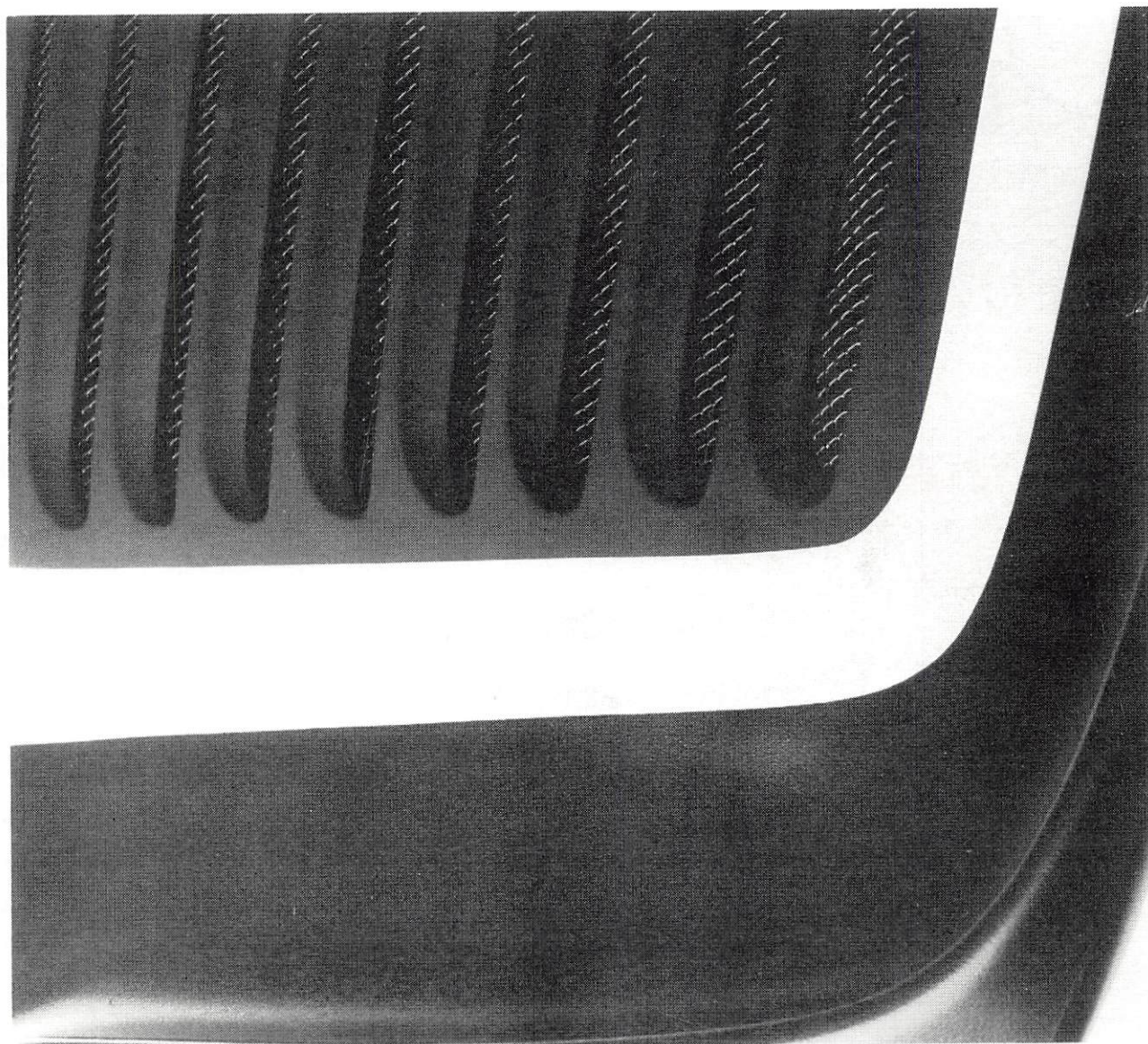


DER GASSER



Riesentoter Region PCA

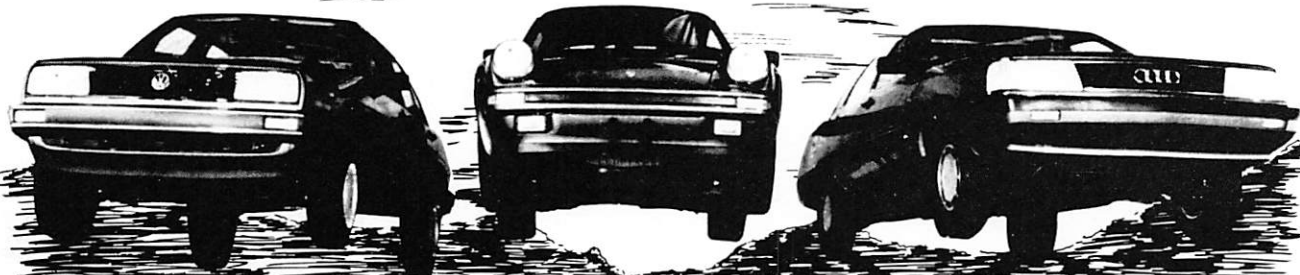
November/December 89



WAS IST DAS?

(See page 20)

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President's Message Bob Russo

By the time you receive DER GASSER and read this message, the 1989 Riesentoter year will, for all intents and purposes, be over. The Oktoberfest and Banquet will be history and we will all be looking forward to the arrival of spring and the start of a new season. The arrival of the cold and wet or slushy weather brings with it a whole new set of rules for the care and feeding of your Porsche.

For those who continue to drive the Porsche through the winter, you should try to wash the car more frequently than during nice weather. A good idea is to visit the do-it-yourself (remember 25¢?) car wash, and spray off the bottom after any snowfall when they may have salted the roads. Treat your car to a good wax job before the weather gets really rotten to protect the paint. Although the newer Porsches are built with galvanized bodies, the effect of salt on the many aluminum and magnesium parts can cause problems. One area that requires extra caution is the anodized factory alloy wheels. The strong caustic washing solutions used for white walled tires will wreak havoc on the finish. Once the anodizing has been turned "milky" by the caustics, the only way to restore them is to have the wheels refinished by a professional. This usually costs around \$100 per wheel! The factory recommends the use of Vaseline as a protectant for the wheels.

The freezing weather in the northeast does its best to destroy the roads, and the destroyed roads do their best to destroy the suspension systems and wheels of the cars that play "dodge the pothole" on them. Always be wary

of a pothole that is filled with water - you have no way of knowing how deep it is and how much damage it will do. Try to stay alert and travel as many of the same roads as possible so that you will know where all the potholes are! Of course, a good supply of windshield washer solvent is a necessity, and a small reserve bottle should be kept in the trunk in case you run out while on the road. Replace your wiper blades now and keep them clean. If you park outside, it is an extremely good idea to lift the wiper arms off the windshield and the rear window if snow or freezing rain is expected overnight. This will not only make cleaning the windshield easier in the morning, but it saves wear and tear on the edge of the blade.

Tires in good condition with the maximum tread need not even be mentioned! If this is your first winter with your car, do yourself a favor and learn how the car reacts on ice and snow. Don't wait until you have to learn through "baptism by fire". When the first of these conditions presents itself, take the car out to a deserted parking lot and learn how to handle it under these conditions!

There are many who do not drive their prized possession once the weather turns foul, and for them, the proper method of storage should be of prime interest. If you plan to start the car and drive it infrequently, only some minor changes to the norm should be made.

Always keep the fuel tank full to eliminate the formation of condensation and the resultant rust in the tank. If you plan to cover the car, make sure that the body

(continued next page)

Message (continued)

surfaces are completely clean to avoid scratching the paint when you slide the cover on. It is of utmost importance when you do start the car, that you bring the oil up to normal running temperature. It is a wise idea to actually drive the car to get the entire drive train up to normal temp and to give the tires a chance to roll to avoid "flat spots". Starting the car and running for only a minute or two will do more damage than good, as the water vapor formed during the normal running will condense in the relatively cool muffler and exhaust system and cause serious rust problems to these components. You should try to start and run the car at least every two to three weeks to keep the battery charged and everything in working order. If you haven't changed the brake fluid for a while (6 months or so), or if you have recently run a track event, change it now! Wax the car, coat the wheels with Vaseline, and if you have leather seats, treat them with a high quality preservative.

If you are not going to drive the car through the winter, you have a much more detailed list of things to do to store the vehicle. If your garage is heated, you have the

best of conditions; if not, do the best you can. Dehumidify the area if possible as this will make the storage less taxing on the car.

First, take the car out for a final drive of the season to get one last "Fix"! Stop at the gas station that is closest to your house and fill the gas tank completely. Make sure everything is up to operating temp. Come back and drain the oil while it is hot. Fill with fresh oil and replace the oil filter. Start and run it for a minute to circulate the fresh oil, then shut it off and pull the spark plugs. Squirt a bit of oil into each cylinder, crank the engine over, then replace the spark plugs. Remove the air cleaner, cover the intakes with tape or cloths and replace the air cleaner. Wax the car, and coat the wheels with Vaseline. Remove the battery. If your garage gets below freezing, take the battery into the basement (if you have no basement, the bedroom will do - place it on your wife's side of the bed). Charge the battery with a trickle charger every two weeks or so to keep it healthy. Make sure that the battery is not placed directly

(continued next page)

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.

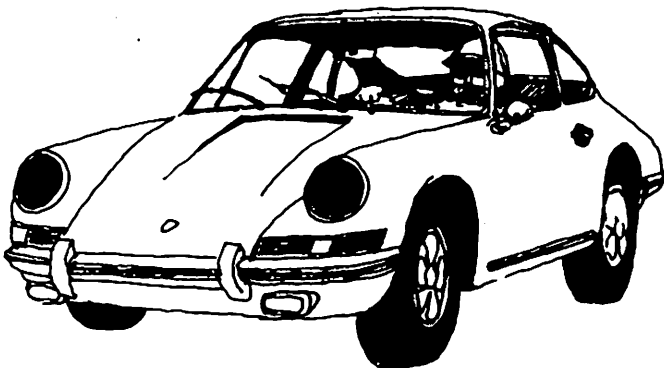
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Message

(continued)

onto a concrete floor, put it on a piece of wood. Jack up the car and place on jack stands. Inflate the tires to normal pressure and coat with a rubber preservative. Clean the interior. Be careful about covering a car for long periods of time if you have a damp area. All kinds of mold and mildew will form in the damp darkness that the cover provides. You can prevent this by placing containers of diatomaceous earth in the car to absorb moisture. If you do cover it, leave some of the windows open to allow air to circulate, and on nice days, it is a good idea to remove the cover and let the car "air out". Flush the brake system with new fluid and top up the reservoir. Stuff a rag into the tailpipe (you have to understand that to mice and some other small rodents, a tailpipe looks like the latest in contemporary garden condominium living!).

Every week or two, you and your wife or girlfriend (or both) should go out to the garage and talk to your Porsche and tell it how much you miss it and are looking forward to the first nice day of spring when you can undo all that you have done and begin to enjoy the car again. Actually, there is nothing to make you appreciate the car more, than not driving it all winter and then taking it out for the first time in the spring!! You will definitely realize why you own a Porsche!!



Tech Inspectors Update

Bob Patton

The preliminary list of qualified tech inspectors published last month did not include many fine independent shops in the area. This was not done intentionally, the list was based mainly on our advertisers since their names and phone numbers could be identified immediately, and it will be amended from time to time.

If you have an independent shop that does Porsche work and you would like to be included as a qualified inspector, please contact me. At present, we are adding the following shops:

Auto Research
Bruce Baker, 328-4200

West Chester Foreign Car Service
Dave Free, 692-4337

Dougherty Automotive
614 Westtown Road
West Chester, PA 19382
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Checkpoint Fall Ralley

Paul Margaritis

Good news from the desk of the Ralleymaster: 18 Porsches and 1 van (Jeff Brok) turned out at the Saks Fifth Avenue parking lot for the Fall Ralley. The weather was gorgeous; a perfect setting for a hare and hound ralley. The hare (Ralleymaster and Assistant) marked the route with red and green ribbons; green for "go" and red for "oops, I'd better turn around and not rack up any more mileage". The ralley ended in Merion at the Barnes Foundation, with a tailgate repast (out of the Ralleymasters Audi trunk).

Some took the Ralleymaster up on the dollar rebate offer and visited the Barnes. Located on a several acre arboretum, it is one of Philadelphia's secrets, housing an awesome collection of French Impressionist paintings (including 180 Renoirs, 60 Matisses, 59 Cezannes, and numerous Picassos, Van Goghs and Utrillos, as well as American Indian artifacts). Call 215-667-0290 for information.

Back to the ralley. We are pleased to report that everyone had a good time and made it to the end without using the panic envelope. The only diparaging word was the briefness of the ralley, it took 35-40 minutes if you made all the correct decisions and as long as 90 minutes for some. The results are:

Howard, Eileen and Sam Cohen - 1st

Tied for second were:

Lisa and Rex Carle

Guy Bowers / Linda Rutenbar

Scott and Carrie Torrens

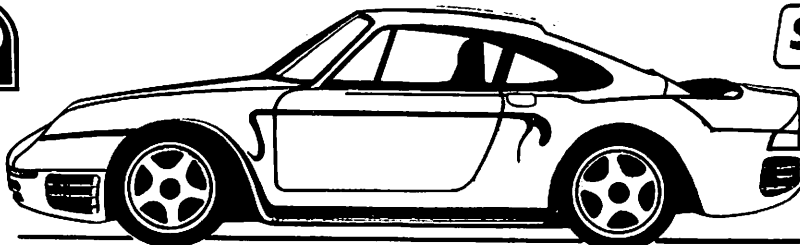
Peter Adams and his navigator won a map of Cleveland for covering more ground than anyone else.

The Ralleymaster thanks Bob Russo for his assistance at the start and the teams: Cohen, Bowers, Rothe, Ho, Dietterle, Torrens, Carle, Hemphill Red, Hemphill Silver, Brok, Patton, Adams, Crowley, Vaughan, Hebden, Weger and Bonanni for attending. The Ralleymaster is looking forward to next year when he will become a ralleyer - good luck Betsi.

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Exec Committee Minutes

Held at Wegers. In attendance: Bob Russo, Paul Johnston, Rex and Lisa Carle, Art Rothe, Bob Lamb, Lisa Lutz Confer, Jim Confer, Paul and Sybil Margaritis, Jerry and Janet Weger, Jim Hartman, Debbie and Bill Cooper, Bill and Vicki O'Connell.

Banquet - flyers sent to all members; \$55/couple; Club will subsidize \$5 per person; disc jockey \$275; discussion of awards.

Track events: Pocono 21-22 April, Glen 21-22 July, Summit not set yet, possibly one at Nazareth; order 5 sets of red and yellow flags; Jan 22 - special meeting on track events with the purpose being to recruit new people and educate - Chip Robinson as guest speaker, appearance paid for by his ad in DER GASSER.

\$11,404.69 balance in treasury.

Tie up loose ends from track events; next year must have more detailed accounting of events; possible joint event at Mid-Ohio with Allegheny Region; instructor certification discussion; problem with member specifications; tech procedures with other regions.

Autocross - still at Penn State, same number of events next year.

Oktoberfest, 57 people, lost \$79; auction made about \$300; Goodie Store made \$392, Sybil will run this again next year.

Next year's programs - January Vendor's Meeting; Hillclimb, autocross meeting.

Porsche directory done - how many to produce and how to distribute.

Membership - how to keep existing members and how to get new ones.

Pit Stop

Denny Waldman

Without sounding like an ad, I would like to report that MetLife has a new blimp to rival Goodyear or anyone else. With 1,000s of lights on each side, it is one of the world's largest aerial light displays. "The most technically advanced airship available...it is powered by turbo-charged Porche engines." (Ed. Note: Denny, you might mention the spelling to them.)

Peter Wood, who lost his sight 13 years ago, set a land speed mark for the blind when he drove a Ford Sierra Cosworth over a 1-kilometer course - with four turns - at 127.97 mph in Pending Sands, Wales. Wood, whose son, Tom, rode with him as navigator, said he was pleased to set a goal for other sightless people. "Going blind can be a lonely experience, and I wanted to show blind people that life does not come to a full stop when you lose your sight."

Dick
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Welcome New Members

Jim Hartman

Bruce Beers 86 944
Coopersburg

John Ellis 87 Turbo Look Carrera
Lansdale

Dave Fahringer 86 944 Turbo
Center Valley

Sander Feher 76 Slantnose Cabriolet
Malvern

James Laird 81 928
West Chester

Miguel Sanchez 86 944 Turbo
West Chester

David Serfass 87 911 Carrera
Bethlehem

Robert Tuohy 70 911 T
Reeders (Ex - Northern New Jersey)

Tom Yanowsky 84 944
Allentown

Wayne Walker 70 911 T
Philadelphia

Forecast: Membership in 92

Jim Hartman

What will our club membership be like in three years? The heavy influx of new members this year suggests that our club is on a roll and membership will grow. However, a marketplace cross current may blow that suggestion off-course. The new car market for many has become very limited, and the Porsche entry point is in the used car market. Porsche has forecast selling only 8,900 1990 model cars in the US. Of that amount, a local estimate is that 195 will be sold

in the Delaware Valley, and the rule of thumb that 10% of owners join PCA projects a maximum of 20 additions from the new car market per year (compared to 40 additions per year presently). Based upon a later conclusion, the addition will probably be less than 20 per year.

The 8,900 unit figure is startling when one remembers a 30,000 unit sales level three years ago in the US. Over half of those were the affordable 924/944 cars. Much of our membership growth has been from these owners, to the point that they represent roughly 25% of membership. With nothing but a high-ticket 944S2 offered for 1990, a huge potential membership segment vanishes. And naturally, accidents and drivers trading to other cars will trim the existing 924/944 population of the club.

The marketplace winds also blow interestingly across the air-cooled segment of our club. Many members drive rear engined cars, the value of which are substantially lower than that of Carrera 4's, 2's or whatever else Stuttgart produces with a 911 heritage. Many members own their cars for the sheer fun of it, and enjoy the club offerings wherein they can participate with their cars. A proposition has been made by several PCA people that new 911 buyers may be more impressed with the nameplate than with the opportunity to drive the car for the fun of it. Does this suggest less enthusiasm for club life by these owners? Nothing empirical here, but instinctively, the answer is Yes. Dealer personnel have mentioned a chillier response by current buyers to pitches on the virtues of PCA. Moreover, how many of these people are willing to "chance" their mega-dollar vehicles in traditional club life at track events, autocrosses, and the like?

(continued next page)

Forecast continued

Looking at the numbers, we are adding over 150 members per year, and natural attrition reduces membership by about 120 per year, so that the net addition in 1989 will be 30 or so. But, the Club membership will reduce over the next three years for the reasons just given. Firstly, the populace of 924/944 owners will inevitably decline, and secondly, fewer car buyers will be inclined to join in club life as we know it today.

A scenario emerges that our 770+ membership will reduce by 10 to 18% in three years. An extra effort on the part of all members will be required to attract and to maintain new members, so that we can reflect in 1992 on a membership that is not less than 700 members.

Member Revs

Jim Hartman

Page 8 of the October PANORAMA shows the underside of a 911 hood festooned with assorted decals and numbers. Safe money says that was Bob Patton's car going through tech at the Great Lakes Parade. (Had the photo been in color, the yellow would have been a dead giveaway.)

And the Winner is....

Bill O'Connell

Drum roll, please: #752, Bill McCarthy of Springtown, PA! That's right, folks, we finally had the much postponed drawing and Carolyn Hanna of YBH fame (I figured Jimmy would draw his own name) drew

Bill's name from the pile of 734 tickets. I called him about 11:30 from the Oktoberfest and woke him up. His response? "Honey, I won a \$%&*# PORSCHE". He had been dreaming of one for quite some time and now he owns one. The other major winners were St Christopher's with a donation of \$5,000+ and everyone that contributed to the cause. Vern Lyle came out of nowhere with an astounding 96 tickets sold! He was unaware that he had sold that many. As of the Oktoberfest, he and Jim Zawick were tied at 88, but Vern turned in another 8 at the dinner to break the tie. For his efforts, he gets a set of Bridgestone tires from Leitzinger's or Comp T/As from NTW and BFG - his choice. Not to be outdone after losing the ticket sales by such a slim margin, Jim sold the winning ticket to Bill and earned a \$150 gift certificate from the YBH Porsche goodie supply.

My thanks to all who participated in this event to help the less fortunate kids, especially Vern and Jim for selling 25% of the tickets, Bob Russo for going to the Golf Outing, Bob Patton for sending 125 flyers to the other regions, Bruce Baker for his support at the New Hope Auto Show (and the Ticket Dollys for selling them there), Paul Johnston for making 1,000,000 posters, YBH for their help with the car and prizes, Vicki for putting up with me while I went through this, and of course, everyone who bought a ticket.

Will there be a raffle next year? That is still up in the air. The new cars are much more expensive, which means more tickets and/or higher prices - not a pleasant idea. Any suggestions?

Again, thanks from St. Chris and me.

Oktoberfest 1989

Bob Russo

Oktoberfest has been a tradition in the Porsche Club and in our region for as long as most members can remember. It is actually nothing more than a time to socialize with other Club members and have a good time. Usually the food is various wursts and beer - two German staples. This year we went to the First German Club Phoenix in Feasterville for a change of venue.

Just two days before the event, there were barely enough people registered to ensure that we could even have an event - we had guaranteed 100 people and we had just half! We had advertised and scheduled the annual auction but it looked like we would have to cancel for lack of sufficient bidders. All in all, to say that I was depressed would be a gross understatement.

I really agonized over why we were not getting the response that we expected. A phone campaign was launched to drum up people, and during the conversations, reasons such as, "It's too far away" or "I can't eat that kind of food", etc came to light. Good reasons to be sure, but it didn't make me feel any better!

Oktoberfest came and so did a lot of "at the door sign-ups", and the number finally grew to 57. Not a large crowd, but they were all there to have fun, and fun we had! The meal was the "same as it always was" but nobody complained as the quality and quantity were good. After enough beer was consumed, the "auction" began.

Items for the auction were graciously brought by the members and ranged from worn down brake pads and opened bottles of liquor from RTR events in 1983 (which Janet Weger bought last year, brought this year, and bought back this year - much to Jerry's dismay and chagrin!!), to Porsche factory sunshades (donated by Bruce Baker - Auto Research). We managed to auction off all of the fine collectibles and raise over \$300 for the treasury. Of course, by the end of the auction, people were barely breathing or moving, to avoid making a "bid".

Just before the bidding for the final "piece de resistance" - a pair of panties with the message "excellence was expected" printed on the rear (for which, I believe, Kathy Williamson out-bid Catherine Ferretti) - Bill O'Connell announced that we had sold enough tickets to raffle the 944. The best news of all is that we were able to donate over \$5000 to St. Christopher's Hospital!

When the evening had finally drawn to a close, I realized that maybe we shouldn't worry about why not as many people show up as we would like, but realize that those who do come to the events have a good time, and that is what it's all about. However, we have already begun talking about next year's Oktoberfest and maybe having "real" food, and asking for suggestions for a more central location. If you didn't make Oktoberfest 89, you missed a good time - make sure you don't miss the Christmas Banquet.



Bob Russo, auctioneer, getting to the seat of the matter. (Photo Don Applestein)



Bob found several willing bidders on the "Excellence Was Expected" panties. (Photo Don Applestein)



Sybil Margaritis' Goodie Store doing a booming business. (Photo Don Applestein)



Bob deftly displaying an alternate use for a Hirschman antenna. (Photo Don Applestein)

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Autocross 89

Lisa Carle

Below are the results of the final event of the '89 autocross series. Also included are the final class standings. Series trophies will be given out at the Christmas Banquet. What are they this year? You'll have to come and see! Thanks to Leitzinger Motorsports for sponsoring our year-end trophies. Also given out at the Banquet will be the William C. Schmidt Broken Crankshaft Award, for the Most Improved Novice Autocrosser. We'll report on that in the next issue.

We feel that 1989 has been a successful year for autocross. We have had a consistent turnout and have had challenging courses despite the restrictive nature of the Penn State campus parking lot. We are actively searching for a better site for next year. If you know of a large parking lot which is not used on Sundays, please give us a call. We will check it out.

Results from November 12:

(Ed. Note: Rex Carle again had FTD on a fast, flowing course. Lisa drove well and was quite close to hubby's time. Melody Lyle had Ladies FTD and second overall; actually beating Rex's time on a fun run with a 41 flat. Many thanks to John Heckman, of Chase and Heckman Insurance for the financial support provided for the autocross series.)

Paul Schwartz	(A)	42.327
Rex Carle	(B)	41.357
Chris Beery	(B)	43.548
Mike Wolkov	(B)	44.758
Don Paterson	(C)	43.883
Bob Patton	(C)	44.756
Ernie Fink	(C)	45.648

Walt Harrington	(D)	46.156
Art Rothe	(E)	43.008
John Crowley	(E)	44.991
Jeff Brok	(E)	45.593

Ladies:

Melody Lyle (E)	42.172	0.9585
Lisa Carle (B)	42.494	1.0010
Betsi Leidy (E)	46.375	1.0540
Ms. Gardner (E)	51.644	1.1737

Novice Men:

Darwin Ottolini (B)	44.386	1.0455
Fred Matolicz (E)	47.117	1.0709
John Hlywak (B)	45.646	1.0752
Kam Ho (E)	47.913	1.0889
Don Applestein (B)	47.516	1.1193
David Weld (G)	50.198	1.1409

Class X:

Jerry Fink, Renault R5 Turbo	38.921
Vern Lyle, Chevy Astro Van	56.367

AX 89 Season Champions

These are the only people who ran at least three events in the same class.

John Williamson (A)	31 pts/4 events
Rex Carle (B)	36/4
Don Paterson (C)	33/4
Bob Patton (C)	18/3
Art Rothe (E)	24/4
John Crowley (E)	22/4
Jeff Brok (E)	19/4
Jerry Weger (E)	13/3
Larry Lewis (F)	36/4
Melody Lyle Ladies E	36/4
Lisa Carle Ladies B	25/4
Betsi Leidy Ladies E	19/4
Darwin Ottolini Novice C	28/4



Darwin Ottolini, the Novice Mens Champion despite the 5 degrees of body roll. (Photo by Editor)



Walt Harrington getting serious about lateral g. (Photo by Editor)



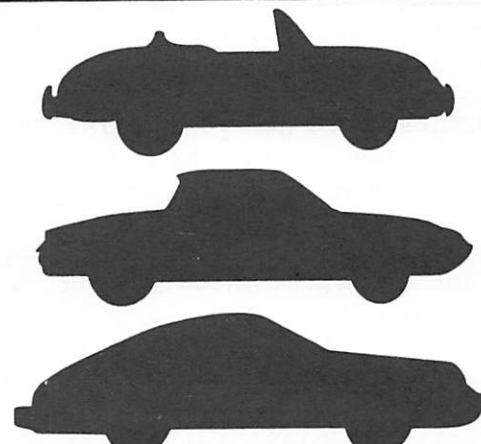
A first-time autocrosser, Ms. Gardner seems to be afraid to open her eyes! (Photo by Editor)



Paul Swartz twisting his Media Station Automotive 71 S out of the crossover box. (Photo by Editor)



Doesn't this do your heart good? David Weld AUTOCROSSING a 356! (Photo by Editor)



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Driver's Education 1990

Bob Lamb

Our first event will be at Pocono in late April; we are talking to the Glen about a weekend in July, and Summit Point in September. The tracks are in such demand that getting dates a year in advance has become normal. We are also exploring the possibility of an event at Pennsylvania International Raceway in Nazareth.

Drivers Education events are a lot of fun. Those who have attended one or more do not need this explained to them. However, we have many members who have never participated and really do not know what they are missing. This coming year, we hope to encourage more new people to participate for a number of reasons: the events are great fun and we want to share them; and we want to see you really learn what your Porsche is capable of doing; and we want to see the expression of pleasure on your face as you learn.

Deciding to do your first Driver's Ed event can be intimidating. There are so many questions. To help demistify it all, we are planning a special meeting on January 22. This is the weekend between the NFL playoffs and the Super Bowl. You will be looking for something to do that afternoon.

Tentative plans for the program are first, a presentation of what track events are and are not. This is primarily for anyone who has never participated before. If you have thought about trying a track event but aren't sure if this is for you, here's your chance to find out what it's all about. Second, the basics of high performance driving. If you have some track experience and want to expand your knowledge of

the theory and techniques of high performance driving, here's your opportunity. Anyone who has never done track events should plan on attending the first segment at 12:30 before they come to this one. In conjunction with the second segment, we will also have IMSA Championship driver Chip Robinson as guest speaker. There will be a display of cars used at track events, and refreshments.

See the registration form for more details. We hope this will be both informative and instructive to all, and we particularly encourage members who have never participated in a Driver's Ed event to attend.

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RIESENTOTER REGION PCA

PRESENTS

TRACK CLINIC I

DATE: *Sunday January 22, 1990*

TIME: *12:30*

PLACE: *Johnston Enterprises, Ltd.*

FOR THE NOVICE DRIVER: *Learn more about Riesentoters High Speed Driver Education. If you've thought about trying track events here's your chance to find out what it's all about. Time 12:30 - 1:30.*

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Trip to Annapolis

Bill & Debbie Cooper

Eight enthusiastic RTR members (Al & Sonny Anderson, Bill & Vicki O'Connell, Bill & Julie Spurlin (new members) and the two of us) started the weekend by meeting at the Ramada Inn at the intersection of Rts. 202 and 1. After a cup of coffee, the minicaravan headed to Maryland. The day was warm and partly sunny - a great day for a relaxing drive down through the farm lands of Delaware and Maryland. Bill & Vicki led the way - which was uninterrupted with any interaction with the gendarmes.

We arrived in Annapolis around 1pm and although we couldn't check in, the area in the parking garage was roped off for us, so we left the cars and walked down to the waterfront. We came across the historic Middletown Inn which dates back to the 1700's, with seating outside so we thought we'd have a quick lunch. Looking back, we should have asked the waitress to estimate how long it would take to be served, because we were trapped into having a very "leisurely" lunch. After a few rounds of liquid libations, we were served about two hours later.

Now that we were fortified we headed toward ego alley (we sat next to a native who gave us some local information). Ego alley is a narrow waterway which runs between two docks; the boats go down one side, turn around and return to the inlet area. The name stems from the fact that boats pushing 60 feet need to turn around in their own length, and with the fishing boats tied up at the docks on both sides, there was not much room to spare. We witnessed some good seamanship,

but those at the helm sure were cocky. After ego alley, Spurlins and Coopers went in the direction of the Naval Academy, and Andersons and O'Connells meandered around the docks and shops.

Dinner was something to remember. Given that lunch was mediocre at best, we asked the local who told us about ego alley to suggest a restaurant for dinner. The restaurant was Mamma Lucia's - you've got it - Italian food in the heart of crab country. It was about five miles from the hotel and we didn't want to all drive, so Bill (Cooper - having 3/8 people with the same name was good for a few laughs) convinced the concierge that the hotel van should provide transportation. The driver wanted to know how we had heard of this place - that should have been our cue to expect the unexpected. When we arrived at the strip shopping center we all kind of looked at each other and laughed nervously, hesitated and then went inside. We probably would have decided to return to the hotel and regroup, but since the van had left, we were marooned. It was Italian fast food - place your order, take your salad and silverware and when your order was ready, the number on the stub was called. Although very tacky in appearance, the food was very good - ask Al he "sampled" every dish; his favorite was pizza crust soaked in spicy tomato sauce.

Sunday morning - other than Bill & Julie, the rest of us were a little slow in getting started. We headed down toward the shops and helped the local economy for a couple of hours and headed on home. It's too bad that the rest of you missed out - Annapolis is a neat little town.

Rap at Idle

The Editor

Oktoberfest was a blast, in more ways than one. As Bob Russo said, "Schnitzels and zingers and whatever will do that to you!" Someone at our table, when offered some spicy red cabbage, said, "I'll pass on that." And damned if he didn't! Everyone ate so much that rear weight bias was definitely a problem on the drive home.

Not changing the subject, we got a big kick out of a new portable light available through the goodie store from a company named Comoda. Their ad says boldly, "You're free to go wherever you want". Well, a few beers will do that to you.

Our minds weren't in the gutter all night. We also had stimulating discussions about some serious subjects such as autocrossing, track events, Porsches in general, the economy, whether the items Bob was auctioning off really were genuine Porsche parts, jobs, each other, and the future of RTR. A good evening with good Porsche friends will do that to you. Where were you?

We welcome a new contributor to DER GASSER, Denny Waldman. Denny says that in the insurance business he often runs across many interesting automotive-related tidbits that other readers may not see, and he would like to share them. His first installment, called PIT STOP, is in this issue. Thanks, Denny.

Yeah, check out the story of the sightless driver. That's pretty amazing in itself, but I think his son, the navigator, deserves a huge brass award or two as well.

Ask the folks who ran the last autocross if they liked the course design. Courses are usually done a day ahead of time, but due to some scheduling conflicts we were up against it Sunday morning. The plan we had drawn up looked good, but when we looked at the surface there were severe bumps where we wanted to do some severe cornering. As it happens, you can't change one thing without changing several others, so we ended up with an on-the-spot redesign that really worked. Some areas visually made you think you had to lift or even brake, but by the second run, people were full on it and having a blast. The whole thing flowed together and it was a beautiful rhythmic picture when someone drove it well. Would have been great on tape, but no one was equipped that day. Special thanks to Rex and Lisa, Art Rothe and John Hlywak for sharing ideas that resulted in such a great course.

Did you see the Panamericana show car in PANO? At first glance, I thought of the original Meyers Manx and Meyers Tow'd dune buggy bodies. I mean, really! Even today's slantnose styling leaves me cold, but if this is what future Porsches might look like - I thank God and Butzi Porsche for my early 911.

I had intentions of an end-of-year pictorial issue to be out before the Banquet, but I received six articles 3 weeks after the deadline, and their inclusion required major surgery. Well, first things first.

Speaking of first things, giant thanks are due all our advertisers for their support throughout the year. Without them, you wouldn't be reading this at all.

Vintage Racing

Dave Reiter

"Wanted - old race cars with fat drivers and skinny tires for discreet afternoon of fun in out-of-the-way places. Contact the nearest Vintage Racing Group." Maybe it's not quite that way, but vintage racing seems to be the fastest-growing area of motorsport in the country, and there are as many definitions and concepts of vintage motorsport as there are clubs and journals. Levels of competition vary, as do levels of skill and mechanical preparation, but the theme remains the same - groups of old race cars in competition of varying intensity.

While new groups spring up weekly, there are some old players who continue to define the "state of the art". The Vintage Sports Car Club of America is an established group of enthusiasts, (many were premier SCCA drivers of their day), engaging in low-key competition with vehicles manufactured before December 31, 1959. There is very little Porsche participation; if I am not mistaken, the Speedster is the only one allowed. But the major player in Vintage Racing in the eastern half of the US is SVRA, the Southeast Vintage Racing Association, a very active group with hundreds of licensed drivers. We have annual events that are well sponsored and even better attended. We run Moroso (West Palm Beach) and Sebring back-to-back in February, Memphis, Kansas (Heartland), Mid-Ohio in June, Atlanta in July, the Glen in September, Summit in October, Atlanta over Halloween weekend, Moroso in December, and the Grand Bahama Vintage Grand Prix in January (the year-end affair). Eligibility is much broader than the VSCCA and seven race groups are established based on age and performance. For the exhibition

class, there is no passing except in designated areas; for the rare, fragile or otherwise sheltered car or driver. For the major events, a starting grid of 20 to 30 cars in most groups is typical. Finishing position is irrelevant to the joy of competition, since "we're all winners in vintage racing". Nevertheless, an occasional driver does keep a lap time and sometimes may ask about race results if the truth be told.

A word about licensing is in order. You can't just pump up the tires in the cabriolet and go racing. The Vintage Motorsport Council is working to establish uniform standards of conduct, competence and safety for drivers and events. Rookies cannot get VMC licenses, period. The SVRA requires a professional RACING driver's school, (like Bertil Roos, but not the usual high-performance type), and they even want a copy of your diploma - yes, you actually have to pass the course.

How does all this work out? In a word, GREAT. Most SVRA drivers are knowledgeable car people with equal measures of enthusiasm and common sense, although I must admit that my intensity meter has registered 8 1/2 tenths on many occasions (since there's no tell-tale, I cannot substantiate the claims that I've exceeded nine). The meets are much like SCCA club racing of 25 years ago (I joined South Jersey SCCA in 1966, and flagged at the Reading Road Races - how's that for an historical vignette!). People help each other, trade parts and skills, and do whatever we can to keep everybody on the track and safe. Car preparation is unbelievable, and many of the vehicles are the stuff of your dreams.

(continued next page)

Now that you know the who's who of vintage racing organizations in America today, let's see where Porsche fits into the sport. Of course, our favorite marque was a major part of the early days of club and pro racing, with the Speedsters, Spyderys, and specials taking many wins in SCCA, Cal Club and other series. In very many ways, vintage racing today is a continuation of early club racing, especially in the participation of Porsche enthusiasts. I have not been to an event in the past 3 years at which Porsche representation didn't exceed or equal that of other major marques.

Cars range from street cabriolets with roll bars, fire equipment and fuel cells to restored SCCA racers (without coilovers, flares or other modern mods) on street radials or "vintage" treaded race tires by Goodyear, Dunlop or Avon. We have had events such as Mid-Ohio, at which one could watch a dozen 356s (including real Carreras) have at it, with Bruce Jennings flogging a Speedster just like it was 1958. Enthusiasm is at least as high as among PCAers. For example, Hank Godfredson brought his early Carrera coupe to the Bahamas in 1986, from Minnesota! More exotic Porsches are also commonplace at vintage meets: Ed Templeton's 914-6 (a real race car, beautifully prepared), Alan Friedman's 911 (whose history was recently described in our own club magazine, and Henry Payne's 910 (turning 1:24s at Summit, lest you think we're just a bunch of armchair enthusiasts). Brian Redman, a Porsche jockey of no small reputation or skill, was among the opposition in a Lola coupe, turning 1:21s against Payne's smooth and considered driving style in the 910.

(continued next month)



Henry Payne's 910 (Photo by Danny Reiter, age 8)



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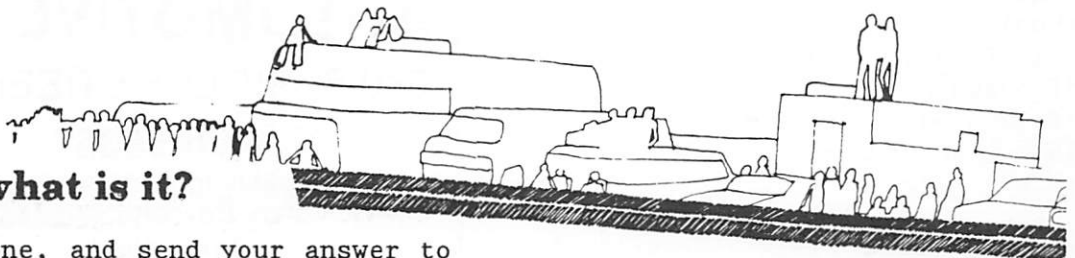
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Ed Templeton's 914-6 (Photo by Jon Reiter, age 11)



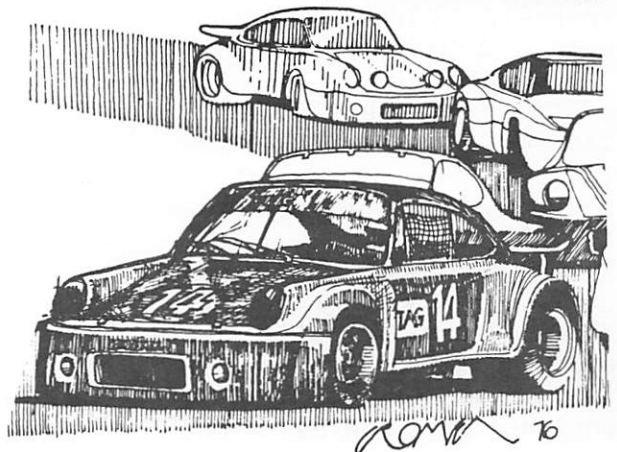
Well, what is it?

Choose one, and send your answer to the Editor:

- a) Blaupunkt speaker
- b) Picnic grille
- c) Whale tail
- d) Beaver tail

Winner will receive a \$10 gift certificate to the Goodie Store. In case of ties, a drawing will be held at the January meeting.

(Photo is copywrited by Michael Furman, a commercial photographer.)



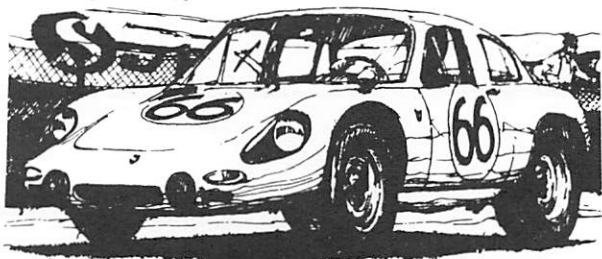
Sun - Sand - Vintage Racing

Bill O'Connell

If this sounds as good to you as it does to me, then read on, because we are having an unofficial meeting in Nassau the week of January 7 to watch people drive vintage race cars as they used to be driven, racing through the streets. Just think, a chance to wear all your new Christmas clothes.

For those not familiar with what I am babbling about, back in the good old days when life was simpler and most racers drove their cars to the track, someone decided that winter was just too long and something should be done to keep the Castrol flowing. Thus, Speed Week was born. The crazies would schlep their cars to the island to race and party for a week while everyone else was covered with snow. A few years ago, someone got the bright idea to start it up again, and so my latest hair-brained idea - get a bunch of people together and go down to watch them. And perhaps root for some Riesentoter members. Someone in the family not like to watch cars? No problem, there is plenty of sun, sand, water, shopping, whatever, to entertain everyone - even little kids.

Plans are at best sketchy right now and we don't have much time to react. Ms Vicki has offered her services to set up the travel requirements. You can go for the whole week or just a few days. This is a very low-key, relaxing event. All I know at this point is Vicki and I are going, anyone else interested?



Garage Sales

76 912E, India Red (close to Guards) black, polished alloys, AC, AM/FM cassette, leather seats, 3-spoke wheel and console, 911 F/R sway bars, Konis, professionally lowered & aligned, bumpsteered, headers, Bursch exhaust, 1988 RTR Class G AX champion, stored winters, a beauty; \$13,300 negotiable; John Heckman, 215-836-1592

74 914 2.0, Grand Prix white/black, rustfree Carolina car, street-legal track car, 6 cyl suspension, 930 brakes, 7" cookie cutters/RE 71Rs, roll cage, tow bar, much more. Can't be duplicated for \$8,750, negotiable; John Heckman, 215-836-1592

74 911 Targa, California Show Car, shipped to PA when owner was transferred; 25,000 original miles, original owner, Desert Beige color, 5-speed, F/R stabilizer bars, S instrumentation. Car is in immaculate concours condition. Stored in humidity controlled garage, never seen snow or salt, and rain only once. Another transfer forces sale. Priced well below market at \$19,000. Owen Jones, 215-346-8991 or 346-7350

83 928S Sunroof Coupe, Slate blue with navy int; 5-speed, new Konis, garaged, no winters or smoker. Very beautiful, clean and fast autocross, driver's school, and luxury performance car. Many extras; looks and sounds great. Will consider your early 70s 911 as partial trade, \$24,000. Mark Schnoerr, 717-529-2082

84 911 Carrera Coupe; Ruby Red with black leather; standard factory options plus sunroof, LSD, F/R spoilers, cruise, mats and Comp TAs on 16" factory alloys. No dings on 57,000 mile beauty, \$26,000 or might trade toward Targa Carrera, TurboLook Carrera or Turbo. Jim Hartman, 215-293-1916

Sales (continued)

66 911; ground-up rebuild to run SCCA GT3, could also run GT2, EP, Vintage or IMSA. Semi-tube frame, removable fenders, coilovers, MSD ignition, dry sump, aeroquip, new paint, fresh engine, much more. Professionally prepared and meticulously maintained, with full history available. Very highly competitive and ready to race. Beautiful car with custom trailer, \$25,000 OBO (will sell trailer separately). Morris Schindler, 215-592-8786 days, 247-3466 eves

57 356 A Coupe, cream/red, nice driver, spare motor, \$8,500. Fred Brubaker, 215-434-8778 days, 797-9298 eves

75 911 Targa/Cabriolet conversion; exterior professionally restored including red paint 1989, beautiful! '85 black interior and top in good condition; Comp T/A; flared quarter panels like '83 cab. Must see! \$15,900. Frank Duke (non-member) 215-399-1008

69 911T; red/black, very good cond in and out; no rust, new Webers, new tires, always garaged and well maintained, \$10,500. Call Ben, (non-member) 215-233-5914

WANTED: 911 and 924 with 2+2 seating capacity for a "Porsche" wedding. I'm trying to complete a Porsche caravan to transport my wedding party. If any fellow RTR members are interested in donating themselves and their cars on Saturday, May 5, 1990, it would be greatly appreciated. A gift will be provided, as well as dinner, should the drivers care to stay for the evening reception. Call Dion Ronio, 215-948-0534 evenings, or 270-2048 days

84 944 coupe, new engine installed by Porsche Nov 88 with full 1-year warranty. Guards red/black partial leather; 5-spd; BBS wheels, Koni gas shocks; loaded; 60,000 miles by non-smoker, garaged in winter; all records available, \$13,500. Jeff Brok, 215-670-0671 (H), 693-3131 (W)

One 924 7x14 silver spider alloy with 80% Pirelli, both perf cond, \$150; rear view mirror for 911, \$25. Mark Latessa, 215-672-1214

Four Pirelli P6s, 195/65VR15, 6/32, \$150. Rick Marshall, 969-8346

Car Trailer - used for 911; good brakes, new tires, low fenders, spare, wired and ready to go, \$1,000. Call Dave Donohue 524-6373 work, 647-4061 evenings til 8:30

Passport Radar Detector, perfect, in original box, \$225; two 245/45x16 RE71 5/32, \$25 each; one 225/50x16 Goodyear Gatorback, 5/32, \$25. Roy Vernik, 103 Roy Lane, Huntingdon Valley, PA 19006

1600 Normal motor, complete in car, Solex carbs, heater boxes, less muffler, \$2,000. Fred Brubaker, 215-434-8778 days, 797-9298 eves

69 911S; restored by Carranza, 85,000 mi, Pirelli CN36, Koni, Alpine white, papers, \$17,500. Bob Hurley, 215-357-1998 (non-member)

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