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Riesentoter Region PCA

May 90



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# HOLBERT'S

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## President's Message Bob Russo

The trend continues!! Participation at all of our events has been fantastic! Our Autocross and School had over 60 drivers - the Rally drew 14 cars (excellent for Riesentoter) - the Driver's School was filled to capacity with 120 drivers - our Tech Sessions have been filled to overflowing, and all the monthly meetings have been well attended.

I've been reminded of the meetings running longer than some people would like. I AM trying to shorten the business portion of the meeting, but it is not always easy to do. In my defense, I would like to say that I feel it is necessary to "sell" all our upcoming activities and that does take time. If we don't give each Chairperson a few minutes on his/her soapbox, we may not get the turnouts we have been getting. A few minutes for each and an anecdote or two and we are into approximately 40 minutes. Critics have said they want the meetings to be about 20 minutes - I don't think that is possible, but a compromise to 30 minutes should be attainable. I'm going to make every effort to shorten the business meeting, so come to the May meeting and see if I can do it!

Even though it is only May, it is not too early to begin thinking about Executive Committee positions for 1991. There are a variety of opportunities available. If you have ever thought about really getting involved in the Club, one of these positions is the place to do it. If you have a particular area of the Club which interests you, why not volunteer to chair that activity? If you are not 100%

certain that you could handle the position, talk to the current chairperson at the next meeting and discuss it with him/her.

In order for the Club to grow, it is a good idea to get some "new blood" on the Exec Committee every year. The new ideas combined with the "old" experience is a winning combination. Don't be afraid to step forward for a position. Remember we cannot read your mind! If you are interested, you must tell us. This is the year for YOU to take a more active role in the Club because it's 1990 - the Year of Involvement!

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ON THE COVER: A pair of 20 year members of Riesentoter, Bob Russo and Vern Lyle, accepting the first fossil t-shirts from designer Janet Long Weger. Photo by Bill O'Connell.

*Dick*  
**HORRIGAN**

PORSCHE

BMW

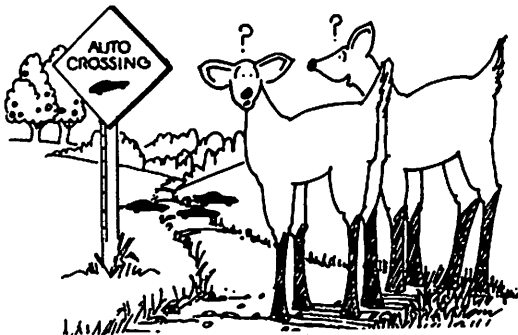
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## Important Info

ARTICLES AND PHOTOS submitted for publication are encouraged. We do reserve the right to edit for space considerations.

**DEADLINE IS THE MONTHLY MEETING, FOR PUBLICATION IN THE FOLLOWING MONTH'S ISSUE.** TO ASSURE THAT DER GASSER CAN BE MAILED IN THE THIRD WEEK OF THE MONTH, THERE WILL BE NO EXCEPTIONS TO THIS POLICY.

ADDRESS CHANGES to be sent to John Williamson, Membership Chairman.

CLASSIFIED ADS are free to Porsche Club members, \$10 per insertion to others. Limited to Porsche cars, their parts, and related items only, please. Send ads to Editor.

For Commercial Advertising Rates, please contact the Editor.

A publication of Riesentoter Region, Porsche Club of America, DER GASSER may contain author's opinions which do not necessarily agree with those of RTR or PCA.

Our hosts, Bruce and Catherine Ferretti,  
have graciously offered Belle Terre as the site of our

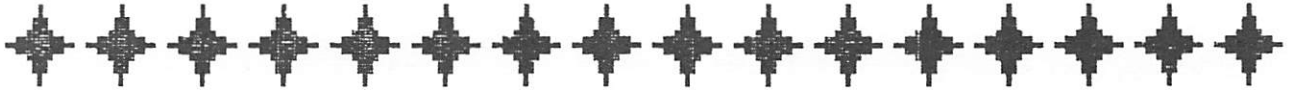
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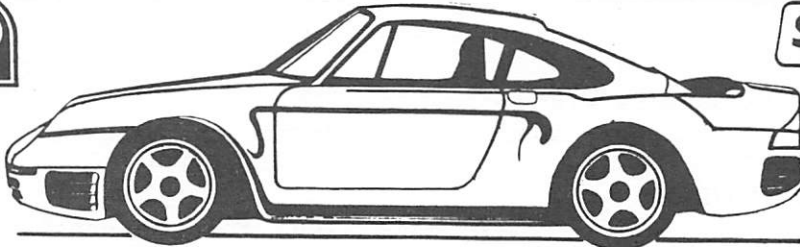
Directions: Northeast Extension of PA turnpike to Exit 32; east on  
Rt 663 toward Quakertown. North on Route 309, through Coopersburg,  
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## Up-Comin

### MAY

- 19 Spring Fling at Catherine and Bruce Ferretti's, see page 5
- 19 SCCA AX York Fairgrounds
- 20 RTR Autocross #2, see page 12
- 26 RTR Tech Session, YBH
- 26-27 Pocono, NNJR
- 27 SCCA AX Farm Show Harrisburg

### JUNE

- 2 Swap Meet, Jersey Shore
- 2-3 RTR at PIR, Nazareth
- 3 Pro Solo AX Pittsburgh
- 3 CMC AX Columbus, Ohio
- 8-10 Bridgehampton, Ron Fox
- 10 SCCA AX Plymouth Meeting
- 10 SCCA AX Farm Show Harrisburg
- 10 CMC AX Nassau Coliseum, NY
- 10 BMC AX #2
- 11-12 Watkins Glen, NIA
- 15-16 Mosport, NNJR
- 17 SCCA AX Farm Show Harrisburg
- 17 Potomac Swap Meet
- 17 CMC AX, Rockingham, NC
- 22-24 Bridgehampton, Metro NY
- 23 Pro Solo Hbg - Still may happen
- 23 Maple Grove Drags
- 24 SCCA AX Fort Dix
- 24 Wee Weissach AX Ches Region
- 27 General Meeting

### JULY

- 1 SCCA AX PIR
- 6-8 Watkins Glen, Zone 1
- 7 RTR Tech Session, Holbert's
- 7-8 Summit Pt, Car Guys
- 8 SCCA AX PIR
- 8 SCCA AX Farm Show Harrisburg
- 15 SCCA AX Plymouth Meeting
- 15 BMC AX #3
- 21-22 RTR at Watkins Glen
- 21 SCCA AX Farm Show Harrisburg
- 22 SCCA AX Farm Show Harrisburg
- 22 SCCA AX Ft Dix
- 23 Lime Rock, NNJR
- 23-24 Watkins Glen, CVR
- 25 General Meeting: Vince Evans from Holbert's Porsche-Audi-VW
- 25-27 Watkins Glen, Potomac
- 27 Lime Rock, Schattenbaum
- 28 Test and Tune Farm Show
- 29 SCCA AX Farm Show

## Auto-X Club Contacts

Local SCCA, majority of ten event series at Plymouth Meeting Mall (behind IKEA), remainder at PIR in Nazareth - Jim Mitchell, 362-2205

SCCA Harrisburg, Lynne DeHart, 717-859-2957

Hershey Park Visitors Center, Dave Walter, 717-432-4018

Brandywine Motor Club, Gloucester Co. Comm. College, South Jersey, Harry Smith, 302-836-3304

Pro Solo, a somewhat different game, call Vern Lyle, 855-0662

## Track Event Contacts

Car Guys, 703-774-5066

Connecticut Valley, Fred Zetterberg, 203-488-1817

Hudson-Champlain, Frank Ambrosino, 518-664-5289

Jersey Shore, Frank Kerfoot, 201-842-2310

Metro, Mike Allegra, 516-549-3118

Northeast, Don Wolcott, 617-631-4157

NNJR, Bob Winer, 201-292-9681

Potomac, Chuck Perilli, 301-843-3569

Rennsport, Michael Moss, 613-726-0999

Ron Fox Enterprises, 201-669-9650 (evenings 8 - 11, and weekends)

Schattenbaum, Bob Carrington, 215-321-0767 (days)

UCR, Bruce Farrow, 416-466-1762

# Total Membership 791!

By John Williamson

Welcome to these New Members:

Conrad Ambrette	87 911	Cabrio
Bala Cynwyd		
Chris Bloch	85 944	
Wallingford		
Rick Campana	86 944S	
Newtown Square		
Larry Cohen	86 911	Carrera
Huntington Valley		
Robert Mason	83 911SC	
King of Prussia		
Jeffrey Moruzzi	83 930	
Morrisville (From Schattenbaum)		
Scott Smith	83 944	
Bensalem		
Edward Swain III	72 911S	
St. Davids		
William Yohn, Jr	89 944S2	
Pottstown		

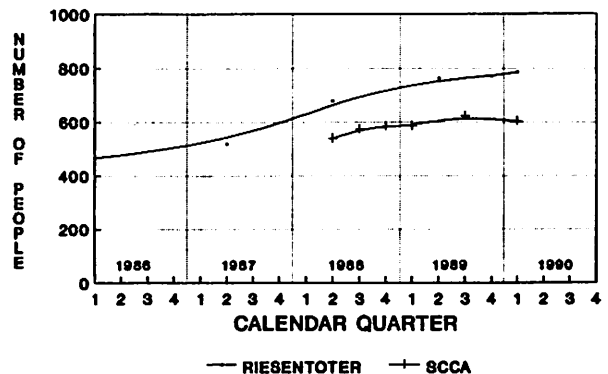
The flurry of membership activity through the first four months has resulted in the region nearing 800 total members, and my 930 remaining on jackstands in the garage! As of April 24, we were 791 strong. This is the highest membership level in the 30-plus year history of the Club. The congratulations for this accomplishment belong to you the members, and the independent shops and dealers who refer prospective members to the Club.

Unfortunately, we may not reach the 800 mark. Each month as we add new members, we lose members due to transfers to other regions or for whatever reason, just don't renew.

In order to reach 800 during the month of May we need to recruit 17 new members; 9 to reach 800 from our current level, and 8 to replace those lost through attrition. In order to get those 17 new members we need about 30 prospective members, based on the actual success rate of those who inquire versus those who actually join. We currently have 16 Porsche owners who have inquired about membership.

This chart shows the population of our region over the last four years, and a couple of years for SCCA (Sports Car Club of America) in comparison. Both Clubs saw growth in 87-89, in conjunction with the increased popularity of motorsports in general. The SCCA appears to have peaked, or at least stabilized, and the trend seems to indicate that we also may be peaking. You can make a difference! Tell your friends, acquaintances and business associates who own Porsches about the Club. Have them call me at one of the numbers listed in DER GASSER. We just might reach 800.

## MEMBERSHIP



## Exec Committee Minutes

April Exec meeting held at Betsi Leidy's had following attendees: Rex and Lisa Carle, Bob Russo, Janet and Jerry Weger, Betsi Leidy, Bob Lamb, Jim Hartman, Bill Cooper, Vern Lyle, Bill O'Connell and John Williamson.

Seven of the 9 regional presidents attended the recent Zone 2 meeting. RTR and Potomac are the most active with good attendance at all events.

Business meetings in the future will start promptly at 8pm and will be kept to 25-30 minutes.

The PCA insurance policy has been redefined and is now broader in scope; any participant who signs the release at an event is now covered. This allows instructors to teach without registering, and for spectators to be covered. Full details will appear in PANO.

PIR applications were sent to all past participants from out of state. We will jointly sponsor a September 29-30 Mid-Ohio event with Potomac. Red ribbons with gold letters will be provided for instructors at our events; will cost \$1. An official student sign-off book is ready.

A tethered hot-air balloon may be at the Spring Social. Volunteers at the gate will be the Wegers, O'Connells, and the Carles. Bill and Debbie (Coopette) Cooper need judges for the Picnic Concours.

Janet Long Weger volunteered to be the Greeter at the April meeting.

The autocross/school took in \$956 which will cover trophies for the year and still leave a profit; the PortaPotty costs \$80 per event; a new radio (\$100) is needed to give us a total of five. The scoreboard is in disrepair, Lisa Carle and Bob Russo will look into a new one.

Treasury has \$8500; Pocono is paid for and we have sent \$1000 to the Glen; due \$2300 from National.

The April Rally had a total of 12 cars and took in \$120. Expenses were \$137, but this will drop when some of the rally maps are returned.

We now have 791 members and to get to John's goal of 800, he will hold a recruiting contest with the prize being free membership to the present member with the most recruits. He will also have a write-up in DER GASSER recognizing the 800th member. John needs help putting membership boards in the dealerships. Boards will also go to the Johnston and Galbraith shops. John will also look into an ad in the INQUIRER. Windshield cards are out of print; we will use "What is PCA?" pamphlets.

The last tech session was quite successful with many new members attending; all told, 26 people got lifts. However, between the two sessions we've had so far, we've lost one Snap-on side cutter pliers (\$26) and a 1/2" drive ratchet (\$38). Jerry will develop a list of the basic tools mandatory for members to bring to tech sessions. The next tech session will possibly be June 9th prior to Summit, location yet to be determined. We will prescreen for brake fluid change. Ferodo brake pads for use on the track will be monitored for delaminating.

The Fossil Club (members of twenty years or more) now stands at 30.

Dual member fees are due the first of the year and will be prorated.

Janet will look into getting a used file for the Club records.

Respectfully submitted by Janet Long Weger



## Rap at Idle By the Editor

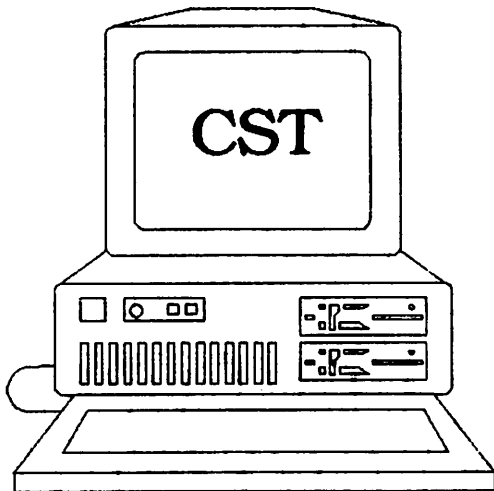
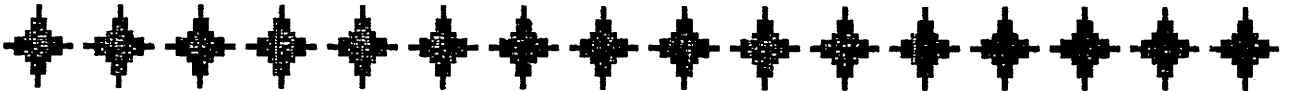
Welcome back to another advertiser, Bob Koerbel at Precision Motor Works. Bob is known far and wide for his diagnostic legerdemain with any kind of Porsche, and also for his assortment of used parts for same. Tell him RTR sent you.

Anyone considering the Pro Solo AX at Harrisburg in June should be aware that it has been cancelled, for Harrisburg anyway. With all the flap over SCCA essentially banning some tire brands, the local region decided not to play. However, the Philadelphia region of SCCA has been volunteered to do it, and they are trying to round up enough workers to pull it off. It will be held at the General Motors plant in Wilmington on the originally scheduled dates, June 23-24. That's what it says here, stay tuned for more information.

**For your information:** Rex Carle has decided to pull the advertisement for his Mercedes and BMW repair shop out of DER GASSER, but instead, to donate the cost of his ad directly to the autocross program. Thanks!

Sudenvolk Region (southern Jersey) is holding a great-sounding rally on June 2, ending in Ocean City, MD with a party lasting til the next day! See PANO or call Susan Miller, 609-641-6777 for details. So if you're not going to the RTR event at PIR, the Swap Meet at Jersey Shore, the Pro Solo at the VW plant near Pittsburgh, the Porscherama or the Council of Motorsports Clubs AX in Ohio, you may want to give it a try. Enough choices for you?

Think about this: if you look like the picture on your driver's license, are you really able to drive?



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# Malibu Winners: Schwarz, Cross, Murphy and Lego

By Vern Lyle

Forty-seven sorta revved up folks journeyed to Malibu to test their skills in the open-wheel Virage cars on the very winding track reminiscent of a convoluted tubule.

After I published a 10am start time, Malibu told me Thursday that they really meant 11, so I made a bunch of calls, then on Saturday morning at 10 Malibu asked where everybody was! They are very disorganized, and held up lots of folks getting their licenses. We have sent them a note suggesting how they might improve things for everybody. But

it all ended well as we needed the extra time anyway, not finishing until after 2:30. We had requested a maximum of 5 practice laps at a time so that everyone could have a chance, and most people got that. There are always some people who insist on taking more than their share, and they have been targeted for elimination. When competition started, drivers ran in random order for three consecutive laps, with the fastest lap counting toward the team score. If a team had no female driver, they had to count the slowest time that any of them ran. A little quirk in the rules that won't happen next time.

Another thing that caused problems were people showing up unannounced, or those who showed up late and asked for a specific team. There was a lot of needless thrashing about at the last minute. As we said in the rules, it was not for the World Championship.

The 90-degree heat didn't exactly help, either, as the tires get real hot, but the engines don't run very well. There was also a hectic timing and scoring pace for Betsi Leidy, but several people jumped in to help and we couldn't have done it without them: THANKS to Debbie and Bill Cooper, Larry Herman, Lisa Lutz, Bill O'Connell and Art Rothe.

Almost everyone complained that the car they drove was a pig, but lap times were pretty close among most teams, even those made up of randomized drivers and walk-ons.

Lisa Lutz had Ladies FTD, quicker by 0.1 second than Betsi Leidy. The top Men's time was by Glenn Goldman, 7/10 faster than Pro Solo driver Dean Sapp. These FTDs were worth \$10 each. The winning team had a total time of 217.00, even though

(continued next page)



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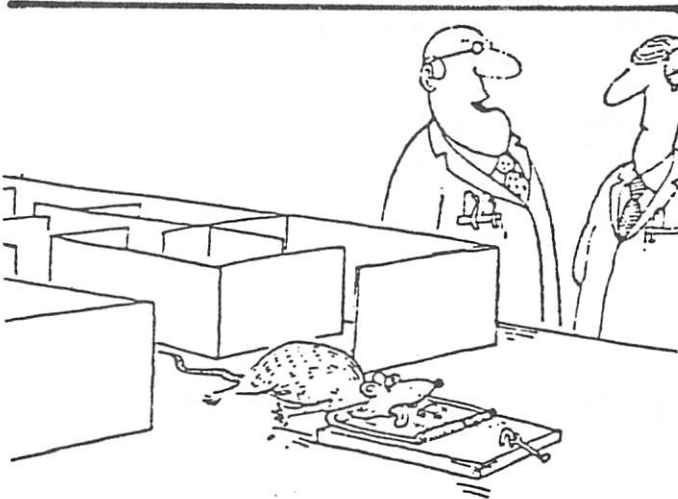
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# Malibu

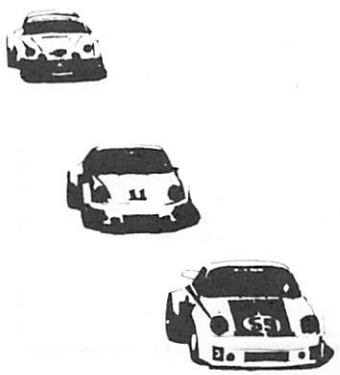
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they had to include the slowest time run (Paul Schwarz 53.18, Tom Cross 53.32, Mike Murphy 53.76, and Ron Lego 56.74). The team received \$50 to split. The second place team of Jerry Fink 53.08, Vern Lyle 53.54, Larry Herman 53.58, and Betsi Leidy 57.18, was 0.3 behind and got \$20.

Third Glenn Goldman 51.92, John Williamson 54.82, Jeff Brok 55.76, Vicki Gardner 57.56; 4th Jerry Weger 54.18, Bill Cooper 54.98, Denny Waldman 55.02, Debbie Cooper 57.22; 5th Tim Everett 53.92, Walter Harrington 54.58, David Weld 56.20, Rich Dentel 57.64; 6th Dean Sapp 52.68, Bob Allen 53.92, Don Quay 58.34, Eileen Minnick 58.36; 7th Rex Carle 54.08, Art Rothe 54.36, Skip Chalfont 55.98, Lisa Carle 59.28; 8th Jeff Obrecht 54.76, Bob Koerbel 55.84, John Natelson 57.52, Morris Schindler 56.32; 9th Al Anderson 55.44, Bill O'Connell 56.58, John Crowley 57.02, Lisa Lutz 57.08; 10th John Banha 53.64, Ian Mitchell 55.88, Jim Mitchell 55.98, Michelle Paxton 64.08; 11th Ed Arnold 55.14, D.R. Snyder 56.68, Joe Loscalzo 58.82, Celeste Loscalzo, 60.92; 12th Jay Ryschel 57.58, Todd Anderson 58.84, Sean Crowley 60.28, sub time 66.72.



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# AX News

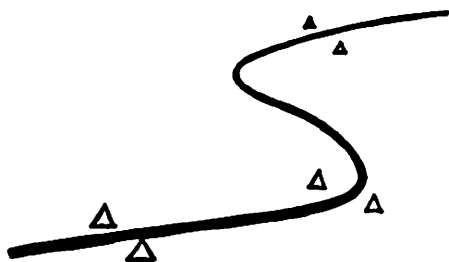
By Lisa Carle

We certainly didn't expect the arctic conditions that were the bane of the April 8 event. One might believe that early spring should be more, well, spring-like. Although the weather did not fully cooperate, many brave Riesentoters made the trek to Warminster. I really appreciate everyone's patience and fortitude and I look forward to seeing you all at our next event. We will be using a different lot at the Naval Air Development Center. It's a little further down on the main road on the left. Look for the PCA signs, the lot is visible from the road.

Registration will open at 9am with the drivers meeting at 10. We are planning on instructions on "course walkthroughs": one session at 9 and a repeat at 9:30. This is a feature we wanted to do at the school, but were unable to fit it in.

Cost is \$12 per driver. Things should move along more quickly this time since we won't be trying to accomplish so much. I will try my best to have course maps available at registration. They can be a great help in deciphering the "sea of pylons". And with some luck, the weather should be a little warmer, eliminating the need for six layers of clothing.

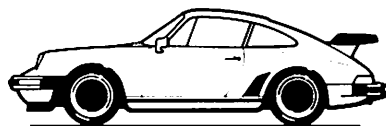
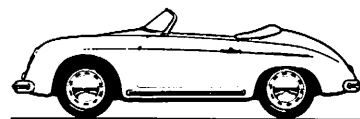
Please come and join us on May 20th! See you there!



# Next Autocross - May 20

Same site, but on a different lot.

The Naval Air Development Center is located on Jacksonville Road at the intersection with Street Road (Rt 132) in Warminster. Take Exit 27 of the PA turnpike (Willow Grove), north on Rt 611, and right onto Blair Mill Road. Go right onto County Line Road, cross York Road (Rt 263), and go left onto Jacksonville. Cross Street Rd and go past the first entrance on the right that you used last time, and watch for "PCA" signs on the left, 100 yards further down the road. Enter a LARGE lot on the left.



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Rex Carle blistering the autocross course in his Hoosier-shod 911



Isn't this carrying ground effects a little too far?

# *The Passion* of a Porsche Track Outing

By James P. Hartman

Why does one go to the moon? Why does man climb unscaled peaks? Why does one go to a track outing?

The answers to these questions come from the following choices: The search for a challenge; the desire to test our limits; the subconscious human desire to court danger.

In the context of our track outings, the reason, simply stated is, you know what will happen at a track event, but you do not know why you should go. Yes, you will be a better driver if you go, but that is not the main reason, it is more subtle. I guarantee that after you reflect on your first day, the idea of being a better driver will only be a by-product of why you went.

Also, there is another element that, while important, is not known until you participate; fun and social companionship. More later.

Let me go back to the search for a challenge. I think that you can appreciate seeking a challenge. Everyone in this Club has already proven it: hell, you own a Porsche! The driver of any sports car, definitionally I submit, wants a challenge or else another car would be his choice. In your Porsche, you like the challenge of owning an exquisite car. You thrill at being part of a marque where racing history and enviable reputation are deep seated. For many, you know the challenge of driving the car. How good is it? How good are you as driver?

The whole matter of facing a challenge may be the single identifiable reason all of you will consider going to a road race track. If we look to a sports

comparison, we go to a track outing just as we go out for a round of golf, a tennis match or a workout at the gym. Either the course (such as in golf), the competitor (in tennis) or the physical effort (a workout) is what stimulates us to participate in the sport. As has been pointed out, you will need to muster up considerable alertness, physical effort, visual acuity and concentration. I can tell you that these characteristics will exceed similar efforts you would use in sports with which you are familiar.

Now what about the subconscious courting of danger? A psychologist could ramble on about this human characteristic, but I wish to lay on the table experiences many, if not all of you, have had: plunging on a roller coaster; riding a rough breaking wave into shore; losing your car - if only for a moment - on say, a snow-covered road.

In any of the above examples that apply, you did something you perceived would be dangerous, but you loved every minute of it and probably tried it again. The perceived danger became the proverbial icing on the cake.

The human urge to act in the face of perceived danger, brought to the level of the track, is illustrated by some of the thoughts one might have before starting the car for the first lap of the first run group - What if I crash? What if I hurt the car? What if my instructor doesn't like my driving? What if I don't like driving fast? (The corollary to this question, "What if I like driving fast?" might apply, too!)

Let me conclude with this notion from personal experience; I thought I would turn absolutely hysterical when my instructor first drove my

# *The Passion*

(continued)

car to show me the line. Fear set in - someone else was driving my car on a race track, no less! In a few minutes we swapped places, with some reservations. However, as soon as I completed a run group, anyone who peeked inside would have seen a broad smile on my mind's face.

I also have personal experience on the desire to test our limits. During my first event I knowingly did the following: increased my speed; braked later and later into certain corners; let the tires talk to me - that's to say, squeal - as I managed to find an apex; and changed turn-in points.

All of these maneuvers created little challenges that I wished to face and conquer. In each instance, I had some fears, but primarily, instructor disapproval and my own dissatisfaction with performance. In essence, each lap became a test of my ability to drive the car with a new found set of driving skills. Over time I obviously raised my limits and did my best to meet them.

Now, let's talk about "fascination with equipment". I became awed with my 911's prodigious ability to corner and to brake. I did not think that I, the driver, was entering and exiting a corner with great skill. Instead, I envied the car's ability to take my input and do the hard work. This test became a mix of personal limits and the car's abilities. This concept fascinated me because never before in my long love affair with sports cars had I been able to safely get the metal under me to do what my Porsche was doing on the track.

So, to summarize, I first went to the track having a fair idea of what would happen in the sense of track organization and so-on. It

was not until after the event, though, that I knew why I had gone or why I would go again. My reasons, as we have discussed, are mostly ones the mind wrestles with: desire of meeting challenges, testing human and mechanical limits, and being at the edge where danger is possible.

I call this reflective reasoning "the passion of going to a track event". Yes, you will acquire a passion - probably in the same way that race drivers do - about driving your car near it's and your limits.

And as I mentioned before, there is the social side of the outing. People you meet are enduring the same experience as you, and boy do they love to talk about it! You will have plenty of people to commiserate with if you have an uncommunicative instructor or a difficult turn to set up. You will find many helping hands when your car doesn't work right, or you have a driving question.

Moreover, the people at these events are happy to carry on the dialogue into the night. Every event concludes with a chance to talk and to have a refreshment or two. Thereafter, dinner groups are commonly formed to further the discussions on track activity.

Heck, part of the fun of these outings is just the getting to and from the track. Often you have several hours of driving each way, plus the usual surprises with sleeping away from home and eating in a kitchen that is not yours.

As a final thought, take away from this all the facts about what goes on at an event. But start letting the internal juices run a bit. They are the ones you will savor the most when your first event is finished. You will have fun! You will even be a better driver....

# Lyle Wins Holbert Memorial!

By Betsi Leidy

Sunday, May 6 was the date of the second annual Al Holbert Memorial Autocross. The event was initiated by SCCA to raise money for various motorsports-related activities with which Al was associated. In the inaugural event, over \$3000 was donated to Motorsports Ministries. This year's event, sponsored by Riesentoter Tim Everett's company, Fine Grinding Corporation, and by BBS Wheels, donated the money to the Al Holbert Memorial Scholarship Fund at Lehigh University, Al's alma mater.

This event is somewhat different from most autocrosses in that only one trophy is awarded - a mounted wheel from one of Al's 962s. The perpetual trophy is awarded to the fastest driver of all participants in the event. Cars of differing performance are equalized using an index of performance calculation established by, and used widely in, SCCA and most other groups around the country.

This year's winner was Riesentoter's own Vern Lyle, who triumphed over approximately 120 other drivers to take home the Index of Performance trophy. Vern accomplished this feat in his newly restored 72 911S, "SPLT2ND", (sponsored by Precision Motor Works) which he had only driven in 3 autocrosses prior to this event - with a borrowed motor (from Bob Russo) no less. Despite some stiff competition from other experienced drivers, Vern was able to hold them off with a comfortable (for AX) 4/10ths margin of victory. (Split second?)

Although only one trophy was awarded, each participant received a marble paperweight with a drawing of Al's Carrera as a memento of the

event, so no one went away empty-handed. As an added plus, each driver knew that they had helped to support a worthwhile charity in Al's name. All in all, the event was a success with beautiful weather, friendly competition and camaraderie. If you didn't participate this year, you should seriously consider supporting next year's event. And when you see Vern Lyle, be sure to congratulate him on winning this prestigious award.



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# Driver's Education

By Bob Lamb

The season has started. We had 116 entrants for our April Pocono event. Saturday morning greeted us with heavy rain which slowed us down, both in getting started and on the track. But the rain soon stopped and things ran smoothly the rest of the weekend. We had 38 first-time participants, which was really great and probably a record. On Saturday morning during the rain, there were some really bewildered-looking expressions on the faces of the beginners. They seemed to be asking themselves what they were doing there. On Sunday morning however, the sun was bright and I asked one novice how things were going. He explained with a smile how he had awakened at 4am thinking about driving the track. He could not wait to do it again.

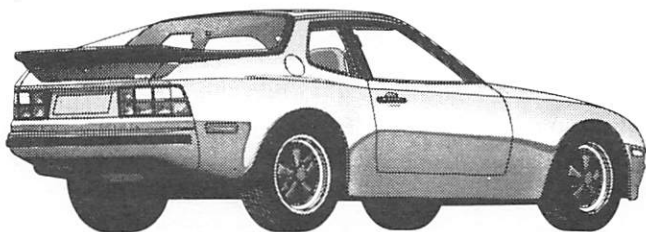
I want to thank our track committee for their efforts: Bill Miller for Registration; Jerry Weger and his Tech Crew; Bill O'Connell for Flagging, Dave Donohue, Safety; and Bob Russo, Chief Instructor.

Our next event is at Pennsylvania International Raceway in Nazareth on June 2-3.

The really big news is that we now have Summit Point for June 23-24. The track had a race cancellation and we were offered the date. Due to the short notice, we had to send a special flyer, which you should have already received. For those who have not been to Summit Point, it is a delightful 2-mile road course near Winchester, Virginia. It is an easy 4-hour ride out the turnpike and south on Rt 81. Many recent improvements have been made to the track, paddock areas and infield buildings. The weather in late June should be perfect.

Potomac Region will be running there on Friday, June 22. If you would like a 3-day weekend, I have applications. Call me for info.

One of our objectives for this year's Driver's Education program is to encourage first timers to give it a try. If the Pocono event was any indication, we should have many new people coming out this year. You will never know what the experience is like if you do not try it once.



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## Technical Stuff

(By Tom Poindexter in DER VORGANGER)

Once upon a time I had a fuel pump that wouldn't run if the outside air temp was above 50 degrees. My only option was to jumper the power supply at the relay panel. That was very embarrassing when I had a hot date. I had the car into several shops and their suggestions were to start replacing things. First, I bought a fuel pump, no luck. Then an auxiliary air valve, no luck. Then a new relay panel board and the fuel pump wiring replaced. I figured that would do it because there were no fuel pump system components that I had not replaced. But hark! There was a sleeper that no one recognized until I took it to a dealer who had a good mechanic.

On the older 924s which have CIS, there is an electrical interlock installed under the air flow sensor plate that detects if the car is upside down. This interlock completes the circuit if the car flips over and cuts off the fuel pump to keep gasoline from being pumped into the fuel distributor. (You're probably asking why I didn't just stop driving upside down.) Well, it seems that the contacts on this interface had gone bad and would shut off the fuel pump whenever their metallic surfaces expanded enough in warm weather.

Solution: unplug the electrical connection that goes into the fuel distributor/sensor plate housing. It has run fine ever since!

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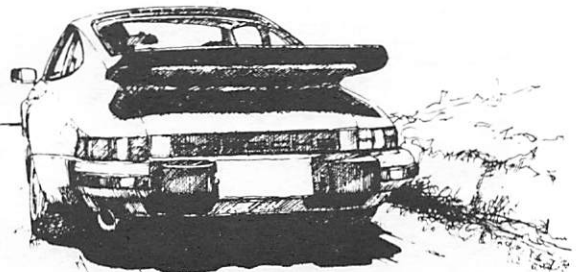
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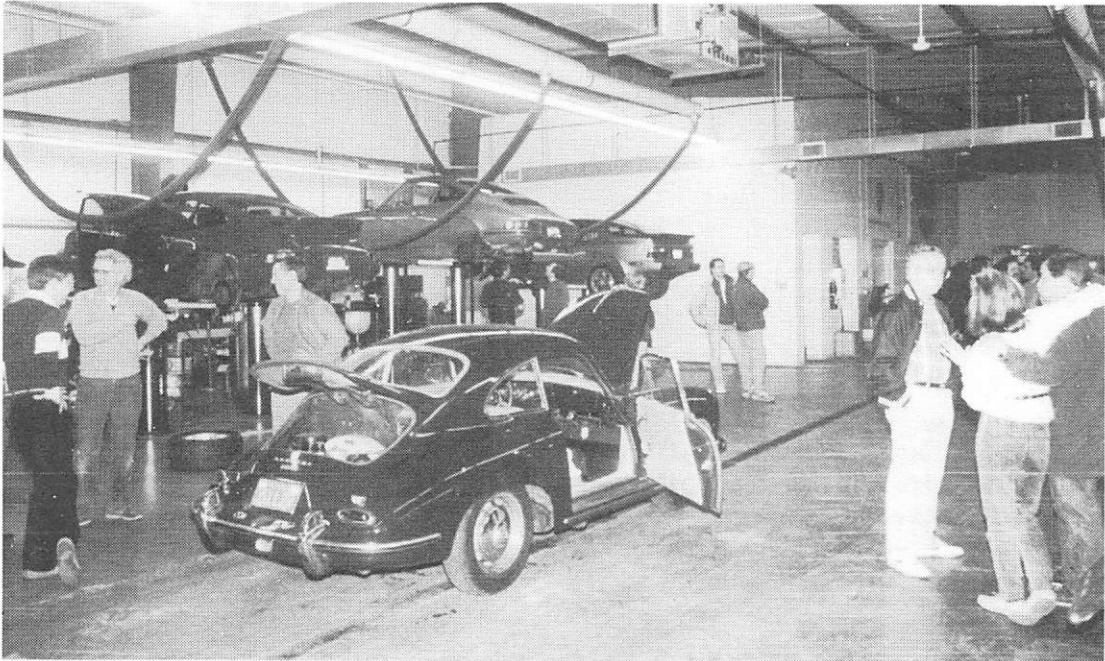
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Mike Murphy pointing out that delicate work requires delicate tools



Scene from a recent Tech Session: Along with the variety of interesting cars, isn't that Joe Loscalzo talking with two "friendly" Execs?

# Numbers, please

By Bob Patton

Serial numbers are given for many Porsches listed for sale in DER GASSER and PANORAMA. These not only identify the particular vehicle, but may also give a fairly thorough description of it - if you know the code. With the help of Doug Peacock, and by studying the "Mart", I have been able to decipher most all Porsche serial number combinations.

The main reason for this article, besides satisfying some of your curiosities, is to make the reader aware of what you are getting when you buy a used car. The serial number will tell you in what form the car started life, so you can determine whether or not much of the equipment is factory or aftermarket.

356 serial numbers were just that, five or six digits issued serially. This continued through 1967 with the early 911s and 912s. Exact breakdowns are listed in Upfixin' Der Porsche, Volume II, which is available in our Goody Store. Call me if you need to know.

In 1968 and 69, 912s had an eight digit serial number and 911s an nine digit one. The first two digits described the model, and the third was 8 or 9 for the year. The fourth digit on 911s told what engine was originally installed; 1 for T, 3 for S and 6 for L. The fifth digit on 911s and the fourth digit on 912s was 0 for coupe or 1 for Targa. The last four digits were issued serially for that model and body style. Thus, a 69 911S Targa would be designated as 119311234.

In 1970, a 9 was added in front of this combination for 911s (912s were no longer produced). 914/6s also followed this pattern. 914/4s, built at the Karmann factory in Osnabruck, had serial numbers beginning with 47, followed by a digit for the year (0 through 6), then 29 and four more digits issued serially. A 1971 911T coupe would be 9111101234.

1980 was a transition year with serial numbers having ten digits. The first, second and fifth digits stood for the model, the third digit was an A (for 1980). Other digits are educated guesses; the sixth probably for the model, the seventh for body style. A 1980 924 Turbo would be 92A0452123.

The current system started in 1981 and things got complicated. All serial numbers are a 17-digit alphanumeric combination and look like alphabet soup. The first six are letters, beginning with W for West Germany and PO for Porsche. The next three are specific vehicle codes, of which I'm still not quite sure (ZZZ is a Euro car). The seventh, eighth and twelfth digits are the model number. The tenth is the year: B is 1981 through L for 1990, "I" is not used. The eleventh designated the place of manufacture: S for Stuttgart, N for Neckarsulm. The last five are issued serially.

I hope this has been of some help to anyone who is trying to identify a used Porsche they may be buying, and of interest to anyone who is just looking. What form Porsche serial numbers may take beyond 1990 could get even more interesting.

## Garage Sales

71 911T Targa, Burgundy/black, Recaros, S package, new Konis and Goodyears, good condition, always garaged, \$11,800. Alan Brecher, 609-751-7233

64 356 SC sunroof coupe, blue/tan, originally a Florida show car, then 1985 Stoddard \$20K "clean up", 1,000 miles since, stored but kept up, easy full concours winner again, \$22,000. Tom Ross, 215-233-4076 or 609-795-7100 days

64 356 SC coupe, Signal Red, black interior, restoration by Bruce Baker 1981-2, very original car, completely rebuilt engine, new Solexes, same owner since 1970. Norm Robinson, 215-649-6822 days, 525-7185 evenings

90 911 Carrera 4 Targa, Baltic blue, beige leather; new, available late June for sale or lease. Norm Robinson, 215-649-6820

70 911 coupe; carbureted, modified 2.2S, 9" RS rear flares, sway bars, bushings, roll bar, etc. Paul Schwarz, 565-5535

71 911T Targa; beige, immaculate California car. Paul Schwarz, 215-565-5535

911 PARTS: 87 engine, 10,577 miles, complete with Motronic brain, wiring harness, fuel pump, coil, etc; '86 trans w/LTD slip, in car and can be driven, \$8,950 OBO; new RE71s 245/45VR16, \$170 each; new Yokohama A008, have one of each, 205/55VR16, 225/50VR16, 245/45VR16, \$125 each; A/C compressor, \$350; catalytic convertor, \$300. F.O.B. William G. Cooper, 215-362-2770

PARTS: four 8x15 Fuchs; 944 turbo motor; rebuilt 911S calipers, \$400. Paul Schwarz, 565-5535

Tires: two 205/55V16, two 225/50V16 Dunlop SP Sport D40 take offs, \$450; four Pirelli P7 205/55V16, perfect for autocross or spares, \$15 each. Joe Long, 777-9298 evenings

WANTED: 911 rolling chassis, will consider all years, prefer car without rust, minor crash damage OK. Black Recaro seat, all models considered. William Cooper, 215-362-2770

PARTS: 2-8x16 930 Fuchs w/Yoko 008, 225/50VR, 8/32", \$1,100; 2-7x16 930 Fuchs w/Yoko 008 225/50VR, 6/32", \$600; two Goodyear NCTs 225/50x16, almost new, \$100; two Goodyear Gators 225/50x16, almost new, \$100; five 914 Mahle wheels with original bolts and 165x15 Michelin, \$600; eight 7x16 Lorinser/ARC wheels with tires, made in W. Germany, taken from AMG Mercedes, will fit almost any year MB, trade for 356, 914 or 911 goodies or cash. D.R. Snyder, 215-282-1627

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77 911 2.7 engine; needs rebuilding or for parts; major components include case, crank, distributor, heads. Fred Arias 628-6882 days.

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