

DER GASSER



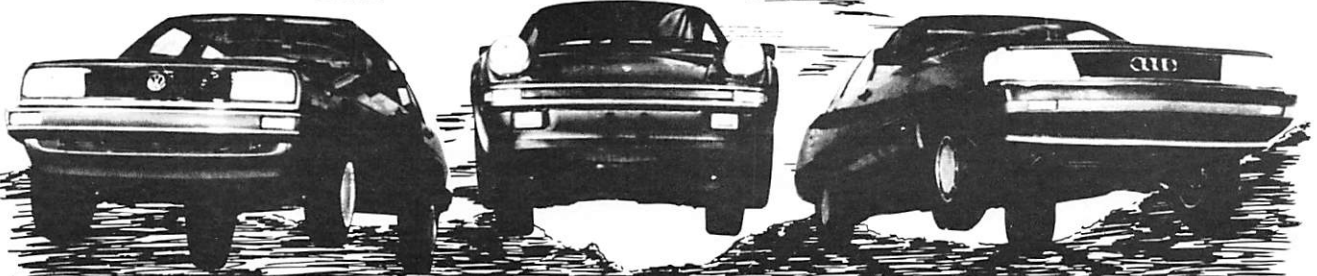
MARCH 1991

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PRESIDENT'S MESSAGE

There are some very important issues to be attended to this month starting with an autocross site. Since our old site was on a Navy base they think it would be better if we don't come back until this stuff in the mid-east is resolved. As I write this, the ground forces are moving along with unexpected speed and things could be over soon but it will be some time before the base is open to the public again and this creates a problem for us. Now given the fact we have over 800 members, someone must own or work for a company that is willing to give up their parking lot for a few Sundays during the year. When thinking this over or pleading our case, keep in mind that our Autocross program has had no accidents or property damage as far back as anyone on the Exec can remember (including Bob Russo) plus we have insurance should the unthinkable actually happen. So please folks, don't let the program die for the lack of a site. By the way, do we have any members involved in the big sand box event?

The Track Clinic II at Johnston Enterprises went very well. Don Cox was an excellent speaker and quite a few of us learned a lot from him. I video taped the event (about 3 hours) and Paul has it now. Thanks to Paul Johnston and Bob Lamb for setting it up, Bill Dougherty for getting Don to come down as well as helping to defray the cost and many, many thanks to Don for coming down from Conn to speak.

The tech session at Dougherty's also went very well, one of the best if not the best, attended tech session. For those that follow the oil trail of Jerry & Fred, Fred didn't attend so Kam Ho stepped in with his 924 and left a small slick (hey with the oil war on, we can't waste too much!). Bill & Marge started it off right with hot coffee and donuts to get the blood moving and the mind working. 20 people used the lifts and quite a few more stopped by to chat. Thanks, Bill & crew.

For those wondering about the picture in last month's Der Gasser, it wasn't Don Galbraith - it was

Jay Hayes. Does anyone that knows Don actually think he would have any respect the next morning? This picture points out a few things: 1) you were warned to get the pictures before John did and 2) when you submit pictures to Der Gasser, you're better off with Black and White. Seems the printer has a hard time converting color to B&W. Most of the value in that one was the look on his face while looking at the dog. Since B&W is a dying art, plan on the printing taking a bit longer. The pictures for the contest can be color because if all goes according to plan, the cover will be color that month as part of the prize.

We are thinking of a Parade to the Parade. Any interest out there? I found a Porsche topic on Genie (a computer bulletin board - or according to Ms Vicki, the ham radio of the 90s). I have been chatting with a PCA member from down south. The idea is to hook up with as many as we can so when we arrive in Bean Town it gives real meaning to Porsche Parade. Also, the rumor of rooms for the parade being \$150 are false, the rate so far is \$105 a night and they are working to get it lower. Some people, upon hearing the \$150 a night fee, started looking at more modest accommodations. Russo appointed Ms Vicki as official looker-into with the idea of maybe having a Riesentoter motel (maybe something neat like the Executive Motel at Nelson Ledges??). Again, what say ye???

For you old movie buffs, Le Mans, starring Steve McQueen has been re-released on video tape. Not much of a story but excellent footage. With today's in-car cameras we get used to seeing stuff like this but back in '70 this was unique. Having been there last year, I was surprised to see how little had changed in 20 years. Good viewing if you want to see what the vintage cars look like when they weren't vintage - besides it has a very happy ending, the Gulf Porsche wins!

Hope you all attended Vendor Night at Johnston's and had a great time. I'll soon know. 🍀

Bill

Up-Comin

MARCH

- 16 Demonstration Tech Session, Don Galbraith Motoring: 9:00am - 1:00pm, 911 valve adjustment/944 timing belt R & R, 9:00am - 1:00pm
- 27 General Meeting, Audubon Inn: 8:00pm, Insurance and Legal Issues - John Heckman and Axel Shield

APRIL

- 6 Tech "Super-Session", Rosemont Imports: 9:00am - 3:00pm, Pre-Pocono Tech, New car demo's and test drives
- 24 General Meeting, Holbert's Porsche: 8:00pm, New Members Meeting and Car Show

MAY

- 5 Cinco de Mayo rally
- 25 Spring Social

JULY

- 28-4 Porsche Parade 1991 at Boston, Massachusetts

AX EVENTS:

- Mar 24 Hershey
- Apr 7 Philly
- Apr 14? RTR AX School
- Apr 14 Hershey
- Apr 21 Philly
- Apr 28 Philly - *Holbert Memorial*

CONTACTS

Hershey, Dave Walter, (717) 432-4018

RTR (Riesentöter), Lisa and Rex Carle. (215) 363-7044 days

SCCA (Philly), Andre Downey (215) 276-4739

Pro Solo, Vern Lyle (215) 361-5934

TRACK EVENTS:

Apr 5-6-7	NNJR	Bridgehampton
Apr 12-13	CVR	Lime Rock
Apr 13-14	ARPCA	Mid-Ohio
Apr 20-21	RTR	Pocono
Apr 25-26	NNJR	Lime Rock
May 9 & 11	CVR	Lime Rock
May 10	Schatt	Lime Rock
May 10-11-12	Metro	Bridgehampton
May 25-26	NNJR	Pocono
May 27	Potomac	Summit Point
Jun 6	Metro	Lime Rock
Jun 15	NNJR	PIR Nazareth
Jun 27-28-29	Metro	Bridgehampton
Jul 19-20-21	RTR	Watkins Glen
Sep 7-8	RTR	Summit Point

CONTACTS

ARPCA (Allegheny Region), Ed Boozel, 9561 Toft Court, Pittsburgh PA 15237 (412) 366-4423

CVR (Connecticut Valley), Bob Wolf, 435 Thoreau St., Branford CT 06405 (203) 488-7321

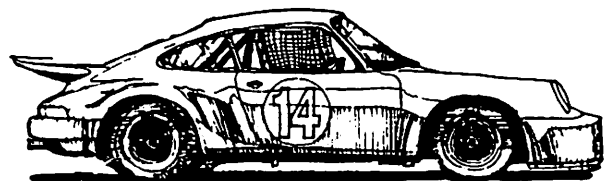
Metro NY, Len Deutch, 345 E. 80th St., Apt. 27J, New York NY 10021 (212) 489-8600 work

NNJR, Ken Geiger or Carol, (201) 337-3883 work, (201) 327-9029 home

Potomac, Ed Nork, 1029 N. Stuart St. #207, Arlington VA 22201 (703) 527-1006

RTR (Riesentöter), Bill Miller (609) 486-0465

Schatt (Schattenbaum), Tina Tuccillo (215) 883-9747 work, (215) 492-7541 home



MARCH MEETING

John Heckman and Axel Shield

INSURANCE and the LAW

WEDNESDAY, MARCH 27, 8:00PM

These two gentlemen bring expertise from their respective professions to this month's meeting.

John will speak about various types of insurance and what sort of options are available for the seldom driven or collectable Porsche. Perhaps of greatest interest, how do tickets and points affect your insurance rates. What impact do out of state tickets have on your license and insurance.

Axel will address various scenarios we might face in the normal course of enjoying our toys. How best to deal with the officer who suspects we have transgressed. How best to deal with the system, and when to seek professional help (i.e., hire an attorney) and how to hire the most qualified.

DIRECTIONS to Audubon Inn:

From King of Prussia turnpike exit

Rt. 202 south to the Rt. 422 exit

follow this to the Oaks exit

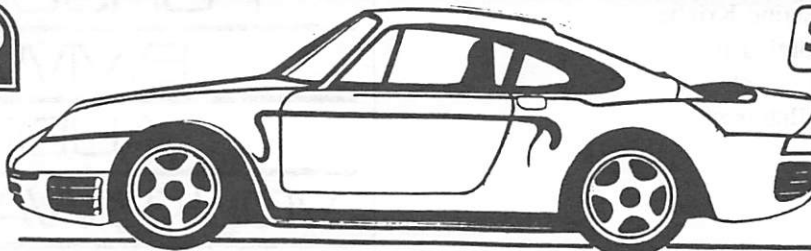
Right at the light onto Egypt Rd. (towards Norristown)

Left at the next light (Parkside Ave.) and left into the parking lot

If you get to Rt. 363, turn around and come back

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1st Quarter PCA Membership Milestones:

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Charles Beidler

25 Years

William & Judith Smith

20 Years

Nick & Patricia Imperato

15 Years

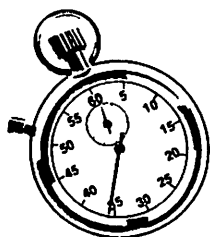
James & Alice Jacobson

10 Years

Kerry Wessner

5 Years

**John Acuff
Alan Baron
Rex & Lisa Carle
Richard & Barbara Cole, Jr.
Peter & Sylvia Davenport
R. Nim & Carol Evatt
Nick Hemmerich
Nancy Henk
Russel & Elaine Kriebel
Timothy Lombardi
Walter Stefkovich
John E. Williamson**



WELCOME

by Connie Sweigart

Membership as of 3/1/91 is 792

Welcome to the following new members:

**John & Stacy Chatley, IV 84 911 Carrera
Chalfont**

**David & Joanne Dillon 89 944
Shavertown**

**Richard Hovsepian 89 911
Bryn Mawr**

**Atsuko Kayahaya 73 914
Philadelphia**

**Thomas Kling 86 911 Cab
Malvern**

**William & Mary Louise Nagle 68 912
Collegeville**

**Chuck & Joann Pitt 86 911 Turbo
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AUTOCROSSINGS

by Lisa Carle

As we go to print, we do not yet have a definite date or site for our first event. We do however have several leads on sites and hope to have most dates finalized by mid March. Look for a separate mailing with more information towards the end of the month. Tentatively (and I stress tentatively), we are trying for an April 14th date to hold the annual autocross school. This date fits in well with other autocross happenings locally.

Speaking of other autocrosses, there is a wealth of other events to choose from within a reasonable driving distance. Closest is the Philadelphia region SCCA. Their schedule is mostly set for 1991, with the first event April 7th at the Plymouth Meeting Mall. These courses are somewhat similar to what you'd see at an RTR event, but somewhat less tight due to the variety of cars that run.

Another well-run series is that of several car clubs from the Harrisburg region. These clubs share responsibility for the events and have a good deal of local sponsorship. Their first event is scheduled March 24 at the Hershey Park Visitors' Center parking lot. Last year, a newly paved section was added to the lot they use so the surface is in great shape. Courses tend to be wide open with third gear sections. This is your only opportunity to get into shape prior to Philadelphia regions start-up. Please check the schedule in this issue for more dates and information.

As with most driving events, the more experience you get, the better you drive. Participating in other club's events gives you a look at different surfaces, different course designs, and different drivers. Observation of other drivers (no matter the cars they drive) is a very valuable learning tool. Watch and time the better drivers through the tricky sections, then have someone time you. You will probably learn a better way to drive those sections.

Notes of caution: Philadelphia region SCCA runs the cars in assigned heats by class, and you will be required to work one heat at each event in order to qualify for trophies. Harrisburg area events are run with open heats so you can choose when you want to run. However, I recommend arriving well before the heat you want to run. There are a limited number of cars in each heat and these events attract a lot of drivers. Working is not required at each event, but you must work a minimal amount of time to qualify for series trophies.

Now is the time to finish all of your winter car improvement projects. Winter is over and autocross season is finally here again. See you out there!☘

AX SCHEDULES

Philadelphia SCCA

All events start at 10:00am. Registration opens at around 9:30am. Contact Andre Downey (215) 276-4739.

Apr 7	Plymouth Meeting Mall
Apr 21	Plymouth Meeting Mall
Apr 28	Plymouth Meeting Mall - Holbert Memorial

Harrisburg Regional Events

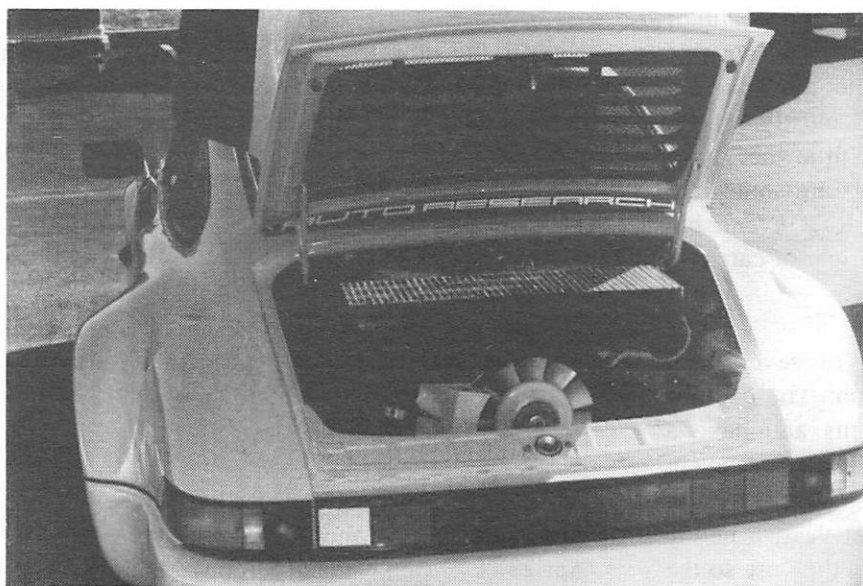
Events at Hershey Park start at 9:00am. Registration approximately 1 hour prior. Other events start at 11:00am. Contact Dave Walter (717) 432-4018.

Mar 24	Hershey Park Visitors Center
Apr 14	Hershey Park Visitors Center
May 18	York Fairgrounds, York PA
May 26	Farm Show Lot, Harrisburg PA
Jun 1	Farm Show Lot, Harrisburg PA - Test and Tune
Jun 2	Farm Show Lot, Harrisburg PA
Jun 9	Farm Show Lot, Harrisburg PA
Jun 15	Farm Show Lot, Harrisburg PA
Jun 16	Farm Show Lot, Harrisburg PA

TRACK CLINIC //

by John Williamson

I didn't really want to write this article, but Bill O'Connell took some good pictures at the Track Clinic and I wanted to get them into the newsletter. A visit to Paul Johnston's is always entertaining because there's always some interesting piece of machinery undergoing a fantastic transformation. This time Tom Weaver had his Bruce Baker Auto Researched 930 there complete with monster intercooler, twin NOS foggers (for sub-orbital insertion no doubt), enough NACA ducts to



TOM'S SCUD BUSTER

humble the best stealth fighter, stainless headers, crank fired ignition..... If I can get my car off jack stands we'll have to have a shootout at the Glen. Paul didn't disappoint me either with a 912 undergoing full track steroid injection. Of particular interest was the rear shock tower bracing required for a coil-over suspension. Porsche Motorsports, the Goodie Store, everybody was there; including the glorious sun. The day would have been a success even if Don Cox hadn't shown up.

Don's talk started out with my getting roasted, if in an indirect manner. In my first issue of *DEF GASSER* I included a table which listed various and sundry things one can do to the set-up of a car to modify it's handling characteristics. I like the chart because I can never remember which way to adjust the sway bars to tighten or loosen the car (this probably has more to do with my car not having adjustable sway bars than anything else). Well, Don started out his presentation by tearing the chart apart, figuratively speaking, and I tried to hide behind the guy sitting in front of

me. I've always been interested in things of a technical nature and have read a lot of books including: Carroll Smith's Nuts, Bolts Fasteners and Plumbing Handbook; Bosch Fuel Injection & Engine Management by Charles Probst, SAE; Lindsey Porter & Peter Morgan's Porsche 911 Guide to Purchase & Do-It-Yourself Restoration; Automotive Electrical Handbook by Jim Horner; Bruce Anderson's acclaimed Porsche 911 Performance Handbook; Up-Fixin Der Porsche vols. I to whatever; Tune to Win by Carroll Smith; The Joy of Sex edited by Alex Comfort,

M.B., Ph. D. (how'd that get in here?); Secrets of Solo Racing by Henry A. Watts; Racing The Drivers Handbook by Peter Scott; and Fred Puhn's How to Make Your Car Handle; to name a few. You may ask if he's read so many books how come he's so darn slow on the track? The answer is elementary, horsepower! (everyone knows stock 930's are underpowered), but's that's another story.

continued ▶

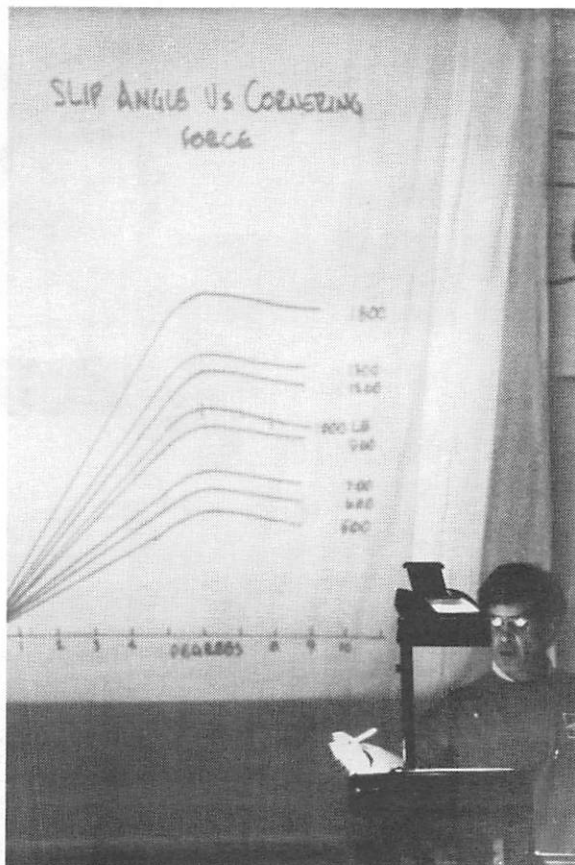
Puhn's book it has a picture of a 911 cornering on three wheels. Mr. Puhn uses this as an example of an improperly set-up car (too much rear roll stiffness, too little front roll stiffness or some combination of both). He points out that most cars will handle better, and therefore be quicker, with all four wheels on the ground. Unfortunately his example, the 911, isn't one of them. All I can say is - "Fred don't know 911s". Thanks again Don, for an informative and entertaining afternoon. ❧



DON COX

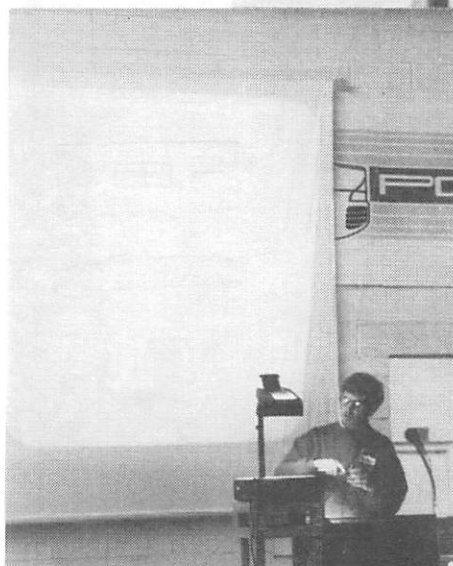
Many of these books describe the physics of handling (does anyone really understand slip angles?), suspensions, and somewhat the interrelationship between the two. I can assure you that no one ever made it as clear to me as Professor Cox did. Especially how all this relates to the 911/930 with it's special considerations due to the large mass suspended at the rear of the car (the engine, to those less technically inclined out there). I can personally describe to you what a large polar moment of inertia feels like, when you lift the throttle of a 930 coming out of the light-bulb at Bridgehampton in the rain (the Hail Mary play of track events).

Don talked us through tire coefficients of friction, slip angles, weight transfer and all that good stuff. And I think most of us got it! He was obviously knowledgeable, entertaining; and, even though no else there knew it, made me feel OK about my little chart in the end. It seems that after he got through with all the figuring on the overhead, he showed that a 911, with it's rear weight bias, would achieve it's maximum cornering capability with the outside front tire in the air. Borrow Bill O'Connell's videotape if you don't believe me. What made me feel better? If you look at Fred



TECHNICAL STUFF

MORE SCENES FROM TRACK CLINIC //



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ON TRACK

by Bob Lamb

On Sunday, February 3, we held our second Track Clinic at Paul Johnston's in West Chester. The day was unseasonably warm and sunny. One hundred forty people were registered and at least that many showed up. Of those attending, 50 had never attended a track event. Hopefully, a few of those will join us this year.

Early in the afternoon, a 40 minute presentation was given to attempt to explain what track events are and are not. This was for the benefit of newcomers. After a break for lunch, our featured speaker, Don Cox, educated and entertained us for over two hours. The theme of his presentation was how tires and suspensions work individually and together. Normally, these subjects are discussed in mysterious and fairy tale-like terms. Don, however, actually knew what he was talking about and led us through appropriate charts, graphs, sketches and calculations that suggested to all there may be a rational way to understand what tires and suspensions really do. He obviously knew his subject and enjoyed sharing his knowledge with us. He also told a number of interesting and amusing stories from his racing experience.

I want to thank Don for his efforts, not the least of which was 12 hours of driving to and from his home in Connecticut to join us.

In addition to our speaker, we were joined by Porsche Racing people who displayed and had for sale various items of memorabilia from the Indy car program. Since the weather was so delightful, a number of interesting Porsches were driven to the event and were thus on view in the parking area. In Paul's shop were several very serious special purpose track cars under construction. Sybil had the goody store in operation. All in all, it was a good show.

Special thanks to Paul Johnston for the hall, the food and the initial and ongoing inspiration for the event.

At the time you receive this issue, registration will be open for our first track event of the year at Pocono, April 20 & 21. I would like to encourage you to join us, especially first timers. The track is only two hours away. It is a mile and a half road course that is flat with plenty of run-off areas. It is deceptively easy to learn, but a little tricky to master. There are garages, all parking and paddock areas are paved and there are necessary facilities with running water. If you are still not ready to take the plunge and participate, drive up one of the two days and see what is going on.

A tech session in conjunction with the Pocono event will be held at Rosemont Imports on April 6 from 8:00am to 3:00pm. See you at Pocono. ❖



The Bob Lamb Collection of Fashion Track Wear

Riesentöter WERKSTATT

by Bill Dougherty

The first tech session of the year was very successful. Over forty-five members turned up and about twenty-five used the shop for everything from oil changes to Art Rothes's 911 rocker arm repair. There was a lot of socializing while the work went on and a big thank you to the pro's that turned out to guide and assist. It says a lot about our RTR family of enthusiasts when members can get together like this, and access the skill, opinions and overall expertise of full time guys like Russo, Koerbel, Galbraith, Schwarz, Johnston and Baker, turn around, there's Sybil... ..the Goodie Store arrives, such deals!!!! look!!! Reed Racing!!!! Terry is practically giving away helmets and stop watches.....and Vern!!!! the Lyle style of AX exposed.....it's in the calipers!!! Kam Ho, oh no!!! not too much oil hit the floor..... got a track event question??? well Bob Lamb just rolled in from a Summit Point winter track cleaning.....Dr. Weger thought he had the day off.....actually it was just a consult.....we figured some first aid cream and a band-aid would fix up Don's head wound.....Jerry looked up from CNN at noon, uttered "sutures", that's "stitches" to the layperson.....six to be exact, but a nice job. John Williamson said he will have his car ready for Pocono. There are at least three witnesses to this statement. Six dozen do-nuts, gallons of coffee, couple cases of soda and 10 pizza's later everybody left. What a day. It was a good time; to learn something, to hang out or to "do-it-yourself".

Meanwhile, a word about this WERKSTATT column. RTR now has over 800 members so it's going to be difficult to write to a single level of technical interest and knowledge. I hope to be addressing the middle of the pack, so to speak. If you want more information please call me. If it's stuff you already know, then give me some suggestions.

Track and Ax season is now upon us and a good time to mention BRAKES. A favorite pad for

track use is the Ferodo DS11 compound. Generally speaking it is a great pad for track and fairly awful for street use because the compound never gets hot enough to stop the car well under normal driving conditions. That fading and not stopping sensation gets my attention real quick. For a primarily street driven Porsche the factory or aftermarket equivalents are just fine. If we use a racing compound pad, such as the DS11 (and others) a "bedding" procedure is mandatory for safe usage. A lot of the complaints about high performance pads would be history if the correct procedures were followed. Quite often the real cause for complaint is that the pads have not been correctly "bedded". The reason for this is that "bedding" takes time that we never have enough of, and it is also no fun, thus it is a pain in the neck. However, never, simply never go onto a track with brand new "green" brake pads. You could become the main topic of conversation all weekend. Because the DS11 is the most common race pad I see, the following bedding procedure is offered, verbatim, from Speedway Motors catalog, a large Ferodo distributor:

"All disc pad materials require a bedding in before they are subjected to severe braking under racing conditions. Because of the special characteristics of DS11 disc pads a very specific bedding in procedure is necessary to ensure that they will achieve their full potential. The brakes should be used lightly at first until about 80% contact has been made between pad and disc. The time that this will take depends largely on the disc condition. When a satisfactory contact has been made between pad and disc the brakes should be used progressively harder until a falling off in performance is felt (brake fade). Then allow pads to cool at least 12 hours. Don't use new pads to race."

What it gets down to is being realistic about how we use our cars. Wear, noise level and pedal effort are a few of the considerations. If you have the time just swap the pads back and forth.

continued ▶

When we talk about brakes, brake fluid is part of the picture. Porsche specs call for DOT 4 type fluid. Don't use silicone fluid or DOT 3 fluid. The DOT type is clearly marked on the container. The only readily available DOT 4 fluid around is CASTROL LMA. Other brands are Wilwood and AP. Don't use old fluid of any kind. Partial containers should be kept tightly sealed. If in doubt don't use it. Brake fluid absorbs moisture that can cause corrosion and it also lowers the boiling point of the fluid. If a pressure bleeder is used it is imperative that the pressure doesn't exceed approximately 15 PSI. Higher pressure will aerate the fluid going on causing a soft spongy pedal. You can tell if there is air in the system by pumping the pedal. If it gets harder and higher there is probably air, and we need to re-bleed. If you do your own brake work be very critical of that work. Double check and don't kid yourself about brakes, especially hydraulics. If a workshop is doing the work for you do not hesitate to bring the car back if it doesn't feel right. Any reputable operation will be happy to test drive/recheck your Porsche, especially if it's a brake problem. There is no commercial future in brake failures!

Some maintenance tips:

Check your fuses - replace if old, they are very brittle and could crack or break easily - check for corrosion at tips; clean and tighten holders - many cars are unnecessarily towed due to loose or corroded fuses; it doesn't have to "blow" to cause a problem.

Use **TECHRON** fuel additive every 4-5 tank-fuls. It keeps the fuel system clean and in fuel injected cars, particularly Motronic, it keeps the back of the intake valves clean. Deposits on the back of the intake valves causes a lot of cold run driveability problems and can actually damage the valves in extreme cases. It is a Chevron product but is found in most Euro car dealer Parts Depts, and of course, at the leading edge Independent shops.

When is the last time you or anyone has checked the "water" in the battery of the trusty Porsche??? If it needs water frequently there may

be an overcharging problem with the alternator/regulator. Easily tested. Check it out!

The Tech Committee needs some more volunteers for Pocono - give me a call. ❧

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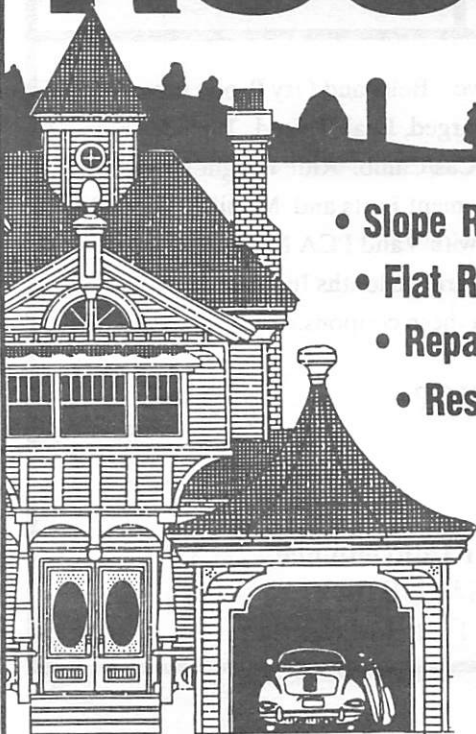
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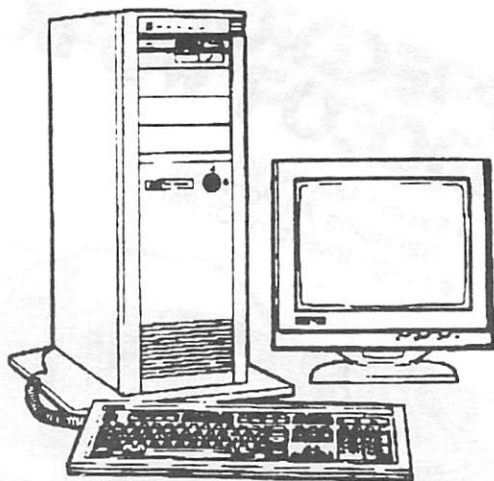
SPRING SOCIAL

by Barbara & Dennis Perler

May 25, 1991

April showers will bring May flowers and sunshine for our annual spring fling. Once again, the Ferretti's have graciously volunteered to share their lovely home in Bethlehem

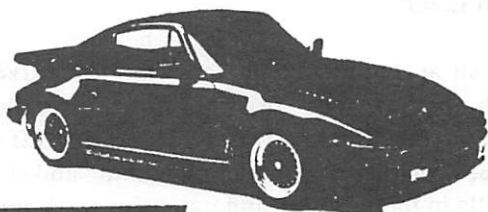
to make this event so special. We will have wine and hors d'oeuvres on their lovely patio surrounded by the indescribable beauty of their seemingly endless estate. You'll oogle at Bruce's collection of antique Indian motorcycles; his two ultralight aircraft and two runways; and the exquisite array of all of our lovely toys lined up along the beautiful Ferretti driveway. Expect a great time; see and make great friends, and experience more of what Riesentöter has to offer. Please save Saturday, May 25 on your calendar for this special event. ❖



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F A t T

by Bob Lamb

Bill Scott at Summit Point Raceway has revived a high performance driving program called "Friday at the Track". This is a one day affair with track instructors conducting braking and skid pad drills in the morning and extensive track time in the afternoon. The program is open to any make of car. The cost is about \$100, depending on when you register.

I have attended two of these events and enjoyed them both. I found the skid pad exercise to be very instructive. If you have never been on a wet skid pad with an instructor, that experience is worth the time and cost. You experience the handling limits of your car at very slow speeds.

On Friday, February 22, five of us ventured to one of these events and were blessed by 65 degree weather. We had two hours of track time and a wonderful change of pace from the mid-winter doldrums. The next two dates are April 12 and May 3. If you have any interest in learning more about these events, call the track at (304) 725-6512. ❧



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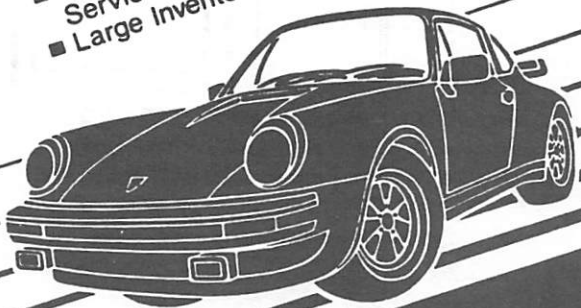
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RALLY

by John Kingham

Riesentöter will kick off the rally season with a Cinco de Mayo event. For those of you who are unfamiliar with the term, it is the Mexican equivalent of our Independence day, and falls on the 5th of May.

Our rally is scheduled to depart at 1:00 on May 5th from the parking lot at the Audubon Inn. The choice of roads will be left up to the drivers, but the RallyMeister has selected the route so that we should not traverse either unpaved or poorly paved roads.

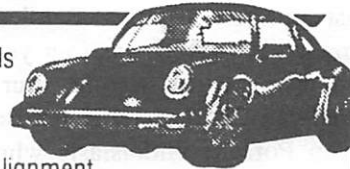
The rally will be a gimmick type which concentrates on good driving fun, relaxation and not on finding tricks. Each car will be given a map, instructions and the final meeting place. Each good rallyist will come prepared with a highlighter [ed. should the novice be concerned with which color?], clipboard, pen and pencil, sunglasses, an operating vehicle [ed. so this is how he excludes the Keepers of the Tattered Helmet] and a good fun attitude as a minimum. Porsches are not required and there will be a maximum of two participants per vehicle - children are welcome as long as they don't help spot clues.

The entrance fee of \$10 per car will be used to defray map and prize costs. Please look in the April issue of *DERGASSER* for the official starting place or call the RallyMeister at (215) 251-9181.

Even though the rally will be held on Mexican Independence day, Margaritas will not be allowed in rally vehicles, unless of course they are Paul or Sybil Margaritis [ed. I thought you said an operating vehicle was required?]. I apologize, but I just couldn't let that slip through. ❧

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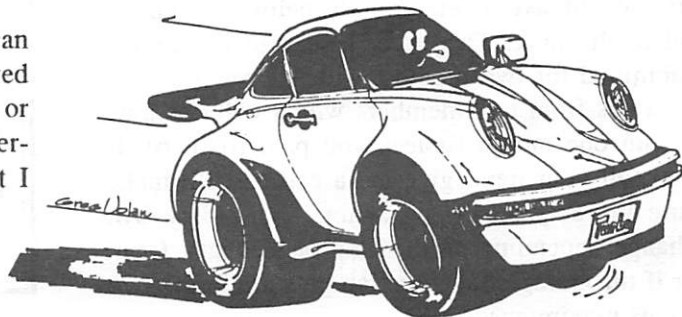
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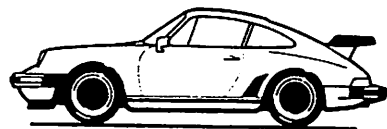
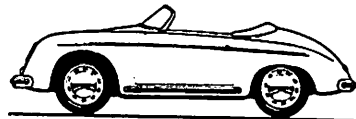
by John Williamson

If you didn't notice it, one of our members achieved their 35th year of club membership this past quarter! Charles Beidler joined PCA in January of 1956. I was four years old at the time and trying to master the four wheel drift in a pedal-car. Charles and Helen Beidler were among seven Porsche enthusiasts who met at the Bull Tavern in February of 1957 to form what is Riesentöter Region today. Charles was the first recipient of the Riesentöter Award in 1959. The award was based on competitive skills - rally's, drag racing?!, ice racing and gymkhana's as well as outstanding contribution to the club. Charles is mentioned, along with Bob Holbert and others, in early *DER GASSE*'s as having driven to many victories in these early days. Congratulations Charles, may there be many more after you.

Three new advertisers joined us this month. Amsoil, Auto Styling International and R. Kaller & Sons Roofing. Check out their ads.

Some of you may have noticed the small numbers after the ads in the Garage Sales section. They are not clues to the Penna Lottery. They represent the date of the last issue your ad will run in, unless you tell me otherwise. I found that most of the stuff I tried to sale never sold in the first month (probably priced too high, or too low - people get suspicious, or maybe I was the only sucker in the country to buy it in the first place). Invariably I would forget to resubmit the ad the next month; so it would take several months before I could get rid of the junk. Therefore, I decided to run ads submitted for two months, with the exception of paid ads from non-members which will continue to run one month (unless you paid for two). If you sell your item, give me a call and I'll make sure the ad doesn't run again. This policy will change depending on the kind of feedback I get, or if the Garage Sales section gets too large (two pages maximum).

At the last Exec meeting it was requested that I add our Zone 2 rep to the list of names inside the back cover of *DER GASSE*. If you turned to look - you discovered I haven't done that yet. I will tell you however that our Zone 2 rep is Maury Hamill of Blue Ridge Region. His address is 103 Buckeye Lane, Radford VA 24141. His phone number is (703) 639-9122. If you lose or misplace this issue, the same information is in the back of each and every *PANO*. I've been in the Club for over five years and I have no idea what this whole Zone thing is about, or what our representative does. Maybe someone can shed some light. ✕



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Riesentöter Racers 1990

by Bill O'Connell

We've tried this column in the past with limited success but not being one to give up real easy... Given we are a car club. In fact one could say a race car club, since, as we all know, "every Porsche ever built was a race car". Therefore it stands to reason many are interested in the members that race and how they do.

Ed Arnold, complete with a destroyed foot (you really don't want to go into that story), won the endurance championship in EMRA SSC class. This was Ed's first season so we have high hopes for him, especially now that he has both feet. Craig Rosenfeld, also running a limited season, tied for 7th overall in the NeDIV Sports 2000 class out of about 90 people! Not to bad for a part-timer. The class in the Pro Series is divided into the 'new' (read fast) and 'old' (read slow) cars. Craig's is an 'old' car and not only did he beat all the old ones, but he also placed ahead of some of the newer models.

Congratulations to both and may this season bring them more luck. I know we have more members that are involved in various sorts of racing, keep me posted on your progress so I can pass it along to everyone. ❧

SPONSORSHIP

Or... How To Get Your Name On National TV, Cheap

by Wild Bill O'Connell

One of the biggest problems facing many would be racers is cash. Over the years many potential top racers have had the door shut for lack of the funds to compete. Now, one could say if they really wanted to race, they would sell the house and live in their race car spending every last penny to chase their dream. By and large this is not really practical, especially once you acquire a

family. Most pro teams solve this problem with sponsorship money. This is hard for a small team because it's almost a full time job in itself. Where is this leading? Well, I'm wondering how many companies out there are interested in this type of advertising but have not been approached for one reason or another. In the past few years we have had at least 2 people (Axle Shield & Craig Rosenfeld) that seem to be very competitive, end up restricting their season; and now we have yet another promising team (in a Porsche no less) stalled in the pits.

The latest star on the horizon is Dave Donohue. Gordon Nagle formed a team with Dave driving and Dave White prepping the car. They have a 944 Turbo S and want to run in the IMSA Bridgestone Super Car Series. This is a new televised 6 race series. The field is composed of the high profile cars - like the Ferrari TestaRossa, Accura NSX, etc. Like the others, lack of sponsorship is holding them up. They need about 60k to do the series, which is cheap for a whole car for a year in a national series.

So there you have it. This years advertising bargain. If anyone out there wants to see their company's name all over a 944 on national TV, not to mention pit passes for the races, give Dave a call. Or Craig or Axle for that matter. Hmmm, I wonder how much a fender costs??? ❧

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EXEC MINUTES

The February meeting was held at the home of Bill and Vicki O'Connell. In attendance were Bill and Vicki, Paul and Sybil Margaritis, Barbara and Dennis Perler, Don Applestein, Bob Russo, John Williamson, Rex Carle, Janet and Jerry Weger, Bob Lamb, Connie Sweigart, John Kingham and Kathee Callan, and Bill and Debbie Cooper.

CHAIRMAN REPORTS

President: Bill O'Connell

A request has come from the National Historian for anything that we can contribute from the early years of the club. We'd like to invite Maury Hamill, our Zone 2 rep, to one of our events.

Social: Barbara & Dennis Perler

The Ferretti's will again host our spring social. The picnic will be August 25th at Camp Hide-away.

Treasurer: Don Applestein

There is \$11,612.26 in the treasury with an \$1121 bill outstanding. Committee budgets for the year were again requested.

Autocross: Lisa & Rex Carle

Tentative dates are: April 14, May 12, June 16, August 18, September 15 and October 6, with no site in sight.....

Tech: Bill Dougherty

\$250 was appropriated to purchase a tool kit to be used for tech sessions and events.

Rally: John Kingham

Due to conflicts with other events the April Fools Rally will be moved to May 5th.

Track: Bob Lamb

The Track Clinic at Johnston's was a success. We discussed what to get Don Cox for a present. Past out of Region participants will be mailed Pocono entry forms. Instructors will be given red hats bearing the **Traditional RTR Logo** (Bob presented several *alternative* logos for consideration, but

SOME of us, **AND YOU KNOW WHO YOU ARE**, got **REAL UPSET !@\$\$?***, so no new logo). We then had the BOB LAMB FASHION SHOW of monogrammed track committee shirts. Bob has arranged a deal for Club members; in groups of six shirts, 'RTR PCA' can be applied to your shirt, jacket, etc. for a cost of \$30.

Der Gasser: John Williamson

Estimated newsletter costs for the year are approximately \$18,000, which includes the recent postal increase. It is anticipated that at least \$6000 revenue will be generated from advertising, leaving \$12,000 to be funded from the Club treasury. Black and white photos will reduce printers costs, and also look better than color photos converted to half tones. The Exec voted to reimburse Bill O'Connell for any b&w photos he takes.

Vice President: Paul Margaritis

Meetings for the year: Mar - Shield/Heckman on insurance and tickets; Apr - New/Old Members meeting at Holbert's; May - Spring Social; Jun - ?; Jul - National Historian or Factory rep (meeting will be moved up one week due to the Parade; Aug - tech quiz and slides of the Parade; Sep - Alan Friedman on proposed PCA Race Series; Oct - Oktoberfeast; Nov/Dec - Holiday Banquet. Eastwood Co. would like to host a meeting at their facility.

Goody Store: Sybil Margaritis

Six dozen track shirts will be purchased. Suggestions are needed for other items for the Goody Store to carry.

The next meeting will be held at Dougherty's home the second Friday in March. [ed. I think someone should have told the Dougherty's!]

Minutes are subject to approval at the next Exec meeting.

Respectfully submitted by Janet Long Weger. ❧

LETTERS

Wanted - The First 911s

A group of enthusiastic 911 owners spread across the US and Europe are looking for the whereabouts of the 235 1965 911s that were manufactured in September through December of 1964. The serial numbers are 300 001 through 300 235.

A registry was started when a growing need for parts and correct information was identified, but even after 5 years the parts and information for this unique car is still very thin.

It's not that the car has been forgotten. Ferry Porsche, in his book Cars are My Life selected his portrait with the 1965 911 to include the caption "With the model I like most, the 911". Or in 1990, Road & Track selected the "10 Best Enthusiast Cars Ever" prominent in that group are the 1927 Bugatti Type Grand Sport, the 1948 Jaguar XK-120 and the 1965 Porsche 911. That award is noteworthy because of all the superb cars Porsche has produced, including the 911S, the Carrera RS, the 930, any of the marvelous 356s or the 959, the

inaugural 911 was the single Porsche to be recognized.

A number of owners of the early 911s are now in the process of returning their cars to useful active life. And, through the efforts of the auto restorer and historian Dr. Brett Johnson in his book The 911 and 912 Porsche, A Restorer's Guide to Authenticity, more information is available than ever before. The network of the 235 Registry has been sharing the developmental changes and one of a kind rarities that occurred in the making of these cars, but only a few cars are visible for comparison. If you know of any of these cars or the location of engine numbers 900 001 through 900 360 or 901/0 transmissions 100 001 through 100 400 (yes, the transmissions for the 901/0 had serial numbers), even Hella 128 fog lamps, please contact the 911 235 Registry, Bob Fleming 4515 Zenith Ave. So. Minneapolis, Minnesota 55410, USA.

continued ▶



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Any of your efforts to identify and to connect early cars with their corresponding parts will help to continue the enjoyment of these beloved little cars. Remember it is the 911 which is responsible for the saying "Fahren in seiner schönsten form" -Driving in its most beautiful form.

Bob Fleming
Nord Stern Region

Tech Session Mystery

It happened again, yes you techno heads know about it and I have experienced it. The curse of the black 924S(s)! There seems to be a direct relationship between large oil spills and 924S(s). My personal experience involved installing an oil filter on top of the old gasket and a resulting explosion of oil. At the time, it was a little frustrating (being my first experience at a PCA event), but you learn to avoid these little problems with practice. At the recent tech session, at Dougherty Automotive, the curse reappeared and it seems that 1991 will not be the end of this uncanny happening.

I personally enjoy the tremendous satisfaction I get after working on my own car. The tech sessions are terrific for 'greenhorns' like myself, because there is plenty of free advice and helpful hands willing to pitch in for a fellow PCA member. I highly recommend trying a tech session, even if you happen to spill a little (alot) oil now and then.

Jeffrey A. Wright

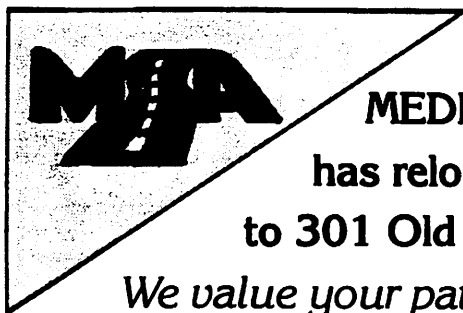
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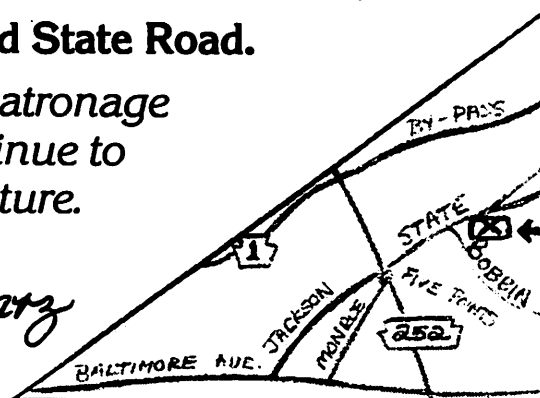
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GARAGE SALES

59 356A Coupe, new floor, no rust, available as painted roller w/motor, needs assembly. Paul (215) 696-2164. 3/91

61 356B 1600S Karmann Hardtop, s/n 200951, red, black int, near complete, needs total restoration, \$4250. Other 356A, B & C parts for sale. Call Ed 869-8570. 4/91

71 911 Coupe, RS look-alike, orange/black, steel flares, front spoiler w/ oil cooler, Ducktail, 83 3.0L, 915 trans, short shifter, SC brakes, Konis, sways, & & * x 15 alloys, R1's, Flofit seats, Nakamichi, etc. etc. Street or track, reluctantly selling for \$14,500. Mike Murphy 873-9488 eve, 353-5070 days. 4/91

72 911T (or S) Coupe, rust-free CA car; fresh Grand Prix white, including alloys; blacked out trim; factory S options include gauges, trim, brakes, radiator-type oil cooler, sway bars; lowered /balanced corner weights; new carpets, Bridgestones, Bilsteins, Deist harness, H4s and more, 106K miles, looks like new and runs great. Not many of these mechanically injected Ts could be left since less than 3000 were built - \$14,500, or with the engine described below, \$19,911. Vern Lyle (215) 361-5934 eves, 661-7011 days. 4/91

911 Engine, fresh 2.4 motor, 6000 miles since rebuild by Bob Russo; no-serial-number case; magnafluxed crank and rods; new pistons/cylinders, cams and rockers; rebuilt injection pump; powder painted sheet metal; very nice running and looking, \$5,911. Vern Lyle (215) 361-5934 eves, 661-7011 days. 4/91

72 911 Track Car, narrow or wide body, available as painted bare body. For further details call Paul (215) 696-2164. 3/91

81 SC Sun Roof Coupe, Pacific blue, fresh paint, 7 & 8 x 16s, roll bar, well maintained - at least since I owned it, who knows what Weger did to it. My 356 is in & Ms Vicki still won't let me have 2 Porsches. Help your President go Vintage racing. Bill (215) 640-1675. 4/91

82 911SC, new guards red paint, no motor or trans. Paul (215) 696-2164. 3/91

83 911SC Cabriolet, 3.0 Liter 6 cylinder air cooled, slate blue, tan leather interior, black top, AC, power windows, alarm system, forged alloy wheels, Blaupunkt, cruise control, fogs, bra, cover plus many more extras. 33K miles, garaged, stored winters. Excellent condition, all service records. VIN WPOEA0913DS171379. Best offer. Larry Stackhouse, 735 Conestoga Rd., Rosemont, PA 19010, (215) 525-5161. 4/91

84 911 Carrera, Ruby metallic, tan leather interior, excellent condition, BBS wheels, 70K miles, \$24,000. Jeff Brok (301) 263-1863. 4/91

84 Carrera Targa, Ruby red/champagne, w/ 930 body, boxed rockers, quarter vents, new Sikkens paint, 3 piece wheels, RE 71's, suspension work & much, much more, \$26,000. Ed Bell 696-2164 days. 4/91

86 Carrera, perfect, Azure blue (midnite), Doe skin leather, 17K original miles, duck tail, 7 & 8 x 15 wheels, Momo steering wheel, sport muffler, European bumpers, lowered and corner balanced. This car looks like the Penske Sunoco Carrera. Al Anderson 793-3911 eves. 4/91

87 944 Coupe, Diamond blue, 22K miles, black leather interior; very good condition, \$15,000 OBO. Theo Stewart (215) 986-7686 days, (215) 584-6289 eves. 3/91

88 944 Turbo "S", Maraschino red/beige P-cloth, ABS S/R, Reno w/Hi-Fi sound, Cruise, 10K miles, Factory Warranty till 8/91, like new \$34,500. Will consider open 356 trade +/- cash. Bill Cooper (215) 362-2770. 3/91

89 944 Turbo S, white, black interior, loaded, like new, 14 months on factory warranty, Yoko AVSs, Autobra, raised on Zymol and Mobil 1, 10K miles, \$29,000. Jack Hickson, 3230 Tayloe Ct., Herndon, VA 22071. Phone, work: (703) 764-7941, home: (703) 742-8349, please leave message. 3/91

continued ▶ **GARAGE SALES**

911 Engine, 1977 2.7 liter complete, excellent condition, doesn't leak, clean, only driven at the mall on Sunday. Rex (215) 363-7044 days. 3/91

Engines, 83 944 - rebuilt long block, new water pump and belts, fits up to 1987, \$2995 or exchange; 79 928 - complete - rebuildable core, European model, make offer; 77 2.7L 911 - complete, 110K miles, one owner, runs good, leaks oil and needs resealing, has tensioner update, \$1500. Sell or trade any of above. Bill Dougherty 692-6039 8-6 M-F. 4/91

Recaro KRXT black cloth seat w/bracket, \$600; catalytic converter, \$300; SC muffler, \$100. Bill Cooper (215) 362-2770. 3/91

911 Parts, Set of Boge shock absorbers for 87 911; exhaust header and muffler system for 87 3.2 - like new, Blaupunkt Reno stereo cassette w/speakers; make offer. Chris Beery 793-3691 weekends. 3/91

911/944 Parts, Fiberglass boxed rocker 944 (new) \$150; Leather 4 spoke steering wheel (944) \$25; 944 Turbo (86) brake pads and oil filter - all for \$50; 911 (75) original steering wheel and other valuable parts suitable for framing \$10; misc. 911 Sportomatic parts - free to good home with my sympathy. Tom Sclafani 361-3610. 3/91

944 Turbo Parts, Crank, pistons, rods, bearings and turbo taken off during recent Andial upgrade. All perfect (14K miles). Also fog lights, ignition wires and coil. \$2500 for all, you pay shipping. Ron Pace (215) 648-8151 weekdays. 3/91

911 Wheels and Tires, set of 16" Factory Fuchs with Goodyear Eagles less than 6K miles. Hand painted caps and lugs included, \$1500 - will sell as set only. Chris Beery 793-3691 weekends. 3/91

Fuchs Alloys, 16x7 and 16x6, great condition; also Pirelli P7 mounted on wheels, will separate. Best offer. Mike Murphy 353-5070 days, 873-9488 eves. 3/91

Make offer on two 205/55 VR 16 Goodyear NCT tires, good tread after 7000 miles. Jim Hartman (215) 293-1916. 4/91

Everything but the Kitchen Sink, 89 Metal Fab dual axle trailer, open, beaver tail, sliding ramps, electric brake, spare; 914 original fog lights & grills; early 911 hoods & gas tanks; pair 911 M & S calipers; 911 front & rear rotors; 914 rear brakes & master cylinder; 924 transmission \$150; 914 rear brakes & master cylinder; 914 hood, deck & top, exc. cond; 928 rear susp; 7 & 8 x 16 BBS 1 piece wheels, w/ Fulda tires for 911, \$750; 7 & 8 x 15 914 steel wheels, sand blasted, perfect, \$70 all; 7 & 8 x 15 Fuchs for 911 w/ slicks \$1100; 914 seats, tan, good cond \$50; 914 rear Porsche reflector & electric trunk \$100; 914 seats, brown, poor cond \$25; 914 one black seat \$10; 914 outer door handles \$50; complete gauge set \$90; 914 front valance \$40; Bosch 009 distr \$25; 930 black leather sport seats \$1100; 930 late style whale tail w/ OEM rubber \$575; 70.4mm crankshaft, 1 ST/ST, 1 ST/030; Mahle 2.2 pistons & cylinders, used; plus many, many more, all offers considered; Ottolini & Snyder, 282-1627 home, 870-9552 car, 791-9000 work, 367-2102 home. 4/91

Wanted

73 S front bumper guards; RF fender; Porsche-crest horn button for Rial (later Racemark) steering wheel, fits a 57mm hole; original black vinyl dash top. Vern Lyle (215) 361-5934 eves, 661-7011 days. 4/91

73 914 1.7L factory tool kit and round driving or fog lights (with mounting bracket, if possible). Needed for restoration. Items should be in decent condition; no junk please. Dion Ronio, 6 Colonial Drive, East Norriton, PA 19401. (215) 270-0130 eves. 4/91

Everything but the Kitchen Sink, 911/914 front coil over susp; pair racing seats; quick fill gas cap; RSR throttle bodies; 1 3/4" 914 racing header; 7 x 15 914 wheels; See Ottolini & Snyder above. 4/91

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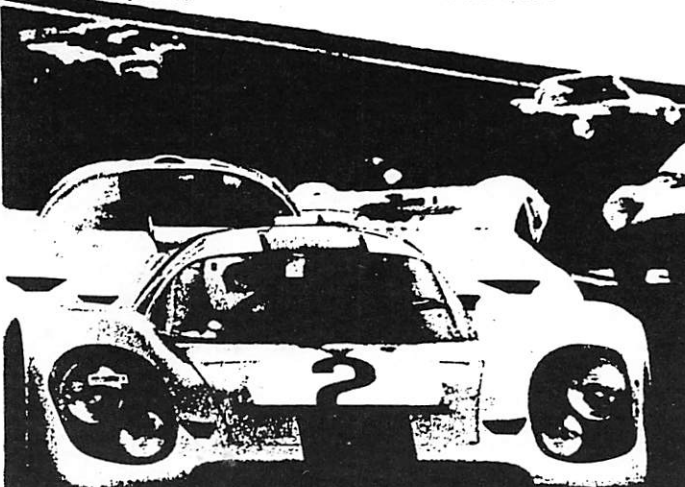
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