

DER GASSER

*Riesentöter Region
Porsche Club of America
Mar 83*



THE ONLY ONE

MEETING : MARCH 30

Up Comin'

- Mar 26 - Tech Session at Holbert's in Warrington, PA
Tony Checkowski, 584-0776
- 30 - Riesentoter Newcomers Meeting, see page 3

- Apr 9 - Tech Session at YBH Porsche-Audi, Bob
Patton, 935-1725
- 10 - Riesentoter Autocross School, see pages 8-9
- 10 - SCCA Solo II at Plymouth Meeting Mall
- 16-17 - Driver's School, NER at Bryar, New Hampshire
- 17 - BMC Autocross School at Gloucester County
Community College, Harry Smith 609-299-5308
- 23 - Mechanicsburg Swap Meet, near Harrisburg
- 24 - DVSA Autocross - Riesentoter host, pages 8-9
- 27 - Riesentoter Meeting - Wine Tasting/Dinner
- 29- 1 - Porsche In Flight, Crewe, VA

- May 1 - Driver's School, Potomac at Summit Point
- 1 - SCCA Solo II at Exton Mall
- 12 - Driver's School, CVR at Lime Rock
- 13 - Driver's School, Schattenbaum at Lime Rock
- 14 - Driver's School, CVR at Lime Rock
- 15 - DVSA Autocross - BMC host at Gloucester Co.
- 21-22 - Orangeburg, NY, Swap Meet and Concours
- 22 - DVSA Autocross - OYR host at Gloucester Co.
- 25 - Riesentoter Meeting
- 27-29 - Driver's School, NNJ at Pocono

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President's Message

Don Galbraith

Welcome to all new members (and hello again to all the old).

The upcoming March meeting is becoming a tradition for our Club - we call it the "Newcomers Meeting".

As in every industry, sport or club, there develops a jargon all its own. It takes a while to learn what DVSA, PHA, RTR, LCB, PIR, SCCA, ABE, FFF and VOA all mean.

Also, not many really know what the true story is behind each Executive Committee position. If you knew what a great time each of us has, I'm sure there would be many more candidates for elections.

The idea of the meeting is to make all this as clear as can be. So come one and all - see you there.

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Don't Miss This !

You absolutely must check out the latest issue of Road & Track. Each April, they spoof their own routine "road test" by testing such incongruous vehicles as trains, garbage trucks and a Sopwith Camel. This time it's a Sedan Chair, and the entire thing had me laughing til I cried. The pictures alone are worth the cost of the magazine.

Newcomers Meeting, 8:30

Craig

Casa Maria, our new meeting site, received rave reviews from the 35 Porsche Pushers who ate there before the February meeting. The food was tasty, prices reasonable, and atmosphere festive. Why not join us early for the March meeting to munch a taco and sip a nice Margarita?

The March meeting is designed to inform and interest new members, as well as revitalize the old. Every aspect of PCA will be explored - autocross, hillclimbs, track events, Parades, etc. We'll have movies and slides from some of our more accomplished photographers showing Porsches doing what they do best - pushing to the limit. Our theme will be Involvement - What Riesentoter Can Do For You.

Playtime will follow for those so inclined. The keg will be tapped and games will appear - slot car racing, video track games, Fuji, etc. It should be a great time for all.

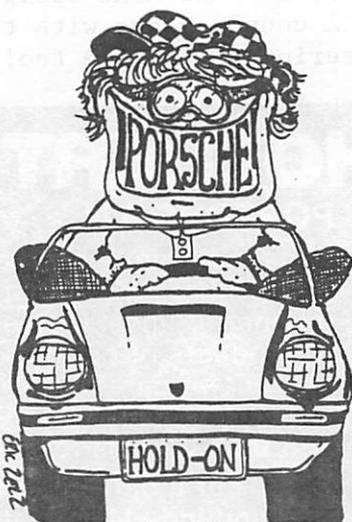
Lets make the March meeting a real success. Bring yourselves, your family and all your Porsche friends to really get the warm weather track season off to a big start. Push Porsche! Push Porsche People!

DIRECTIONS:

Casa Maria is on Rt 202, 1.5 miles north of the Schuylkill Expressway and the Valley Forge turnpike interchange.

It used to be called Valle's and is across from Victoria Station.

Parking in well-lighted areas in the rear and on the side.



Think Porsche!

Welcome, New Members

Skip Corey

Bill & Dorothy Kelso
Phila
69 911 coupe

Peter Landin
West Chester
64 356 C coupe

Russ & Mary Ellen Hunsberger
Perkasie
71 911 Targa

Ken & Sandra Levan
Reading
71 911 T

John & Clara Spooner
Delran, NJ
83 944

Richard Greenberg
Phila
81 911 SC

Melville & Patricia Wyche
Media
64 356 SC coupe

Timothy Witham
Doylestown
Transfer, Tampa, Fla

A special welcome to new members who attended the February meeting:

Russ and Mary Ellen Hunsberger are looking forward to enjoying their Targa this summer (let that wind blow). Russ is a sales engineer, Mary Ellen a secretary and they have a three-year old son.

Ralph Zagrabbe owns the only 928S in Riesentoter... and a Corvette. Ralph works at Kidder, Peabody with Don Galbraith and Mike Stolper, yet he seemed pretty sane. A couple years with those two and he'll be volunteering for office too!

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Porschenalities

Melody Lyle

Mary Jo and Gary Grove have worked and driven almost every club autocross in the past three years. And they have become regulars at meetings and attended many social activities. This wouldn't be unusual for active club members, but it is for them because they didn't become Riesentoter members until just last month! Welcome to our new old members!

Bob Sellers and his sons, Scott and Mark (who bought the Lyle's '68 912 a few years back) had a stroke of bad luck when they flipped the car soon after buying it. Avoiding an 'early apexer' on a turn, they had to go off road and lost it. Badly shaken but not hurt, they set out to repair the damages. Many months and lots of \$ later, old 12 is back on the road again. Welcome back to the Sellers gang. (Scott flat refuses to autocross, but we'll keep trying.)

New member Bruce Mankowitz was the only Riesentoter awarded a trophy at SCCA's banquet. He took 4th in class in his SAAB Turbo for the Solo II Series. It was his first year of autocrossing, and judging by the look on his face, he'll be back. Congrats Bruce! Shelly, his wife, is also highly charged about autocrossing. She plans on doing some driving of her own this year and if her enthusiasm carries over to the track - look out Ladies class!

Rumor has it that Bob Russo is considering cloning the 'Supersmith' car on display at Horrigan's Wine Tasting. It had many electrical gadgets, some of unknown purpose, plus everything else, including sequential lighting for P-O-R-S-C-H-E across the rear. Someone referred to the car as "High Tack". Of course, Bob has a few other choice words to be spelled out on his version.

Parts - 10% at Holbert's

You should all be aware that Holbert's offers this discount to all PCA members. Show them that you appreciate it!

Treasurer's Update

Bill Cooper

Many members feel that because of the amount of money charged at some of our social functions, the Club generally makes money on these events. The fact of the matter is that often the Treasury is called upon to offset losses. A case in point is the Banquet, which was held in January this year.

Originally scheduled to be held in Wallingford, a \$50 deposit on the hall was paid in advance. When inclement weather necessitated postponing the Banquet one week, what could have been a very expensive rescheduling problem was turned into a successful evening thru the gracious hospitality of our new Social Chairman, Joe Shelanski. Joe (as those of you who attended know) arranged the use of the beautiful Hallowell Art Galleries for the Banquet. I would venture to say that it provided the most unique regional Banquet setting in all of PCA.

You will recall that a charge of \$20 per person was made for this event. Following is an analysis of the expenses incurred:

Wallingford Hall Deposit	\$ 50.00
Cafe Vienna "Buffet" Charge (\$16 x 55)	\$880.00
Gratuity (10%)	88.00
Linen & Napkin Rental	55.00
Wine Glass Rental	75.00
Caterer's Subtotal	\$1098.00
Invitations, etc (300)	171.72
Postage, 298 x \$.20	59.60
Grand Total	\$1379.32

The cost per person was \$25.08 and meant, of course, that \$279.40 had to be obtained from other sources. Fortunately, operating our own bar profited us \$43, as well as sufficient stock for our next event. Thus the Treasury underwrote the Banquet for \$236.40. Your comments are welcome!

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Late Braking News

Bob Russo

Autocross - sprint - time trial - driver's school - to some they're meaningless words, but to many they mean excitement, competition and driving their Porsche. Earlier in the year I defined the various events, so I won't go into that again. If you missed the explanations, you can learn about them at our next meeting, details of which are elsewhere in this issue.

There is a bright spot on the autocross scene. We now have, I repeat have, our own site. Through the efforts of Al Anderson, we will be using Montgomery Mall for all of our events. See map next page.

For those who have heard us talk about autocrossing but have never tried it, April 10 is your opportunity. Our first event will be an autocross school - a school, not an autocross. Come out and learn the game so you don't feel awkward or unsure when you attend a timed event. Instructors will teach you the proper techniques, so that your first real event will be more natural...and successful. The school will be broken into several specific areas so the student can master each one before we connect the areas into an actual autocross layout. For you old timers, this is a good time to sharpen your skills and work the cobwebs out of your car.

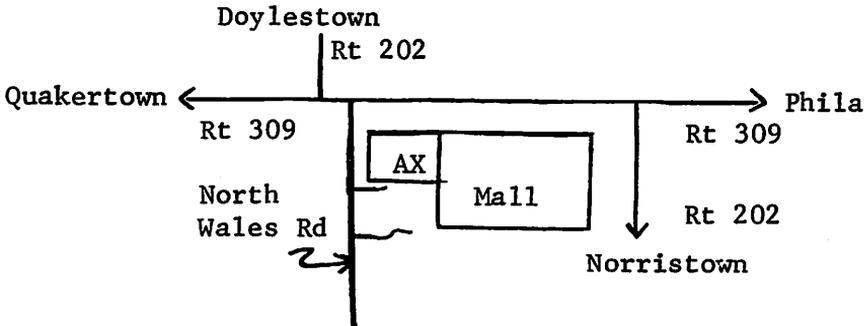
Two weeks after the school, on April 24, you will be able to put into practice what you have learned, as Riesentoter will host the first DVSA event of the year. This will be held in conjunction with a Porsche Show at the Mall. The Show is our contribution to the Mall for our use of the facility. More details later. If you are interested in helping at either the Show or the autocross, as entrant or worker, please contact Al Anderson or myself.

The Time Trial Series is progressing and if it becomes a reality, keep in mind that the first event could be at Bryar, New Hampshire on April 17. We will be mailing a flyer soon with more information, schedule, rules and classes.

AX School, April 10: Up Your Potential

Directed toward the novice, a school like this can, nevertheless, be a great learning experience for everyone. Even if you learn that you don't want to autocross, that's valuable. You'll be introduced to the basics, plus a few tricks. If you think you know how to autocross already, we'll see you at the first event and find out. If you're wise enough to realize that you can always learn something, we'll see you at Montgomery Mall about 9:00 am. Seatbelts and helmets are required (some loaner helmets available).

If you get 30 minutes of driving time in your car, it will be like running 10 autocrosses (three runs at an average of 60 sec each). You'll be an entire season ahead of your competition. A word to the wise...



DVSA - RTR Autocross, April 24

Registration 9:00, First Car Off 10:30, DVSA Rules

Since we are hosting this event, we need people to help in various areas. Registration, tech inspection, timing/scoring, course maintenance and crowd control - we can give you a quickie course in any of these jobs, so come on out and help the Club a little, and maybe further your own education.

What the hell is an autocross? Vern Lyle

Basically, an autocross is a test of man and machine against the clock at relatively low speeds, one car at a time, in a completely safe surrounding. Cars are classed according to potential performance. For those of you not receiving the DVSA mailing (only entrants at '82 events) we will be publishing the highlights of the rules and classes as they relate to Porsches. The complete information package is available from Bob Russo, Al Anderson or myself.

Generally, a newcomer to autocrossing shouldn't do anything to the car to make it 'faster', except for more air in the tires. Given any Porsche in reasonable condition, you already have a fast car. In the autocrossing game, the car counts about 70% and the driver does the rest. It is much easier (and a lot less expensive) to make the driver faster, rather than spend hundreds of dollars on the car and still not be able to drive it. My advice is to keep the car 'stock' until you're sure you can't get any more out of it. This is a difficult point to recognize and most people start changing the car before they can take advantage of the changes. One way to keep track of your progress is to ask a more experienced driver to watch you run and offer criticism. For a novice, this is worth more than a set of P7s. Also, you should notice who is faster than you. If you're getting beaten by anything other than another Porsche in your class, you still need more practice.

That's why experienced autocrossers go to every event they can make - the more you practice the techniques and concentration required, the easier it becomes. In time, you can walk through a new course and locate shifting and braking points very accurately. In fact, using the walk-through properly is almost like getting a practice run.

Winning Autocross Solo II Competition by Turner and Miles is a good textbook for novice and oldtimer alike. It doesn't have all the answers, but will go a long way toward improving you, the driver.

Autocross - Sprint - Solo II, by any name it is a fascinating sport that is directly related to your everyday driving. The speeds and types of turns are similar to what you do every day. Many experienced autocrossers can point to near-misses they had on the street and swear that their autocross experience got them out of a nasty situation. It is also a good place just to learn how to drive a Porsche properly. Sure, most everyone who buys a Porsche thinks he/she is a top notch driver, myself included. Maybe I'm a slow learner, but after 12 years of autocrossing, I think I'm finally getting the hang of driving a car near its potential. Near, not at. The most important thing I've learned is that there is always more to learn. It sounds like a lot of work, but for anyone who calls himself a Porsche driver, it is a labor of love.

The first Autocross School is April 10.



The Only One

Vern Lyle

Did you know that in "Excellence Was Expected", there is only one picture of a car showing a regional PCA emblem? In all of its 850+ pages and hundreds of pictures, and throughout the complete history of every Porsche ever built, just one regional emblem can be found. It's on page 189.

For non-"Excellence" owners, I'll give you a little clue. It's RIESENTOTER - back when that was just a nickname for Eastern Pennsylvania Region. Thanks to our friend, Bruce Jennings, for always flying our colors on his Carrera Speedsters.

Fuzz - Busters

Mike Stolper

Some of you may be aware that I have had some rather bad luck of late, with respect to the accumulation of speeding tickets. Years have gone by without the sensation of adrenalin coursing through my veins at the sight of a patrol car, lights flashing, siren wailing in my rear view mirror. Much to my chagrin, fourteen traffic points have changed all that. In fact, it seems that every time I check the mirror, Big Brother is there. I have been to the registry so many times to be retested, I'm on a first name basis with them.

Since my last conviction, three weeks ago, I have employed several new techniques in an effort to tip the scales in my favor. They have been a big help.

- When passing a speed trap, double down from 5th to 3rd and punch it. Arrange to exit as soon as possible since most police use radios - I have no remedy for roadblocks.
- Handbrake turns: a great avoidance technique that turns your car 180° and is guaranteed to cause great consternation to any pursuer.
- Never drive in caravan with Axel Shield, he is to moving violations what a sponge is to water.
- Never drive in caravan with Don Galbraith, he is charmed. You will get nailed and he will not. The guy is a statistical aberration.
- Never let Stu Boreen take the rear in your caravan. He is rumored to be either an undercover agent or prone to daydreaming.
- If you should be stopped, immediately throw up on your license and registration.
- Or, when asked to produce your cards, reply with any or all of the following foreign expressions
 - a. Qui a coupe la frommage? (Translation: Who cut the frommage?)
 - b. Ich bin ein Berliner. (This one is also a great crowd pleaser.)
 - c. Huck mir nicht ken chinach. (Translation: Don't dance on my tea kettle.)
 - d. Konichi-wa to all sod-eating monkey-sama.
- Never...No, always grovel, beg or otherwise kowtow to the officer.

- Make use of laughably liberal states like Massachusetts, where they pass out driver's licenses like green stamps and have reciprocity only with Pakistan. They go to excess to protect your rights, and therefore your secret is safe with them.
- If all else fails, date the Judge. (See Commonwealth of Pennsylvania vs. Shield - 1982.)

The Winners

Vern Lyle

At the Banquet, the following people received awards for their accomplishments during 1982.

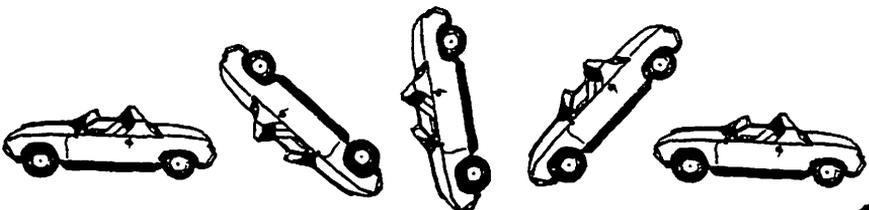
The Riesentoter Award (To the Individual perceived as doing the most for the Club): Axel Shield, for laying the groundwork for our up coming Driver's School.

The Bill Schmidt Broken Crankshaft Award (To the Most Improved Novice Driver): Greg Henry, who brought out the first 928 autocross car in this area and fell in love with the game.

The Mighty-Nitto Award (For Making the Best of a Bad Situation): Bob Koerbel, who pulled the 911 engine to replace a flywheel seal at a driver's school when lesser men would have headed for home.

The Wayne Flegler Award (To Anyone with Enough Nerve to organize a Rally for our Club): Skip Corey, who did a fine job, handled the postponement very well, and put on a great day for all entrants.

The Tattered Helmet Award (To the Individual who distinguishes himself in some less than flattering manner): Mike Stolper, who in his first driver's school, became the first driver to spin off the track twice - on the same lap!



The Last One ?

Larry Herman

Pity the 914. Designed to be the inexpensive Porsche, its marriage with the VW branded it socially unacceptable. Diluted, half-breed, ugly duckling, not a true Porsche - the purists screamed. All too late did they realize the true value of the car. It was the last real sports car that Porsche ever made.

Yes, REAL sports car. Not a sports tourer or a grand tourer, but a real, blood and guts sports car. (Any car that has too comfortable an interior or weighs more than 2200 lbs just doesn't qualify.) In a real sports car you feel the road, every bump, and you hear the motor, loud and clear, and if it's winter you're cold, and if it's raining you're wet - but that's where sports car motoring is at. And that's what a 914 is all about - enjoying the driving experience to the max. The British got it right with their MG's and Triumphs. You drove those cars because you wanted to be in touch with the road, not insulated from it. If we were to compare a 914 to a new 911 or 928, by analogy, a 928 is like going camping in a Winnebago, while a 914 is like pitching a tent and gathering firewood to cook breakfast. Neither method is wrong, but if you really want to capture the essence of camping.... I think the Speedster and 356 convertible drivers understand what I mean.

Porsche lost something in the transition to the 911 coupe. Maybe they didn't realize the shift in their philosophy, or maybe they wanted to civilize the car to appeal to a less sporting (but more affluent) part of the market. Could it be that once revealed, they hurried to build a new car more along the lines of the old ones? Whatever the reason, Porsche designed a car with the motor where it should be and the car did what it was supposed to do. It ran, it stopped, and boy did it handle. The 914 captured the essence of the sports cars of the 50's and 60's, whilst introducing the technical advancements of the 70's. This was an achievement no production sports car that post-dates it can claim. Unfortunately, the buying public as a whole did not view the car that way. They seemed hung up on the fact that the car was part VW and in truth did not possess the swoopy lines of past Porsches.

But there are those who did see 914s for what they are: inexpensive, a blast to drive, reasonably quick (2.0 & 6 cyl), and just as much a Porsche as any of its other brethren. I think by now you should understand what I'm driving at, and driving in. So pity the 914 if you must, but don't pity their drivers - we're too busy having fun to notice.



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Evergreen 911

You've probably heard of or seen the fiberglass Speedsters, but did you know that a company in California is now making a fiberglass Turbo body to fit on a shortened VW pan? Whatever else you might think about it, consider what a tribute it is to the 911 - to have a replica made while it's still in production!

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Deadline

The monthly meeting is the deadline for material to be published in the next issue.

Address changes or notification of non-delivery should be sent to the Editors and to the Membership Chairman. Items for the Porsche Store are listed free to members. Photos and articles are welcomed. B/W or color prints can be used if quality and contrast are sufficient.

Potential ADVERTISERS are urged to contact the Vice-President.

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