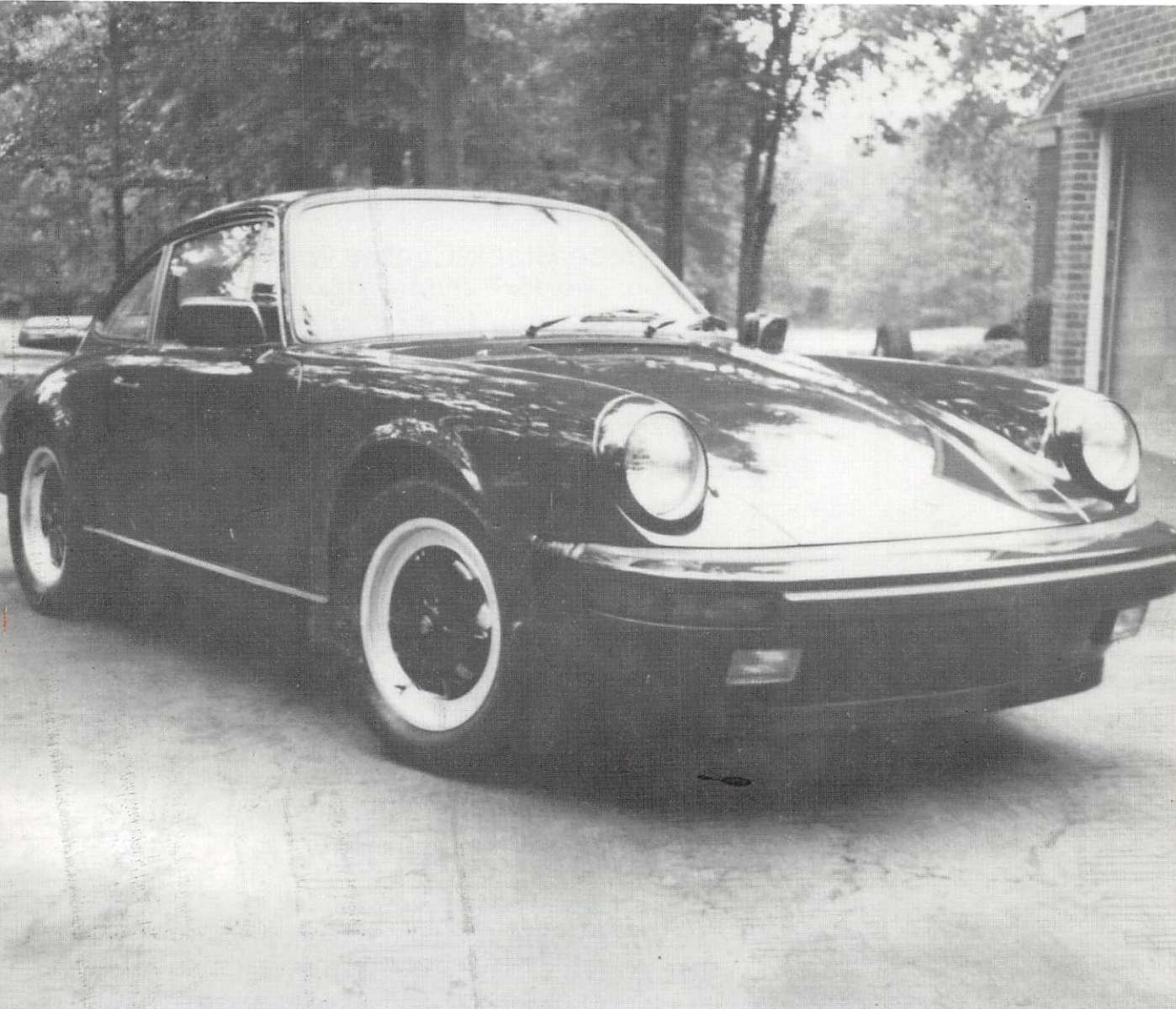


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ON THE COVER: GEORGE BUKOVSKY'S
1st PLACE 1986 911 COUPE

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Many of the shirts and jackets ordered at the 30th anniversary have come in so please plan to pick them up. Please notify her at 687-1339.

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Saratoga tops are still available in two ways: 1) 944/924 power roofs at a 25% discount, and 2) a \$50 discount on any other top. You can use your Visa/Master Card for these items.

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If there is something else you would like to see in the store, contact Lisa and we will investigate it.

Orders will be taken for name tags at the next 2 meetings.

PRESIDENT'S MESSAGE

by Al Anderson

I would like to take this opportunity to extend all the best to each and every one of our club members at this holiday season. And to thank everyone on the executive committee for their hard work, and also all the club members for their support throughout the year. It is now time to rally around next year's officers to move the club onward for another great year. We will start the year with fresh ideas, and a sound treasury, and a group of very competent and dedicated people. See you next year ...

Al Anderson

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NEWS FROM THE OLD, NEW SOCIAL CHAIRMAN

Mr. O'Connell and Mr. Anderson recently railroaded me into the position of Social Chairman for 1988. This job was made vacant due to the sudden and unfortunate transfer of Rich and Mindy Benn to the Washington-Baltimore area. Riesentoter will miss their active involvement, but I'm sure we'll get together at track events and everyone will appreciate their new proximity to Summit Point.

I held the Social Chairmanship five years ago. Various non-Porsche related experiences were attempted - a caravan to the New York Auto Show, a chartered bus to Atlantic City, a Chesapeake sailing weekend, Sunday brunches, etc... Some worked, some bombed. The club had

about 250 members.

In 1988 Riesentoter will include over 700 members, our cross section of interests has expanded. I would like to cater to the desires of the club at large. Please call me by the end of December, or see me at the Christmas Banquet if you have any ideas. I don't mind doing the work to organize events, but I need to know where your interests lies.

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AND THE REAL CONCOURS WINNER IS...

By Paul Johnston

In the October issue of Der Gasser we reported that the overall winner of the concours was Harvey Levi's beautiful 1957 Speedster (which did win 1st in class).

While that may have seemed appropriate for the 30th, the real winner, in its class as well as overall, was George Bukovsky's Guards Red 1986 911 Coupe. This car also took first place in 1986 and George's 944 took 1st place in 1984.

George spent 54 hours getting his car ready for the picnic including installing new wheels, tires, lugnuts, and new carpets in order to make his 2735 mile car, show ready. (See Cover)

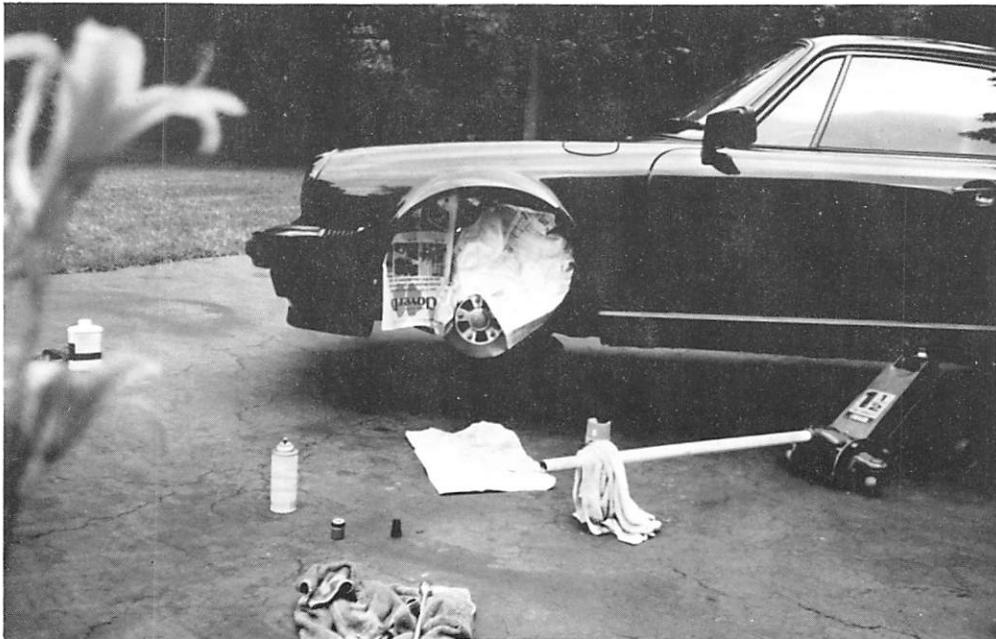
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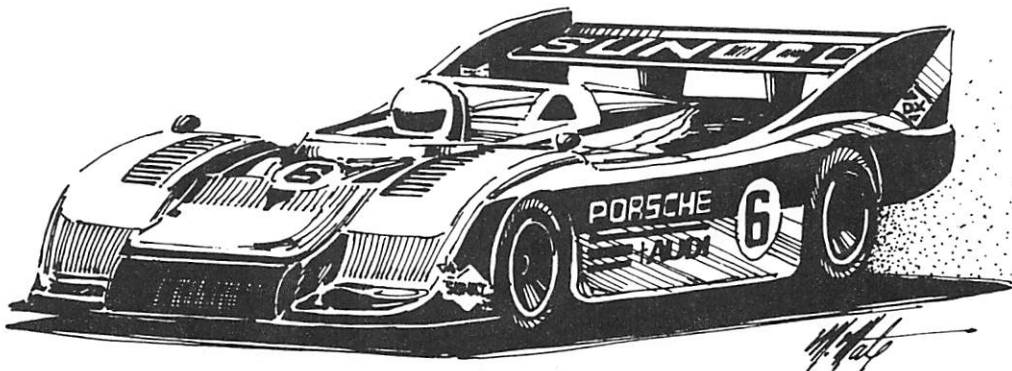
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A Few Notes On Safety Everyday Driving By Rich Benn

Most of us who are member of Porsche Club own Porsches for one reason or another and many of us drive them everyday as basic transport, it does everything better than most other cars on the road. This superior performanc e is a double edged sword because it can help you get out of trouble just as quickly as it can get you into trouble. I'm sure there are many self proclaimed formula one and IMSA drivers out there on the public roads. That is the wrong place! If you want to race, the club provides autocross events throughout the year and other regions hold time trials on race tracks where you can drive your car as fast as your ability and your guts will allow. A licensed driver has a responsibility to drive in a safe manner on public roads. The definition of safe is determined by the state you are driving in, not by you. Speed limits are set for the common driver in an average car. Even if you have been to X number of driver education events and Skip Barber schools all of the other drivers on the road are not as knowledgeable as you are in car control. If you drive on the public roads like you do on the race track you will intimidate or scare other drivers with your "expertice". You might even cause them to have an accident. I know I would feel awful if I caused a little old lady to swerve into a tree because she thought I came too close to her as I displayed my great passing ability on a two lane road.

As owners of high performance cars we have a greater responsibility to drive in a responsible fashion. We all know how much more it costs to insure our cars, (just to remind yourself ask your insurance agent how much it would cost to insure a 1978 Ford Granada) because of the increased chance of theft, cost of accident repair and don't forget the increased ratio of accidents relative to make and model of cars on the road. The little old lady is probably nervous just seeing your Porsche in her rear view mirror (if she can) we should use what we learn at drivers education and look at the big picture, what's down the road, on your side, and behind you? Make sure you always have plenty of room or safety cushion at all times. Plan ahead while you are driving and always have a way out of the most unexpected situation. Be ready to react with smooth precise driver input like you learned on the track or autocross course. Unexpected instances are where driving a Porsche is the safest car you can be in because it will respond quickly and precisely to your input allowing you to drive away from a collision. Our greater responsibility also reminds me that a stop light is not a dragstrip christmas tree so when that driver comes along side you and revs his motor while looking over at you, don't rev your engine. If he takes off squeeling tires don't race him! Let him have his little ego trip beating a Porsche. It's not worth the consequences that could occur just to give your ego a little boost.

Being owners of a Porsche and members of the Porsche Club makes us very lucky. we are lucky in that our club creates and supports events that allow us to drive our cars at it's limit within a safe controlled environment. We should respect that opportunity and work to keep it by promoting safe driving at the club sponsored events and everytime we get behind the wheel of whatever car we drive everyday, especially our Porsches. So please, the next time you are driving on the public roads don't let your ego drive, drive responsibly.



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MOTOR OIL

By Rob Patton

What kind of motor oil should you be putting into your Porsche? The lettering on the top of oil cans (bottles) is a combination of codes from several industry committees.

The American Petroleum Institute (API) grades oil on its detergent and dispersant qualities with a dual code, one set beginning with "S" (for "Spark" ignition or gasoline), the other beginning with "C" (for "Compression" ignition or Diesel), with the latest ratings being SF and CD. As all Porsches (except some early tractors) run on gasoline, look for "SF" on the label. These oils have the proper additives to keep metal surfaces clean and to keep dirt suspended until it gets to the filter. They also help neutralize acids caused by combustion. The primary difference between the newer SF and the older SE ratings is that the SF oils can better handle the higher sulfur content of gasolines made from North Slope crude. You can use a better rating than the owner's manual calls for, but never use a lower rating.

The Society of Automotive Engineers (SAE) grades oil on its viscosity of resistance to flow. The higher the number, the thicker or "heavier" the oil. The oil needs to be thin enough to get into tight spots when cold, and thick enough to stay there when hot. Most oils today have a multi-viscosity rating, as low as 10W-30, "W" meaning suitable for winter use. These act like the lower number when cold, and the higher number when hot. This is accomplished with viscosity index improvers, which are long chain molecules that stay coiled up when cold, but unravel to thicken oil when hot.

Early viscosity index improvers had a very short lifespan. When they broke down, not only

didn't they work, they also coated everything with sludge. This gave the early multi-viscosity oils a bad name, especially in air-cooled engines, which run hotter than watercooled ones.

In the early sixties, Porsche ran a 150 hour life-test on several oils in 356SC engines. The engines ran at 5500 RPM's for 55 minutes, then at 5800 RPM's for 5 minutes, hour after hour. None of the engines with the multi-viscosity oils ran for more than 24 hours, with some failing as soon as 8 hours. All the engines with single-weight oils went the entire 150 hours.

In the years since, viscosity index improvers have come a long long way. In fact, multi-viscosity engine oil is now put in at the factory by Porsche.

But what weight oil should you use? It depends mostly on how you use your Porsche. For daily transportation in a water cooled car, 5W-30 is an excellent choice. It will provide good lubrication, even at low temperatures, and help the fuel economy slightly. For track use in a 911, 20W-50 is probably the best choice. Don't stretch the range out to a 10W-50. Viscosity index improvers aren't quite that good yet.

Look for the words "Refined from Pennsylvania Grade Crude Oil" on the label. This does not necessarily mean that the oil came from Pennsylvania. It means that it is high in paraffinic content, rather than olefinic. Paraffins burn cleaner (yes oil will burn slightly at hot spots) and don't leave deposits like olefins do.

Finally be sure to change the oil filter along with the oil. There's no sense in leaving a quart of dirty oil in your engine. Remember, oil and filters are cheap; Porsche engines are very expensive.



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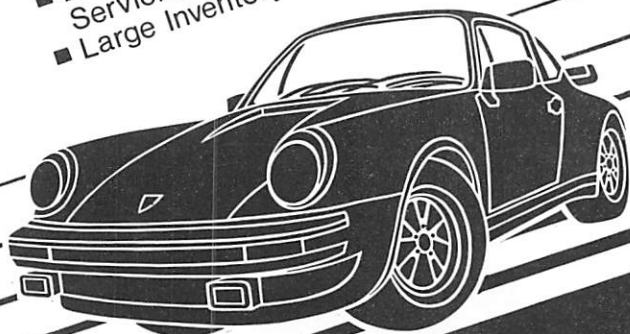
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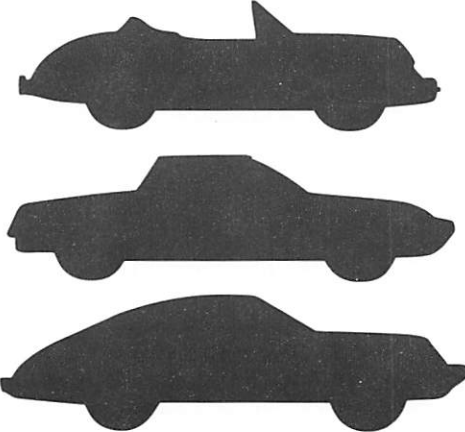
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5) 1973 Mercedes 450 SE. Maple with beige interior. Body and engine in good condition, but needs detailing. 80,000 miles. Make offer.

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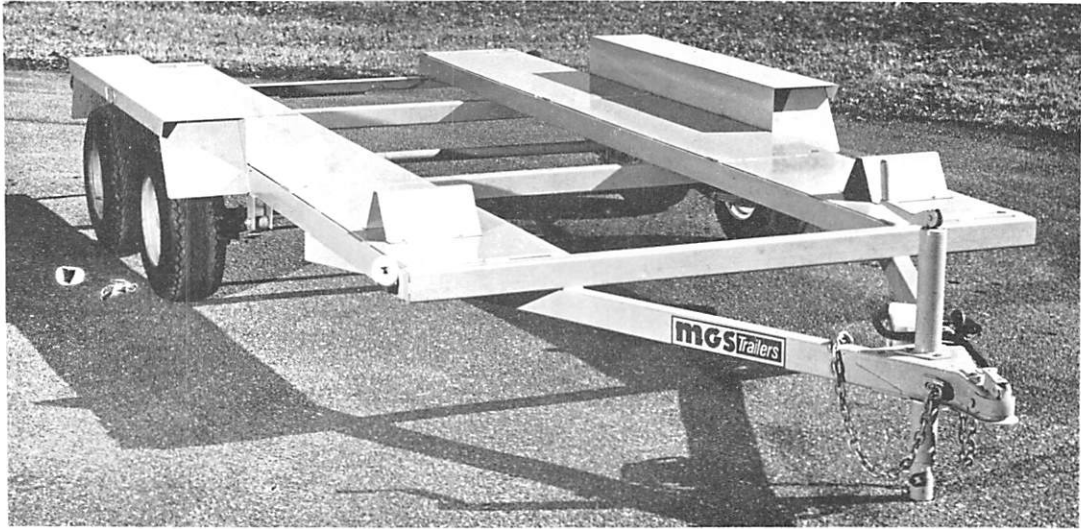
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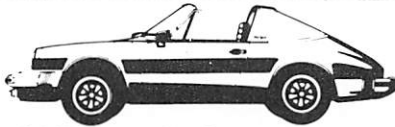


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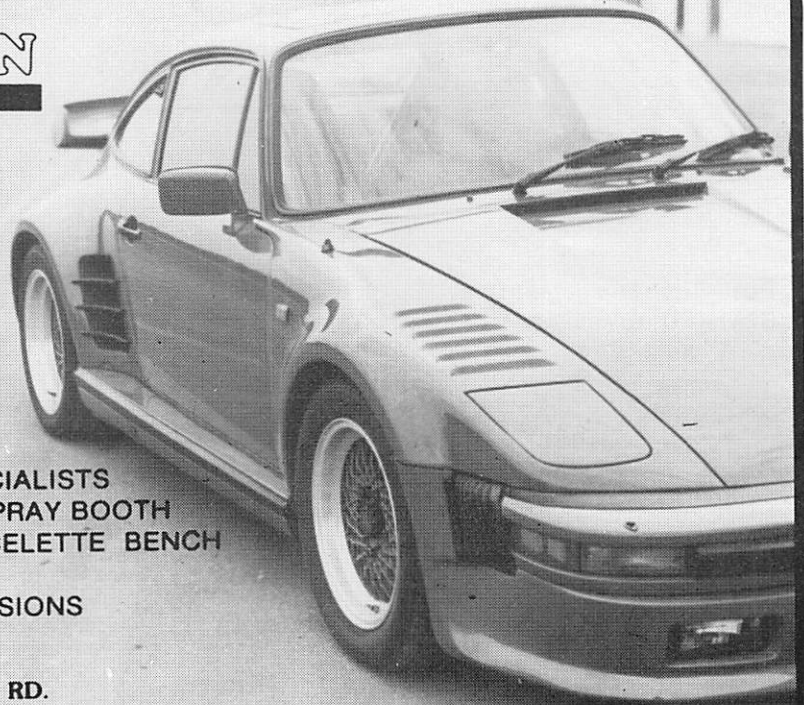
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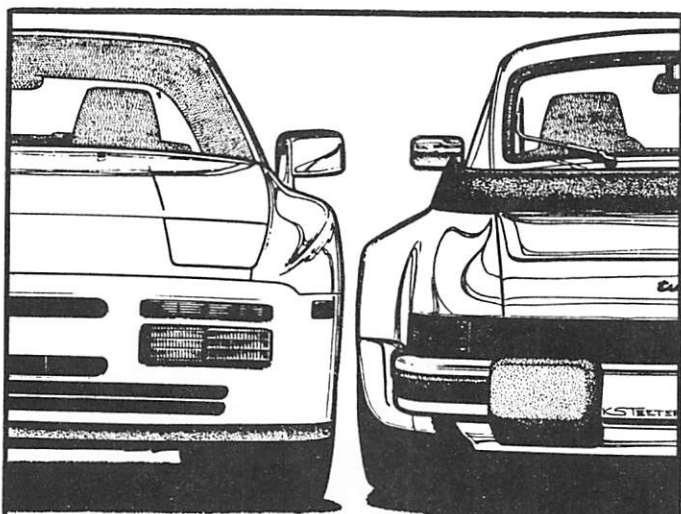
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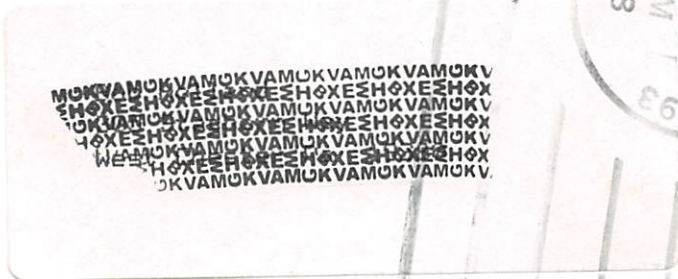
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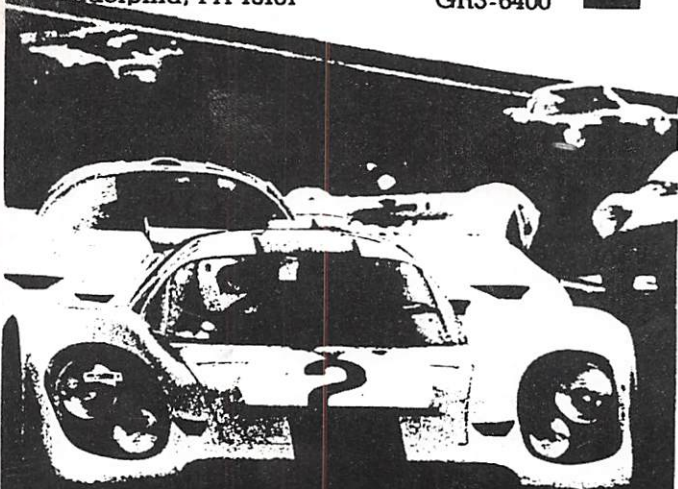
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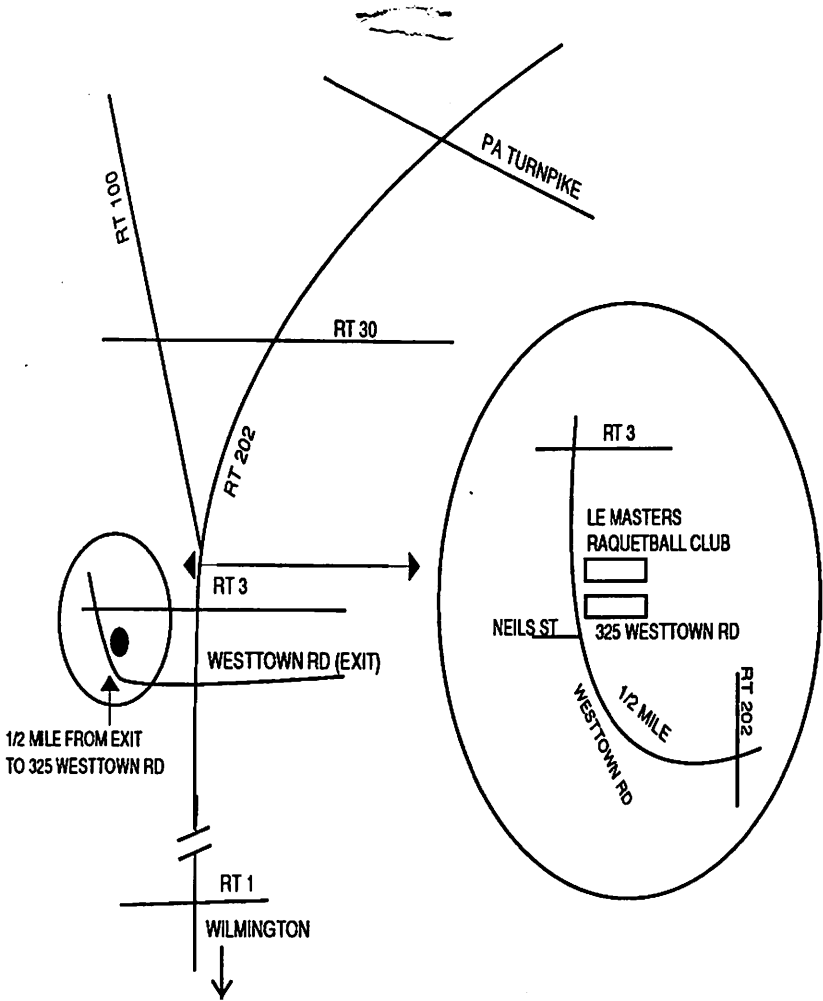
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FROM WILMINGTON: NORTH ON RT 202 PAST RT 1 TO WESTTOWN RD
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