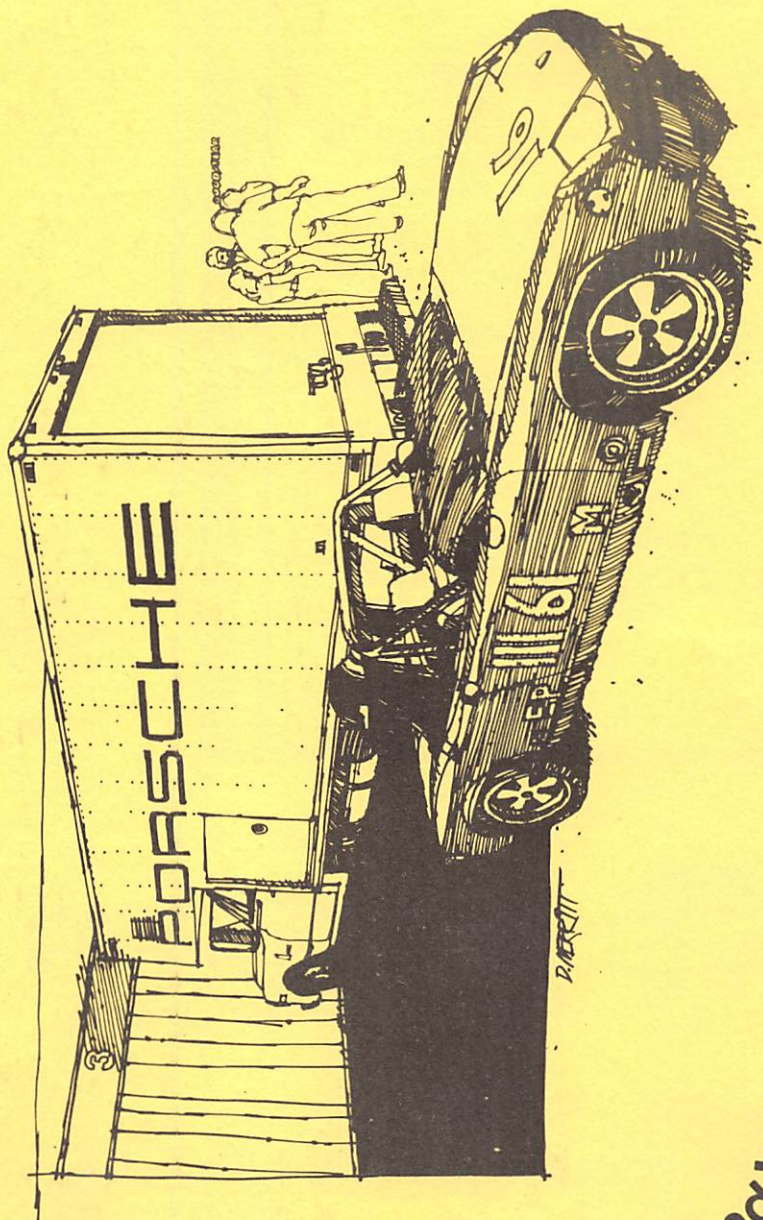




der Gasser

Oct '81

Porsche Club of America:RIESENTÖTER



Next Meeting: 10/28 Rheinland Inn

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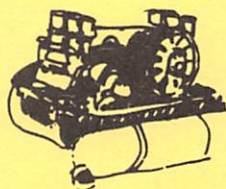
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NEXT MEETING

Our Octoberfest and Elections will be at the Rheinland Inn on Geryville Pike in Sumneytown Pa. Two sets of directions:

A. Take the Lansdale exit (31) from the Northeast Extension, go North (right) on Sumeytown Pike approx 6-7 miles. After going down a long hill, turn right at the Sumneytown Hotel onto Geryville Pike. The Inn will be about 2 miles further on the Right.

B. Take the Quakertown Exit (32) of the Northeast Extension, go right on Rte 663 towards Pennsburg; left onto Geryville Pike. Watch closely for a sign for the Perkiomen Public Golf Course - you'll make a left and still be on Geryville pike. About 5 miles on the left.

We will have: Buffet dinner with Knockwurst, bratwurst, German potato salad, kraut, and an optional dessert.

The charge will be between \$6-\$8.

See you there!

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President's Message

I understand they are resurfacing Lime Rock racetrack. Guess we all need a facelift once in awhile. The Riesentoter picnic softball game really demonstrated time's effects on the body to me.

Perhaps you will recall that several months ago I wrote a President's Message extolling the virtues of driving your Porsche on a daily basis. Within a week of publication of that issue of Der Gasser, my Porsche had two new dings in its door. Just a few short weeks ago, my car was hit in Holbert's parking lot (of all places) by some fellow in a ten year old behemoth Ford, who had brought his boss up to pick up his Audi station wagon. He sent me a check right away, however, all of the foregoing will necessitate my car making a trip to the body shop this winter.

So both Porsches and people suffer from the passage of time. However, just as the human race is replenished with children, so are Porsche pushers supplied with new models. The 944, the new 911 Speedster which has 935 like front fenders and the lightened turbocharge 928 are just a new of the vehicles that have been previewed to members of PCA this spring and summer.

Those who doubted that a 924 is really a "true Porsche" have now been answered. I guess that element will always be with us. They said it about the 914 (which is now not only merely accepted but respected) and they even said it about the 911 when it first came out. All new Porsche models seem to arrive under a cloud of doubt and dread that the factory philosophy has changed. All models mature over the years with changes for the better and all eventually seem to become accepted with the next model once again bearing the brunt of peoples' doubts.

A Porsche is a Porsche is a Porsche ... a Porsche pusher is a Porsche pusher is a Porsche pusher. We are all members of one great fraternity - PCA. PCA keeps rolling along and so do Porsche pushers...albeit with different models and with the help of a good radar detector.



Slate

The slate of candidates for Office became final at the close of our September meeting (held on October 7th).

| | | |
|-------------|---|--------------------------------|
| President | - | Don Galbraith |
| VP | - | Larry Bruce or Tina Tuccillo |
| Treasurer | - | Bill Cooper |
| Secretary | - | Cris Galbraith |
| Editor | - | Jim Brody |
| Technical | - | Bob Patton & Tony Checkowski |
| Membership | - | Skip Corey |
| Social | - | ??????????? |
| Competition | - | Stu Boreen or Vern/Melody Lyle |

Election will be October 28th at the Rheinland Inn!

'Vettes

The Porsche-Corvette Challenge will be held Sunday, November 1st.

Registration is limited to the first 150 cars. Registration will be from 9-Noon, although pre-registration is urged.

You will need: \$10 per driver, a current driver's license (your own!), proof that you're 18 (in case of doubt), a helmet, and seatbelts.

The meet will be at Christmas Village. According to Wayne, you take Rte 78 to 183. Proceed to Bernville. Take the 1st right after the Bernville Texaco Station, then the next right; and then the next left. The track will be on your left.

Call Bob Brickner ('Vettes) 717-774-5832
Wayne Flegler(Porsche) 609-423-6659

Tech

On Saturday, Oct 17th, YBH Porsche Audi will once more open its doors to all Riesentoter members. This will be our last Tech session of the year. So, if you've put off that oil change, brake bleeding, or exhaust work, now's the time! Mark your calendars!

To make this a special event, we will have a high-pressure hoser on hand (thanks to Wayne Flegler!) to clean the underside, engine, and fenders of our cars.

We will start at 9:00 A.M. and go to about 4:00 P.M. There's about 8 lifts, 2 wash bays, and one alignment rack. The Parts Department will be open all day and there will be friendly mechanics on hand for your assistance.

YBH is located on Rte 3 (West Chester Pike) in Edgement, Pa. So, bring your tools, wear some old clothes, and come ready to enjoy yourself and your Porsche.

Larry Bruce

PS. If you need directions, call me days at 667-6115 or evenings at 353-5807.

Also...

NTW is hosting a "Tire Tech" on Oct 21st at 8:00 P.M. at their shop on 2435 Maryland, Willowgrove. Take Rte 611 south from Ret 276, turn west at the light for the George Washington Motor Lodge.

Riesentoter, Schattenbaum, & Northern New Jersey have been invited. There will be door prizes, coupons for tire balancing, and possibly a set of P 7's up for grabs. In addition to tire experts, Axel says that we'll probably see a movie too.

Hillclimbing

Duryea Hillclimb was run in near perfect weather on Sept 19 & 20. It was a two day event with all entries eligible to run both days but not required to do so. This format was good for it gave the drivers Saturday night for repairs and gives the sponsoring clubs time to sort out timing and other problems.

About 50 hill climbers were on hand for this - the first hillclimb of the season along with some 20 vintage sports cars from the VSCCA running their own show. Included were such machines as Bugatti, MG-TC, MG-TD, Lotus 6, Aston Martin DBR-1, Aston Martin LeMans, Alfa Spider, Talbot G.P., Elva Mk1B, Elva Mk 5, Siata 208S, Talbot Lago GSL, etc. They put on a good show!

Three Porsche drivers were there: Tom Beil - RSK, Ted Klaus - Caldwell D10, and Jess Holshouser - Porsche Speedster. Beil & Klaus were in an interesting class consisting of entries from PHA Modified 2, Modified 3, and Formula 1 classes. In addition to the RSK and Caldwell were two Scca Sports Racers and two modified Corvettes. When it was over, Beil and Klaus finished 4th & 5th, respectively, behind the two Corvettes and one SR. One of the Corvettes driven by Kerry Hitt set a hillclimb record of 1:56.009, one-half second off the prior record of Oscar Kovaleski set in 1977 in a McLaren Chevy.

In my class, EP, there was the three-way battle involving a TR 4, an MG-B, and my Speedster. Although I finished with my second best time ever at Duryea, it was only good enough for second place. I led after two runs but lost 1st after the 3rd run.

Keep it between the trees....

Jess Holshouser

Technicalities

THINKING METRIC (First of a Series)

You've all seen fuel consumption figures in miles per gallon (mpg) but perhaps you've also seen them listed as litres per 100 kilometers (L/100 Km) in Porsche Owner's manuals or articles in Christophorus. How does one convert from one system to the other? First, you need to realize that one is distance per volume of fuel, while the other is the inverse, volume of fuel per distance. Next, you need to know a few simple conversion factors:

$$\begin{aligned}1 \text{ gal} &= 3.785 \text{ Litres} \\1 \text{ Km} &= 0.6214 \text{ miles} \\100 \text{ Km} &= 62.14 \text{ miles}\end{aligned}$$

Multiply:

$$\frac{3.785 \text{ L}}{\text{gallon}} \times \frac{62.14 \text{ miles}}{100 \text{ Km}} = \frac{235.2 \text{ Litre miles}}{100 \text{ Km gallons}}$$

In these calculations, 100 Km could be considered a unit distance (a hectometer).

This number may not make any sense at first, but if you look closely, you should be able to see that if you divide by a mpg value, you are left with Litres per 100 Km. Likewise, if you divide by a L/100 Km value, you are left with mpg. Examples:

$$1) \frac{235.2 \text{ L miles}}{100 \text{ Km gal}} \text{ divided by } 25 \text{ mpg} = 235.2/25 = 9.41 \text{ L/100 Km.}$$

$$2) \frac{235.2 \text{ L miles}}{100 \text{ Km gal}} \text{ divided by } 8 \text{ L/100 Km} = 235.2/8 = 29.4 \text{ mpg.}$$

A few gas stations are now selling gas by the litre. If you see a gas price of 37.9¢, it's not a mistake or a price rollback, but it's not a gallon either. New speedometers read both mph and kph. When the odometers change too, you may start to wonder: How many miles per gallon am I getting?

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Bob Akin

Bob Akin spoke in his usual perceptive style at our last meeting. His remarks are only the high points of what he called, "a very frustrating season" as he went from an early 2nd at Daytona. He gambled that Redman's car with a 3.1 liter engine would break sometime during the 24 hours and that his own 2.8 would go the distance. Redman's engine performed, however, reliably and the extra displacement could be seen particularly when Redman pulled away coming out of the corners. The 2nd at Daytona earned Bob 19 points towards a World Endurance Championship which is determined by a series of 17 races, each of them at least 6 hours long and each contributing an equal number of points to the crown.

Sebring...Bob lost a synchro retaining ring in the 3rd hour. His transmission popped out of gear and the engine must have seen 20,000 rpm before the valves died.

Silverstone, England...It rained as usual and Bob had a wreck but managed a 6th place in a race he feels that he should have won.

Nurnburgring...There are 170 turns in a 14 mile course; you have to grow up on it just to learn the track. Many of the turns lie just beyond the crest of a hill and you must be committed for the turn before you can see it. The track is so large that you watch the crowd for umbrellas as a warning of possible rain over the next hill. The 935 is a poor car for this track... it is airborne 4 or 5 times and its locked rear means that the first wheel to hit the ground will decide your direction! Bob damaged the nose of his car and had to leave it next to a guard rail on the apex of a

curve. Muller, unaware of Akin's location, apexed late and died as he plowed into Bob's parked vehicle. (Bob earlier asked permission to tow his car but was turned down.)

LeMans...Bob bought a new car in Europe which, unfortunately, was set up for sprinting and not for endurance contests. He lost 2 headers and an alternator and was in 11th position at the finish when his car died with an electrical problem. He, thus, got no credit after driving 3000 miles.

Watkins Glen...Lost his rear suspension.
Mossport...11th.

Bob expects to be driving a tube frame next year and will miss his 935. (The tube frame is 250# lighter) The 935 pushes 800 horsepower and becomes more stable as it goes faster. He drives the Mulsanne Straight - 3.5 miles in 60 sec - with one hand. Bob comments that it's a good time to have a drink and a scratch.

Road and Track is to run a series of Bob's articles in the next few issues... watch for them!

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D.V.S.A. CHAMPIONSHIP POINTS LEADERS

[Based on Best 8 Finishes]

| | | | | | |
|----------------|-----|-------------------|-----|------------------|-----|
| A-STOCK | | A-IMPROVED | | SUPER MOD | |
| A. Shield | 53* | H. Smith | 50 | T. Klaus | 24 |
| | | M. Smith | 50 | C. Holmes | 22 |
| B-STOCK | | J. Fink | 45 | | |
| B. Carrington | 54* | B-IMPROVED | | A-MOD | |
| J. Goldfarb | 31 | T. Sechowicz | 63* | W. Boutcher | 63* |
| J. Podeszwa | 28 | C. Larsen | 51 | B. O'Malley | 42 |
| | | | | M. Miller | 20 |
| C-STOCK | | C-IMPROVED | | B-MOD | |
| C. Frick | 32 | G. Grove | 57* | J. Kuhn | 45* |
| | | P. Sutor | 42 | | |
| D-STOCK | | D-IMPROVED | | C-MOD | |
| R. Hobb | 27 | A. Rossman | 49 | B. Guenther | 27 |
| | | J. Weaver | 36 | | |
| E-STOCK | | T. George | 24 | LADIES | |
| B. Abbott | 53 | | | M. Lyle | 42 |
| S. Close | 36 | F-IMPROVED | | C. Keen | 34 |
| J. Wojcik | 27 | ----- | -- | S. Budischeck | 26 |
| | | | | M. Grove | 25 |
| F-STOCK | | | | | |
| P. Pheatt | 24 | | | | |

* Have clinched Class Championship
regardless of outcome of two remaining sprints

DVSA CHAMPIONSHIP AUTOCROSS

September 20, 1981 - Bazaar Parking Lot

A-STOCK

| | | | |
|----|---------------|-----------|----------|
| 1 | J. Haedo | 911 | 59.549 |
| 2 | B. Snyman | 911 | 59.968 |
| 3 | C. Rosenfeld | 911 | 1:00.439 |
| 4 | S. Chalfont | Speedster | 1:01.405 |
| 5 | S. Boreen | 911 | 1:02.056 |
| 6 | A. Shield | 911 | 1:02.059 |
| 7 | J. Chatley | 911 | 1:02.078 |
| 8 | D. Galbraith | 911 | 1:02.903 |
| 9 | J. Jandrlich | 911 | 1:03.829 |
| 10 | Jay Chatley | 911 | 1:03.899 |
| 11 | T. Bonanni | 911 | 1:03.995 |
| 12 | T. Checkowski | 911 | O.C. |

B-STOCK

| | | | |
|----|---------------|-----------|----------|
| *1 | B. Carrington | 914 | 57.931 |
| 2 | J. Podeszwa | RX-7 | 1:00.637 |
| 3 | J. Goldfarb | Speedster | 1:02.197 |
| 4 | M. Sherlock | 280Z | 1:02.694 |
| 5 | T. Tuccillo | 914 | 1:02.937 |
| 6 | M. Gaylos | 280Z | 1:05.070 |

C-STOCK

| | | | |
|---|-------------|------------|----------|
| 1 | C. Frick | TR-Vitesse | 1:04.052 |
| 2 | C. Terlizzi | Fiat | 1:04.684 |
| 3 | P. Land | MG-B | 1:06.424 |
| 4 | J. Hawking | GT-6 | O.C. |

D-STOCK

| | | | |
|---|-----------|-------|----------|
| 1 | R. Hobbs | Honda | 1:02.481 |
| 2 | B. Morgan | Capri | 1:05.754 |
| 3 | D. Riland | Honda | O.C. |

E-STOCK

| | | | |
|---|---------------|-----------|----------|
| 1 | A. Abramowitz | Capri | 1:02.209 |
| 2 | J. Wojcik | Toyota | 1:06.108 |
| 3 | S. Algeo | Dodge 024 | 1:07.118 |

F-STOCK

| | | | |
|---|-----------|----------|----------|
| 1 | B. McNeil | Corvette | 1:06.349 |
|---|-----------|----------|----------|

LADIES

| | | | | | |
|---|------------|-----------|----------|--------|-------|
| 1 | M. Grove | CI Sprite | 1:03.965 | -4.421 | index |
| 2 | M. Lyle | AI 911 | 1:03.151 | -4.817 | |
| 3 | M. Holland | BM 911 | 1:03.422 | -7.815 | |
| 4 | D. Reiter | BI 356 | 1:07.695 | -7.925 | |

A-IMPROVED

| | | | |
|-----|------------|--------------|----------|
| **1 | M. Smith | XKE | 58.334 |
| 2 | H. Smith | Lotus Europa | 58.843 |
| 3 | R. Ahrens | 911 | 58.884 |
| 4 | V. Lyle | 911 | 58.959 |
| 5 | B. Koerbel | 911 | 1:00.327 |
| 6 | B. Patton | 911 | 1:04.092 |
| 7 | L. Bruce | 911 | O.C. |

B-IMPROVED

| | | | |
|---|--------------|------|----------|
| 1 | T. Sechowicz | 914 | 59.770 |
| 2 | R. Allen | RX-7 | 59.957 |
| 3 | S. Karo | RX-7 | 1:01.422 |
| 4 | C. Larsen | RX-7 | 1:02.289 |
| 5 | M. Moore | RX-7 | 1:05.654 |
| 6 | J. Thompson | Mini | 1:07.225 |
| 7 | W. Flegler | 356 | 1:07.274 |

C-IMPROVED

| | | | |
|---|-----------|----------|----------|
| 1 | G. Grove | Sprite | 59.544 |
| 2 | H. Kintzi | 924 | 1:00.297 |
| 3 | P. Sutor | Spitfire | 1:00.846 |

D-IMPROVED

| | | | |
|---|------------|------------|----------|
| 1 | J. Weaver | BMW 2002 | 59.753 |
| 2 | A. Rossman | Datsun 210 | 1:00.917 |
| 3 | B. Thomas | BMW 2002 | 1:07.546 |

A-MOD

| | | | |
|---|-------------|--------|--------|
| 1 | B. O'Malley | Zimmer | 55.907 |
| 2 | W. Boutcher | Zimmer | 56.435 |
| 3 | D. Rossman | F.V. | 57.077 |

B-MOD

| | | | |
|------|------------|-----|--------|
| ***1 | B. Russo | 911 | 54.700 |
| 2 | B. Holland | 911 | 58.539 |

SUPER MOD

| | | | |
|---|----------|------------|--------|
| 1 | J. Lynch | Super Mini | 54.740 |
|---|----------|------------|--------|

| | |
|-----|----------|
| * | F.S.T.D. |
| ** | F.I.T.D. |
| *** | F.T.D. |

New Folks

Welcome to:

Steven Syderman, Phila 19149, '78 911 SC
Ronald Kipp, Croyden 19020, '72 911 T
Erwin Wolf II, Wyomissing 19610, '78 911
SC

Tom Bakcsy, Perkasie 18944
Gary Bogert, West Grove 19380.

Incidentally, the latter two gentlemen are transfers to RTR from other regions.

Calendar

- Oct 17 Tech Session @ YBH. Steam cleaner will be available!
- Oct 21 NTW Tire Tech Session
- Oct 25 Delaware Valley Sports Car Club @ Bucks Community College
- Nov 1 PORSCHE/CORVETTE CHALLENGE

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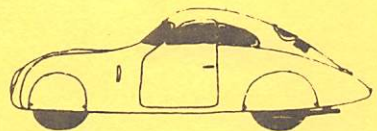
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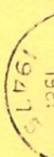
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