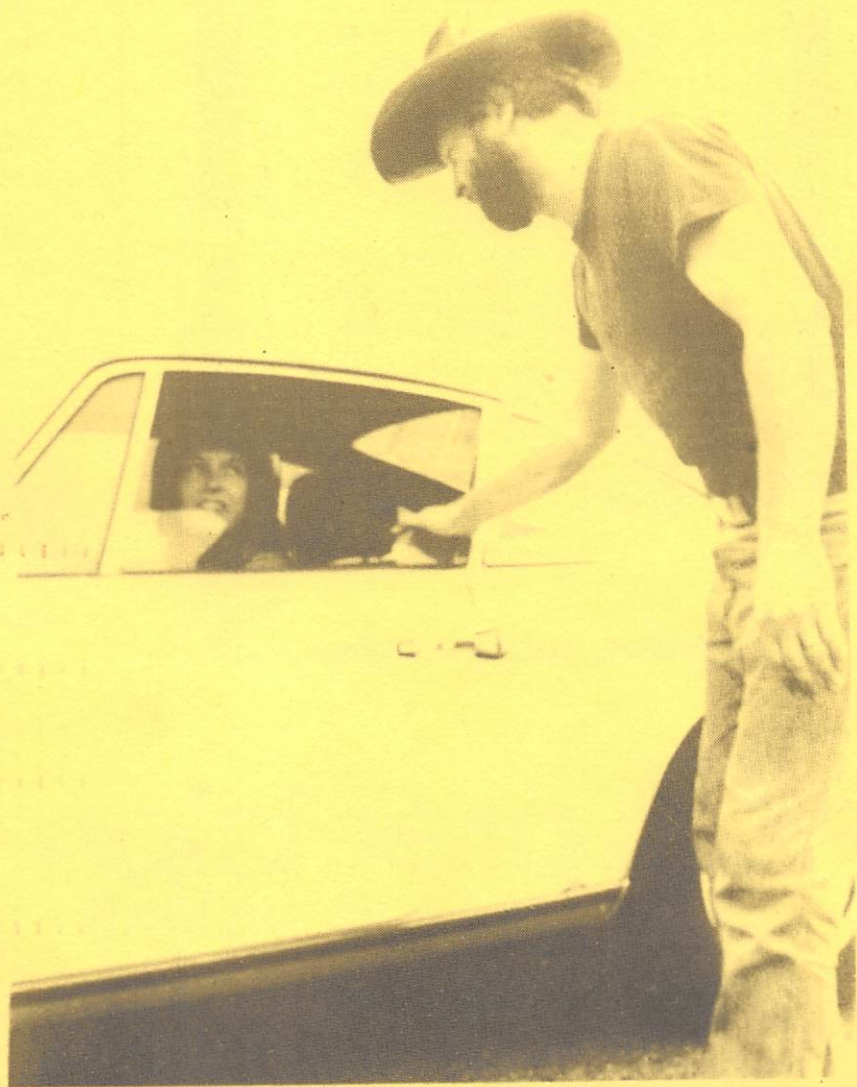




# der Gasser

Jul '81

Porsche Club of America: RIESENTÖTER



**Next Meeting: 8/5 Geo Wash.**

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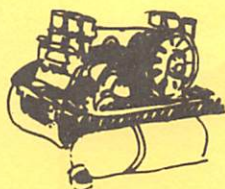
### WAREHOUSE/SHOWROOM LOCATIONS:

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# NEXT MEETING

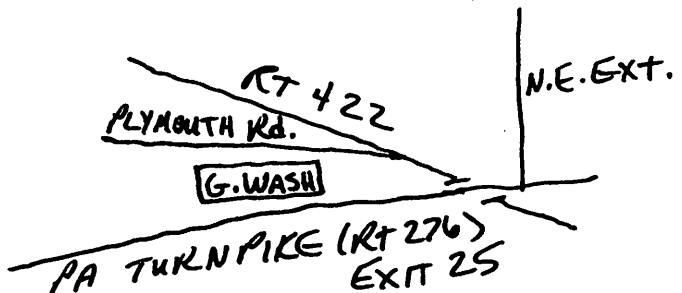
Our meeting has been changed to August 5th because our regular date would have conflicted with the Porsche Parade.

The theme is "Old Timers Nite" and a keg of beer, wine, and snacks have been put on reserve. The intent is to honor Riesentoters who have been participating in PCA for a substantial period and we have recruited BILL MAYBERRY as our very special guest.

John Chatley, also an old timer, has some prime stories about Bill whom he has known since 1962. Bill was Bob Holbert's mechanic at the dealership in Warrington but in '64 or '65 set up his own shop in Newtown Square where he did engine set-ups for Penske, Wintertein, Hobbs, & Smothers (Dick). The master mechanic then moved to Lime Rock where he now does restorations and engine work. He has been cited in Donohue's text, The Unfair Advantage.

Personal things... "He's a wild Bob Akin," "He's got a collection of whiskey bottles floor to ceiling and 30 feet long - all cars and all sealed!" "Fantastic guy, can toalk on anything!" "Once drove, when Nas-sau was liberal, a rented VW beetle into the ocean with engine running and in gear to see if the thing would float..."

Another feature of the 5th... There will be \$1.50 cover that can get you a door prize in addition to a 50:50 ticket. See you all at 8:00 P.M. at the Norristown branch of the George Washington Motor lodge!



# President's Message

As you read this, I will probably be packing for the annual Porsche Parade which this year is to be held in Ashville, North Carolina, quite close to the Tennessee border. I wish more of you could join the group from Riesentoter going to the Parade. I am somewhat surprised that more Riesentoters are not attending since one of the advertised side trips is a tour of the Jack Daniels distillery. The only thing I regret is that I will have to miss Schattenbaum's July 31st Lime Rock event (contact Skip Hoyt, 215-794-5916). As this event is taking place during Parade week, there should be plenty of track time for those attending.

Riesentoter has nominated Ted Sechowicz as PCA Enthusiast of the Year. We had several nominations from the general membership, and the Exec, all of whom were very deserving. The Exec Committee had an extremely tough time deciding who should receive the Club's official nomination. Ted has also been nominated by Schattenbaum, so we will see if official nominations by two Region Presidents will carry any weight.

The time has now come to begin thinking of nomination and election of next year's Riesentoter officers. We have been fortunate enough to have several very active new faces this year, and I hope that their enthusiasm translates into something official real soon. Please don't be shy about saying that you are willing to work for the Club or in mentioning someone else as an appropriate person for an elected or appointed office. I believe that you will find that, if you enjoy Porsches and the Porsche Club, holding an office adds to your fun. Besides, the Exec meetings give you an excuse (if you need one) to get out one extra night a month and party.

Thanks to Wayne and Gary for an excellent event at Christmas Village despite the weather and to Vern and Mel for another great rally.

Axel

# President's Message P.S.

Since the President's Message was written Mr. Sechowicz has withdrawn his name from nomination.

## Calendar

Jul 26  
Aug 1 Porsche Parade Asheville, NC  
Aug 5 Riesentoter Gen. Mtg. BILL MAYBERRY Norristown PA  
Aug 15  
16 NNJ Drivers Ed Watkins Glen  
Aug 21  
22 Chesapeake Challenge  
Aug 26 Riesentoter Gen. Mtg  
Sep 12 Riesentoter Picnic Camp Hideaway  
Sep 15 Return to Malibu  
Sep 23 Riesentoter/Schatt Gen. Mtg. BOB AKIN  
Oct 28 Riesentoter Gen. Mtg. Octoberfest/Elections  
Sep/Oct Tech Session ...date to be announced.

### SCHEDULED DVSA CHAMPIONSHIP EVENTS

Jul 19 PCA-Schattenbaum at Gloucester County College  
Aug 23 Valley Forge Motor Club (no site yet)  
Aug 30 Old York Road at Bucks Community College  
Sep 13 Schattenbaum at Gloucester County College  
Sep 20 Riesentoter at Bazaar Parking Lot, Horsham.  
Oct 4 Old York Road at Bucks Community College  
Oct 25 Delaware Valley Sports Car Club at Bucks Community College

Added information from:

Gary Grove 215-544-4674 for point standings  
Bob Carrington 609-771-0613 for DVSCC events  
Ted Sechowicz 215-342-0294 for PCA events  
Walt Butcher 215-674-4794 for OYR events  
Don Hill 215-543-5795 for VFMC events

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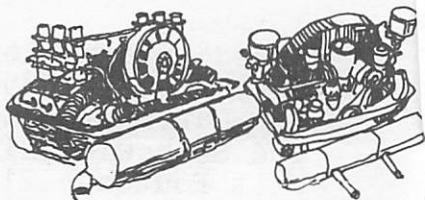
# **Subtle Dynamics**

**215 Plank Avenue, Paoli, Pa. 19301  
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## **For Sale**

1964 356C Cabriolet, restoration in progress. Have all body panels needed to complete. New tan leather on seats. Over \$6000 invested. Will sacrifice for fraction of cost. Make offer at 215-779-5651 or 215-488-7359 late evenings.

1979 Speedster replica. White/saddle. Shaartz canvas top. '72 VW engine. Only 800 miles since built. Howard Silverman, 1848 Mallard Lane, Villanova, PA Day 215-839-6050, night/weekends 215-525-6153. \$12,900.



# DVSA

PROVISIONAL CHAMPIONSHIP POINT STANDINGS. 23 other drivers have been awarded points but did not place in the top 6 for their class.

<u>A Stock</u>		<u>B Stock</u>		<u>C Stock</u>		<u>D Stock</u>	
A. Schield	23	B. Carrington	18	C. Frick	13	R. Gral	9
S. Boreen	9	D. Wood	13	J. Banha	12	F. Lowery	9
S. Hoyt	9	J. Goldfarb	10	S. Snyder	12	J. Conover	9
V. Lyle	9	J. Brody	9	B. Butler	9	J. Wojick	6
B. Snyman	9	R. Hobbs	6	H. Kintzi	9	Brickman	4
B. Patton	8	C. Ott	6	N. Bapsola	6		
<u>E. Stock</u>		<u>F. Stock</u>		<u>A Improved</u>		<u>B Improved</u>	
S. Close	18	D. Pheatt	24	H. Smith	30	C. Larson	24
B. Abbott	17	Gonzales	9	M. Smith	10	F. Sechowicz	9
J. Wojick	11	B. Qualls	6	J. Fink	9	S. Pagano	6
B. Kuermann	6	B. Fox	4	R. Ahrens	9	S. Karo	6
J. Chatley	6	Moser	4	G. Rosenberg	4	B. McCullen	4
J. Tornetta	6			T. Lipincott	3	F. Checkowski	3
<u>C. Improved</u>		<u>D Improved</u>		<u>F Improved</u>		<u>Super Modified</u>	
G. Grove	29	J. Weaver	18	D. Arron	9	R. Allen	15
P. Sutor	13	A. Rosman	15			F. Llaus	9
D. Jones	9	T. George	6			R. Bensingery	9
S. Lockett	6	B. Yeager	6			C. Roulderbush	6
A. Dunning	6	G. Reed	4			K. Seidel	4
D. Boyle	6	C. Natoro	4			B. Tarwall	4
		H. Wilkinson	4				
<u>A Modified</u>		<u>B Modified</u>		<u>C Modified</u>		<u>Ladies</u>	
B. O'Malley	24	J. Kuhn	18	M. McWeidel	9	K. Madara	18
W. Butcher	21			S. Sezenpan-ski	6	M. Grove	16
M. Miller	8					C. Kuhn	15
M. Sognore	5					M. Lyle	9
J. Hamilton	3					D. Miller	9
						L. Rankin	8

# Giantkiller 6 Rally

Would you believe that the first five places in the Giantkiller V Rally were won by non-Porsches? I guess they all could be comfortable rally cars, but I'm not so sure about that Oldsmobile!

We always worry after sending off all the cars - what if we made a mistake and they're all waiting for us, snarling? Well that didn't happen and everyone seemed to have a good time. The service at the Rheinland Inn did seem a bit slow, but all the food was homemade and worth the wait (the dark Heineken also helped). This was a simple 'shortest distance' rally - all the teams had maps and had to visit any 7 of 8 indicated areas. The winner travelled the shortest distance. The requirement to maintain an average speed between 20 and 30mph was just to get our rallyists thinking about time, speed and distance and to give us a tie-breaker. When mileage was tied, the faster car won. Carol Koerbel drove the winning Renault with Bob ably navigating over just 43 miles. John and Diane Tilghman did 44 miles in the Olds for second. Tied for third with 45 miles were the Fleglers (VW), Bill Cooper and Debbie Richards (Scirocco or Rabbit, all those foreign cars look alike) and the Hollands, who took the trophy in their Volvo wagon with the fastest speed. Bob Russo and Dodie Reiter were given the Turtle Award for equalling the 43 miles of the winning car, but taking longer to do it and having an incorrect answer. The Longest Distance Award (a map of Pennsylvania) was given to Jay and Ted Tomb for going 58 miles. Guess they can be excused when driving such a nice car (this one is a Porsche).

This is probably the last rally to be staged by the Lyles. We never considered ourselves real Rallymasters anyway and after doing this twice we find ourselves out of ideas. It would be nice for the club to have some new blood stage a rally or two and maintain the 'tradition' that rally attendance is only exceeded by the banquet. We'll be glad to help the new Rallymaster(s) and offer whatever advice we can. We do appreciate the response to our efforts. Its been fun.



<u>TEAM</u>	<u>MILES</u>	<u>AVG SPEED</u>
Koerbel (trophy)	43	
Tilghman (trophy) *	44	
Hollands (trophy)	45	28.4
Flegler	45	24.8
Cooper/Richards	45	24.6
Shelanski	47	29.1
Stolper *	47	25.4
Babe and Bob Ahrens	47	25.2
Galbraith	48	29.7
Walter	48	26.7
Patton	50	
Ahrens/Meara	51	
Cheminski/Corey	53	
Checkowski	54	

Disqualified for incorrect answers or average speed

Walsacks (answer)  
 Shemenski (speeding, 30.3)  
 Russo/Reiter (answer)  
 Snyman (answer)  
 Gutman/Britt \* (answer)  
 Byrnes \* (answer)

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 Holbert Racing Inc., 1425 Easton Rd., Warrington, PA 18976  
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# Christmas Village

While violent storms kept most sane individuals in bed, a small band of dedicated drivers had the time of their life at the June 14th P.C.A. sprint. Despite soggy-foggy conditions Wayne Flegler managed to allow everyone to get five runs of two laps each around the x-mas village course.

Although several D.V.S.A. classes were won by default, lumping and bumping cars together for trophy purposes produced some hotly contested classes. Fastest time of the day was actually set by Rookie Jim Brody even though the official results state otherwise. It seems that he took an exceptionally wide line through the final corner and most of the straight for that matter and unfortunately failed to trip the timer. Bruce Abbott also thrilled the crowds as he flew around and sometimes off the tight and twisty track in his immaculate Pinto. Jerry Kuhn also put in several spirited runs that clearly demonstrated why he is a national champion!

In addition to a number of other splendid displays of driving skills by all the Porsche drivers of course, several technological innovations made their debut. Since Bob Patton is likely to describe many of these revolutionary advances in future TECH articles, I will mention only the "big" breakthroughs. The most notable being the ultra light weight transparent helmet that Ted is helping Bell develop for Polish drivers. The only problem in the design that remains to be worked out is where to put the Snell sticker. It is also apparent that Vern and Melody's convincing wins in their newly purchased 911 with Nitro tires has opened a new chapter in race car dynamics and design. Who knows what this daring and darling pair (guess whose who) will try next?

For additional information in the remaining D.V.S.A. sprints please contact your friendly Club Representatives.

Gary Grove

OFFICIAL RESULTS Porsche Club of America-Riesentoter Region  
 XMAS VILLAGE Sprint.....June 14,1981

LADIES

Melody Lyle	Porsche 911	1:03.118/1.538 Index
Chris Kuhn	Corvette	59.204/3.309 Index
Mary Grove	Sprite	1:05.266/4.026 Index

A STOCK

Vern Lyle	Porsche 911	1:01.248
Bob Patton	Porsche 911	1:01.510
Axel Shield	Porsche 911	1:02.680

B Stock

Jim Erody	Porsche 911-2L	1:05.654/ 1 <sup>st</sup> Novice
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C Stock

Harry Kintzi	Porsche 924	1:01.163
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E Stock

Bruce Abbott	Pinto	1:03.579
--------------	-------	----------

A Improved

Harry Smith	Lotus Europa TC	58.790
Mark Smith	Jaguar XKE	59.830
Gus Rosenberg	Porsche Carrera	1:00.041
Terry Lippincott	Jaguar XKE	1:01.852

B Improved

Ted Sechowitz	Porsche 914	59.990
Carl Larsen	Mazda RX-7	1:01.036
Bob Hobbs	Datsun 280 Z	1:02.334

C Improved

Gary Grove	Sprite	1:01.240
Danny Boyle	TR-6	1:07.678/2 <sup>nd</sup> Novice

F Improved

Dave Arron	Ford Mustang V8	1:03.488
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Super Modified

Ralph Brensinger	VW Special	54.632/ F.T.D.
C. Raudenbush	Bush Special	55.049
Kane Seidel	VW Special	56.013

B Modified

Jerry Kuhn	Corvette	55.995
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# Social Stuff

Winterthur. . . I don't think the Du Ponts could have ordered a nicer day than the one we had for our trip to Winterthur. The weather was delightful, the grounds beautifully landscaped, and the house magnificent. About thirty of us got to see what you can do when you want to decorate a house and money is no object. Although all ninety-eight rooms of the estate are not open to the public, the ones we did see offered us a glimpse of an exceptional antique collection that spanned many periods and geographical areas. Mr. Du Pont spared no expense in recreating rooms down to the finest detail.

We were a few weeks late to see the gardens on the grounds at their finest. However, walking along the many trails was pleasant. You might make a note to go again early next Spring as the gardens are supposed to be spectacular.

We ended the day at the Red Rose Inn where we enjoyed a tasty meal and most congenial atmosphere.

Wine Tasting Party. . . We would like to extend a special thanks to Bob ~~Holland~~ and Joe Shelsanski for all the time and effort they put into the wine tasting and dinner party we had for our May meeting at the Cafe Vienna. I think anyone who attended would have to agree that it was one of the most "spirited" meetings we've had in a long, long time.

Picnic. . . Mark it on your calendar! The annual PCA picnic will be held on Saturday, September 12th at Camp Hideaway in Arcola, Penna. This event will be held rain or shine. Details will follow.

Carol & Bob Koerbel

# PCA PICNIC

September 12th from 1 P.M. - ???

Camp Hideaway at Arcola, PA

Beer, Wine, Softball, Volleyball,  
Swimming.....

Top-Only Concourse!

Baking Contest!

Map & more in August der Gasser.

Needed: Two people who are Certified  
Life Guards for the PCA Picnic. Con-  
tact Bob Koerbel at 789-0820 or 527-  
6025.

## Welcome

Stan Raynor	Woodbury, NJ	'78	924
Dean Pitcairn	Huntington Valley, PA	'61	356B
Robert Koons	St. Davids, PA	'76	911
Alexander Kerr	Philadelphia	'64	356
Basil Snyman	Hatboro, PA	'81	911SC
Charlie Smith	Ardmore, PA	'72	911
Thomas Spolsky	Churchville, PA	'59	356D

a/ Some 30 Riesentoter members have been asked  
to serve as sponsors and to make indivi-  
dual contact with future enrollees in PCA.  
My thanks to them for this valuable ser-  
vice!

Skip Corey

# Turbos

Walt Rogal of Options in Motoring, Inc., was the guest speaker at our June 24 meeting. Options in Motoring, Inc. is the area's distributor of BAE turbochargers.

Turbocharging is a form of supercharging in which hot, expanding exhaust gases drive a turbine at very high speeds (over 100,000 rpm). On the same shaft with the turbine are the blades of a compressor, which lies in the path of the engine's intake air. The compressor causes a denser charge to be delivered to the engine, thus boosting horsepower. On a 911 engine, the boost in power begins at about 3500 rpm and is sustained to about 6000 rpm. This is where the 911's power curve is naturally found, so turbocharging doesn't really change the characteristics of the engine. The power range may be widened a few hundred rpm's on either side.

A turbocharger must be sized for a particular engine--one size won't fit all. Positioning the turbocharger and the engine, will give good low speed response, but some carburetor problems can arise. Fuel injection (covered at May's meeting and in last month's DER GASSER), especially the CIS system, seems to be made for turbocharging.

Overstressing of turbine impellers is rare, but if a wastegate is set too high, pistons and connecting rods may be overstressed.

The wastegate mentioned above is an adjustable device to control the boost in a turbocharger. It relieves excess pressure and keeps a fixed pressure as a maximum. A pop-off valve does essentially the same thing, except that it is not adjustable.

Water injection is often used with turbocharging to reduce ping from today's poor gasoline. It cools down the incoming charge, reduces compression work, and slows down the burning rate. This gives the equivalent effect of increasing octane, as well as increasing mileage.

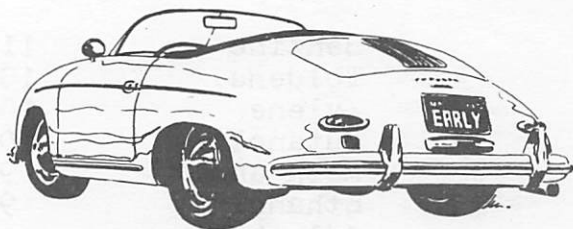
Intercoolers cool the compressed air, so you get less detonation, even with more boost. Not only that, but the charge also becomes denser as it cools, so horsepower increases even without increasing boost. An intercooler is essentially a radiator type heat exchanger. Unfortunately, they are quite expensive, so they are rarely used on street applications.

The engine oil both cools and lubricates the turbocharging unit, so it may cause the oil to break down sooner than it normally would. Use of an oil cooler is recommended, as well as more frequent oil changes--every 1000 to 2000 miles. We Porsche drivers all change our oil frequently, anyway, do we not?

Bob Patton

## Thanks

Thanks to Dr. Michael Cahan for donating a nearly complete set of der Gassers for the Club Archives in response to last month's notice from Axel Shield.



# Knock Knock

Some of the older Porsches which have high compression ratios require gasoline with high octane values. Recent turbo models may need the same fuel. With the unavailability of the fuel due to generally lower compression ratios of modern spark ignition engines I wonder how our engines will survive the scarcity. All, however, is not lost and the choices are interesting.

Gasoline is really made up of several distillates found in crude oil and all have different "knock" characteristics. Knock is defined as the tendency for the gasoline to ignite before the set time and thus producing a high pressure wave within the cylinder. The scale to measure engine knock has been established by selecting two reference fuels. Iso-octane was assigned an octane rating of 100 while n-heptane was assigned a rating of 0.

If, for instance, a fuel had an octane rating of 80 its knock intensity in a standard engine at standard conditions was equivalent to a mixture of 80 parts of iso-octane and 20 parts of n-heptane. Whereas a high octane rating is good for spark ignition engines, it is a poor fuel for diesel engines where you want the air/fuel mixture to self-ignite. The n-heptane fuel at a rating of 0 octane is ideal for diesel.

Cracking crude oil produces several by-products with high octane values. These can be used to increase the octane value of your gasoline.

## Octane Value (Motor Method)

Benzine	110
Toluene	104
Xylene	105
Butanol*	100
Methanol*	98
Ethanol*	99
*Alcohols	



You will note that these are solvents used in paints, etc. They are not impossible to obtain.

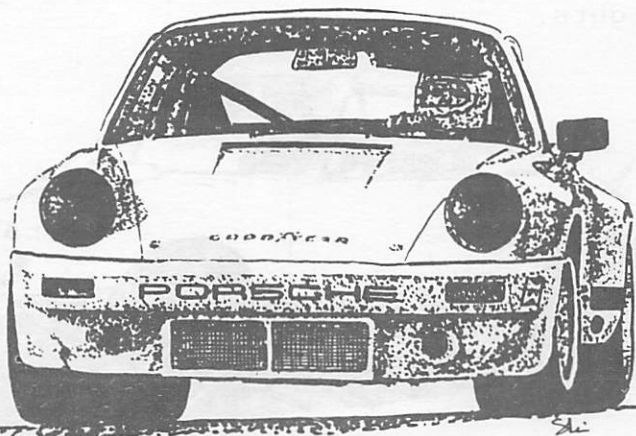
Tetraethyl lead and ethylene dibromide are used to increase octane ratings of standard gasolines because a little of it goes a long way...about 2-5 cc per gallon. Without these additives the actual gasoline as it is cracked from crude has an octane value of 60-80. TEL & ED are very toxic, hence you will not find them in the local grocery store. In fact, you do not want to fool around with this stuff. (Iron carbonyl has been used in Europe as an anti-knock agent.)

Let's not forget other additives that would also up the octane rating.

Methane gas	110
Ethane gas	104
Propane gas	100

Remember there is little or no difference in the inherent power of low and high octane gasoline. The octane number only rates the gasoline as to its ability to resist knock. Both contain the same energy if the explosion is controlled.

Tony Checkowski



# CHESAPEAKE CHALLENGE

Ladies and Gentlemen get ready to start your engines! On August 21 the Chesapeake Region will hold its premier annual event, the Chesapeake Challenge 14 in Towson, Maryland (north of Baltimore).

In the truest of Porsche tradition this social and competitive weekend has been planned to provide optimum fun and enjoyment for all who attend. Scheduled activities will include a multi-classed Concours D'Elegance, a Rally directed through the scenic countryside of western Maryland, an exciting autocross, culminating with a Sunday victory brunch featuring the presentation of awards for the various competitive events.

We once again extend our open WELCOME to ALL neighboring Region members to this super weekend.

Registration forms and details are available by contacting Rod Baker, Challenge Chairman, 2006 Kernan Drive, Baltimore, Maryland 21207 at (301) 298-3077-nights or Sonny Koutsoutis, Challenge Registrar, 6502 Woodbridge Circle, Baltimore, Maryland 21228 at (301) 465-5822-days and (301) 744-4980-nights.



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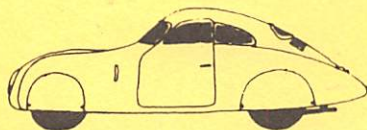
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