-KLR chips, free-flow exhaust, Autopower bolt-in rollbar, Simpson belts, Alpine stereo, S/R, alarm, cruise, power locks, rear wiper, moldings, 25,000 miles, garaged, perfect. Assume lease, at \$561/25 months or purchase \$33,000. Michael Blank, 790-0593 (H), 947-9200 (W)

85 928; red/black, 17,000 miles, perfect, \$30,000; 86 3.2L with transmission, wiring harness and brain, 14 K miles, \$7,500 complete; Many 911 parts in addition, brakes, suspension, tires and rims. Call Tim Everett, 862-9191

71 911 T Targa; burgundy/black int, Recaros, good cond, always garaged, S package, new Konis and Goodyears, \$10,850. Alan Brecker, 609-751-7233

70 911 T Coupe; 5-spd, blue/black, 25K miles on rebuilt engine and carbs, new professional paint, new interior, rustfree, \$9,700. Call Mike, 477-9642

82 911 SC Coupe, gold, leather int, sunroof, Turbo look, spoiler, wider tires (2 Euro Gatorbacks), power window, A/C, Yamaha 150 cassette, alarm. Jim Ritter, 302-762-2496

77 911; sunroof coupe, black/tan int; BBS; body and 3.0L engine in very good condition, \$15,000 obo. Tuck Hunter, 869-9114 or 584-9666

74 Carrera track car with 2.8 high performance mech inj motor, and many other modifications. Call Don Galbraith, 644-4911

Blue leather' 3-spoke 911 steering wheel with factory metal emblem; pair stock Speedster headlight grilles; Ruf brain - all best offer. Ray Guerster, 646-3821

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87 944; late model, still under warranty, plus 5 year extended warranty with unlimited mileage. Two sets of tires, throttle response kit, wired for radar, excellent condition. Purchase or assume current lease payments with \$2,600 rebate, or assume lease at reduced rate of \$299/mo. Bob Hemphill, 215-869-0695

82 924 coupe; platinum w/brn cloth int, 48,000 mi, S opt grp, sunroof, rare factory lattice-spoke wheels, air, snows, Blaupunkt; original owner, non-smokers car, always garaged, \$11,000. Bob Bukovsky, 378-1987 days, 856-7000 evenings

BBS 3-piece RS 8&9x16 (930 offset) with 225 & 245 Goodyear Gators, mint, only 2,600 miles, \$1,800; set of 7&8 phone dials (911 offset) with new Comp T/As, mint, \$800; Used Borla 4-tip 930 stainless muffler, \$375. Tim Holt, 644-2852 after 8pm, or 609-663-9222 days

RECARO KRXT (best ever Recaro non-electric seat), chocolate brown cloth, in car 4 months, perfect, complete with separate headrest and floor bracket, \$600. Also, complete exhaust system from 911SC (heat exchangers, cross-over, cat conv, muffler), excellent, \$300. All prices FOB. Jon Natelson, 215-592-8786 (days)

16" BBS 6s & 7s, polished rims, white centers, excellent cond, \$500; John Maine, 854-6109

Two 225/50x16 Bridgestone RE71 4/32; one 225/50x16 Goodyear Gatorback, \$70 each. Roy Vernik, 639-3322 work, 947-2155 home

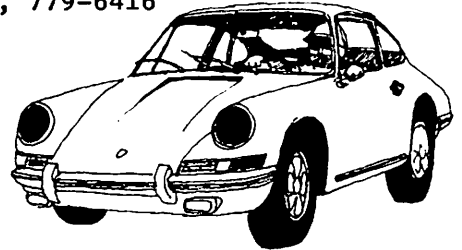
MOMO Montecarlo 350mm black leather steering wheel, new in box, \$150. John Williamson, 841-4934 (days)

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Colgan 3-piece bra for 944, like new, \$50; phone dial wheels for all 944, 87-up, 2 7x16, 2 8x16, \$1100; from 86 944 turbo, front struts and rear shocks (O.E. by Sachs), will fit 944 85-up, \$300. Jerry Weger, 649-6618

WANTED: solid chassis 72 911S coupe in unmodified condition, call Vern Lyle, 368-1062

WANTED: Early 911 with minimal rust, mechanicals not too important. Call Lee Gaul, 779-6416



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