

riesentöter region, porsche club of america

DCR GASSER

November 1979

President's Message

As 1979 draws to a close, we have one more big event to look forward to, our Annual Dinner Dance. The day and the date of this event is Saturday, December 1. This year as in the prior two years, it will be held at the Wm. Penn Inn, in Gwynedd, Pennsylvania (a map is provided elsewhere in this Der Gasser). Your local region is subsidizing this banquet so that the cost per person, for an evening of dining and dancing (drinks are on you) is only \$15. We expect to have our fabulous door prizes, awards (some special awards) and our usual Gemutlichkeit.

Also an annual feature of the banquet is the introduction of the newly elected officers of your region. I hope that you will be there to welcome the new officers and thank the retiring officers for their efforts.

Bis

TECH SESSION

A Riesentoter tech session was held at Holbert's Porsche-Audi on Saturday, Oct. 13th. We had a fine turnout and we all learned something new, which is the primary goal of these sessions.

Hopefully we will be able to schedule more of these sessions next year, and look forward to increased participation. Again our appreciation to Al Holbert, Lou Getz and the staff at Holbert's for their assistance and generosity.

MARK SHELDON

ELECTED OFFICERS 1980

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Competition

D.V.S.A. CHAMPIONSHIP FINAL POINTS STANDINGS

	Events	Points
A STOCK		
1	Gus Rosenberg	9 75
2	Don Reinhard	6 31
3	Rasim Tugberk	5 28
4	Joe Shelanski	2 12
5	Bob Holland	1 9
6	Nick Imperato	1 6
7	Mark Sheldon	1 6
8	Al Dimoura	1 4
8	Ted Klaus	1 4
10	Skip Chalfont	1 1
C STOCK		
2	Axel Shield	6 27
10	Mel Feldman	1 6
20	John Heckman	1 2
D Stock		
1	John Chatley (Volvo)	9 78
7	Bob Ahrens (Volvo)	1 9
15	AJ Ahrens (Volvo)	1 6
A PREPARED		
1	Bob Ahrens	3 27
2	Al Lori	2 18
3	Bob Hiner	1 9
5	Bob Holland	1 6
5	Bob Patton	1 6
5	Vern Lyle	1 6
B PREPARED		
4	Wayne Flegler	
C PREPARED		
2	Paul Walsack	6 48
5	Harry Kintze	4 20
SUPER MODIFIED		
2	Ted Klaus	6 54
17	Vern Lyle	1 2
A MODIFIED		
6	Bob Russo	4 26
B MODIFIED		
1	Ted Szczechowicz	8 72
LADIES		
10	Maria Holland	1 4

Achtung!

Dec 1 ANNUAL BANQUET At Wm. Penn Inn, Gwynned.
Dec 10 DER GASSER deadline
Jan 30 January Meeting

POWDER OR LIQUID???

Reference: Panorama, July 1979
War bonnett Tech '79 Powder Paints

Paints whether powder or liquid most always are used for decorative and protective purposes. Rarely are they used for insulation or "heat proof" films. There is of course a whole line of materials used for heat insulation. In fact, it is probably detrimental to heat proof the engine whereby a thick coating of powder paint acts as an insulator thereby reducing the cooling effect and raising the engine temperature.

According to the article it seems the real use of powder paint was to reduce or prevent rust. Of course, this falls into the area of protective coatings, but it is also expected to look good.

Powder paints cure in the area of 250° F to 450° F. It will produce a tightly knit surface where very little water or air will get through to the substrate. Some liquid paints cure at room temperature, others to 700° F; but all act as membranes which will pass air and water. For this reason powder or liquid paints do not like to be submerged in water or be exposed to air that has any degrading chemicals (water vapor being one) for any length of time. When paint lifts off a surface, be the paint liquid or powder type, the loss of adhesion is most likely due to something getting through the membrane or something that was on the substrate before it was painted. UV radiation, heat, airborne chemicals etc. can break down the bonds between paint molecules, hence allowing more air and water to penetrate the surface. Primers act mostly as sacrificial materials in order to delay the effects of air, water etc.

JOHN D. HECKMAN

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QUALITY - IN CARS AND CHARACTER

As most of the membership probably knows, we recently held our election of officers for 1980. The election took place at the Springfield Hotel in Flourtown on November 2nd, in concert with our celebration of the Octoberfest. I suppose the turnout was reasonable although not overwhelming.

Towards the end of the scheduled meeting elections were held. For a welcomed change the slate of officers offered by the nominating committee was challenged by nominations from the floor for the positions of President and Vice-president.

My first reaction was one of surprise but supportive of the endeavor. I was always one to believe that the better product resulted from competition. Accordingly, any challenge to the status quo could only serve to stimulate interest and participation in club activities. After the election had been decided my impressions were altered by various insuing conversations.

It appeared that some individuals were not so interested in improving the character of the club, but rather in attempting to satisfy personal feelings by negating the honest enthusiasm of others.

The bottom line is always doing the righth thing for the right reason; seeking office is the right thing - to prevent others from succeeding is the wrong reason.

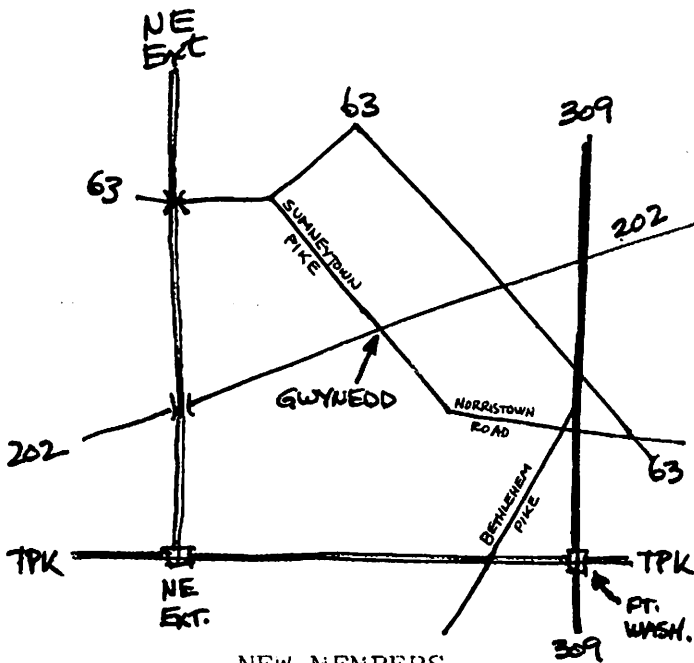
I hope a lesson can be learned from this. The world will little note the political intrigue of Riesentoter Region, but it's membership should always demand the highest degree of integrity and sincerity from it's officers. The quality sought in our members should be at least equal to the standard demanded from our Porsches.

MARK SHELDON

As a rule of thumb, most coatings should not be subjected to temperatures higher than those at which they were cured. Exceptions are those air dry formulas whose ingredients were chosen to resist high temperatures after the solvents evaporate. Other air dry paints cure by the introduction of cross-linking chemicals which chemically react to other materials that make up the paint. Air dry formulas are naturals by their nature for auto engines since you do not need an external heat source in order to cure the coating. When the solvent evaporates or the coating is cross linked it is ready to do it's work of protecting the engine from rust etc., but not heat.

Look to the auto industry for the latest coatings that are economically feasible and give a reasonable measure of protection. Usually the retail paints are a shadow of what the auto manufacturers use. A 1250°F paint is now being supplied to the deisel engine manufacturers in Detroit; and it works!

TONY CHECKOWSKI



- | | |
|-------------------|-------------------|
| David Mount | Conshohocken |
| Linda Collins | Downingtown |
| James Valentine | Roslyn |
| R.D. Joslin | Philadelphia |
| Joseph Sherninski | Warrington |
| David Gutman | Moylan |
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