

DER GASSER



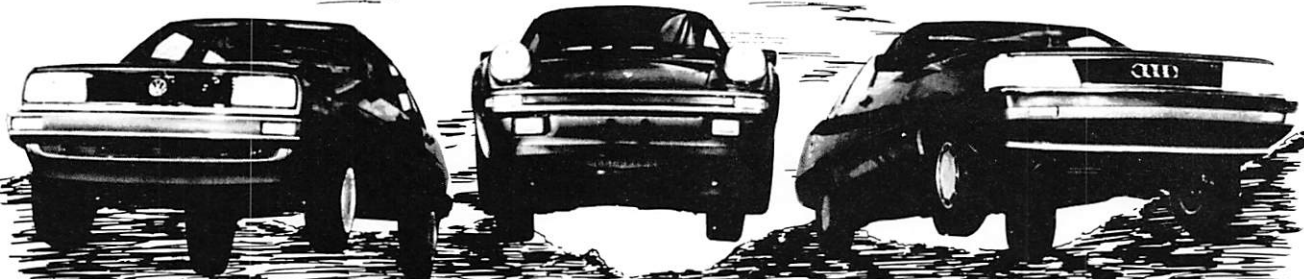
JULY 1991

PORSCHE
MOTORSPORT



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PRESIDENT'S MESSAGE

Did you all have a good time at the Vintage Grand Prix? The Perlers did a super job with the PCA/RTR host tent giving us all a place to come in out of the ___ heat, ___ rain (check one). Well actually I'm sort of looking into the future by a few days since this has to be done prior to the monthly meeting. But given their concern and the amount of time they are putting in to this, I'm sure the event went well. As did the meeting with Tommy Morrison. Thanks are also in order for Bud Mauger for arranging and funding much of his visit, not to mention supplying the give away items.

The Glen is in SUPER shape. There is even a waiting list. Mr Lamb's events have become legendary and he has people from Florida to Canada, and lord knows where else attending. Nice job Bob. We have 2 more track events, Summit Point and Pocono, if you are interested, sign up right away or you run the risk of not getting in.

And while on the subject of track, it seems Dave Donohue has taken to the sport with his spiffy eye opening green and yellow 944 Turbo Cup car. I don't have all the facts at hand but his rookie season has started with a bang with some well placed finishes including the 24 hour race at the Glen. It's a shame he has yet to find a sponsor, but I suspect if he continues at the current rate, he will catch someone's eye. Congrats Dave. By the way, the offer is still open to all members competing, let me know how you're doing and I will write it up to keep everyone informed.

Got a call from yet another member wanting to bring a non-Porsche to a track event. His logic is simple, we - along with other regions, do it at autocross events, and other regions do it for track events, so why don't we? Good question and the answer remains pretty simple. Those that don't want it to happen are much more committed to their cause than those that do. Add this to the fact that it is a non-issue to many, and you end up with a no. Point is, the place to make your comments is at the meetings and to the track chairman, not to each other. Like most things, if enough want something, it happens.

Upcoming events are:

- The July meeting at the Audubon Inn - **not** NTW in Wilmington. The revised meeting will be about photogra-

phy and photography of cars in particular. Come out and listen, and see some terrific slides of our favorite cars.

- The parade in Boston. The parade to the parade leaves at 10 AM from the Roy Rogers stop on the New Jersey Turnpike just North of the PA Turnpike link (Exit 6).
- The Charity Autocross on Oct 6. Again, it is an open event and we are looking for a large turnout.
- The Annual Picnic in August.

And the list goes on... between Autocross, Track Events, and Social doos, there is something for just about every one.

See you at the events, right?

OPPORTUNITIES

OPPORTUNITIES

This could be the opportunity of a lifetime. Riesenötter Region, Porsche Club of America, is looking for a select group of individuals to become part of the management team to guide the region in 1992. Successful candidates will be installed in their respective offices in January of 1992 and assume immediate control. A listing of the available positions is listed on the inside, rear cover. The ideal candidates will possess:

Bilingual American/German skills

A minimum of 80 hours to devote each week

Excellent communication and presentation skills

A MD in Psychiatry

A proven track record dealing with people with varied agendas

A strong desire to be part of a clique

Benefits can include unlimited medical for the entire family, salary not to exceed \$350,000, company car allowance with a cap of 2,500 per month (note: it is the responsibility of the incoming officers to generate the funds required to support the above mentioned benefits).

If you are self motivated, have a strong desire to help your fellow region members and see the tradition continue, please contact a member of the executive committee. Resumes will not be held in confidence. RTR/PCA a EOE M/F region. ☒

Bill

Up-Comin

JULY

- 24 General Meeting, Audubon Inn:
8:00pm, Photography - Bill O'Connell
and Vern Lyle, see page 3
- 27 RTR Parade to the Parade, see page 1
- 28-4 Porsche Parade 1991 at Boston,
Massachusetts

AUGUST

- 24 Tech Session, location to be announced
- 25 Annual Picnic, Camp Hideaway
- 28 General Meeting, Audubon Inn:
8:00pm, Tech Quiz and Photography
Contest

SEPTEMBER

- 25 General Meeting, Audubon Inn:
8:00pm, Alan Freidman or Dale Miller

AX EVENTS:

- | | | |
|-----------|--------|--------------------------|
| Jul 14 | Philly | PIR (Nazareth) |
| Jul 21 | Philly | PIR (Nazareth) |
| Jul 20-21 | Susq | Farm Show Complex |
| Jul 28 | Susq | Farm Show Complex |
| Aug 3-4 | SCCA | Solo II NE Divisionals |
| Aug 11 | Philly | Plymouth Meeting Mall |
| Aug 18 | RTR | Naval Air Dev. Center |
| Aug 25 | Philly | Plymouth Meeting Mall |
| Sep 15 | RTR | Naval Air Dev. Center |
| Sep 29 | RTR | NADC (test & tune) |
| Oct 6 | RTR | NADC - <i>Charity AX</i> |

AX CONTACTS

Susq (Susquehanna Region SCCA), Dave
Walter, (717) 432-4018

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

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

SCCA Solo II NE Divisional Championships
contact Lisa Carle (363-7044 days) for more
information

TRACK EVENTS:

- | | | |
|--------------|-------------|---------------|
| Jul 19-20-21 | RTR | Watkins Glen |
| Aug 3-4 | ARPCA | Summit Point |
| Aug 15-16-17 | Metro | Bridgehampton |
| Aug 16-17 | CVR | New Hampshire |
| Aug 16-17-18 | NNJR | Watkins Glen |
| Aug 24-25 | Potomac | Summit Point |
| Sep 5 | Metro | Lime Rock |
| Sep 7-8 | RTR | Summit Point |
| Sep 21 | NNJR | PIR Nazareth |
| Sep 28-29 | RTR | Pocono |
| Sep 27-28-29 | Metro | Bridgehampton |
| Oct 10-11 | CVR | Lime Rock |
| Oct 18-19-20 | NNJR | Bridgehampton |
| Oct 19-20 | Potomac-RTR | Mid-Ohio |
| Oct 26 | Schatt | Lime Rock |

TRACK CONTACTS

ARPCA (Allegheny Region), Ed Boozel (412)
366-4423 eves. before 10:00pm

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

Fox, Ron Fox Enterprises, 51 Tiffany Dr, East
Hanover NJ 07936 (201) 884-1944 eve/weekends

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)
492-7541 work, (609) 883-9747 after 7pm

JULY MEETING - Please note location/subject change

Photography - Vern Lyle and Bill O'Connell

WEDNESDAY, JULY 24, 8:00PM

Audubon Inn

F-stop X-sync
sound just as strange and foreign as apex and trailing throttle oversteer used to?

Want to learn more about composition? (or how to make your pictures look better)
Do you know when to use a telephoto, wide-angle or the esoteric and elusive fish eye lens?
Want to take better pictures of cars at rest and play?

Want to see some terrific slides of our favorite cars?

Come to the July Photography meeting for the answers to the above questions and more!

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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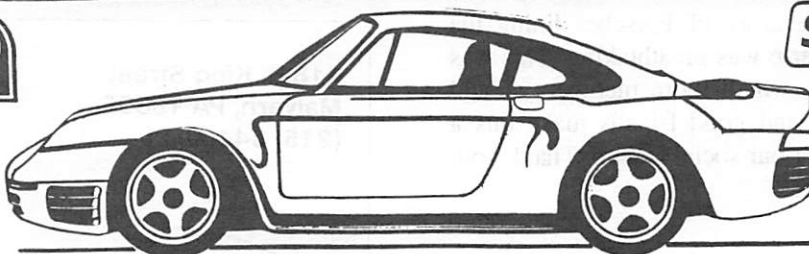
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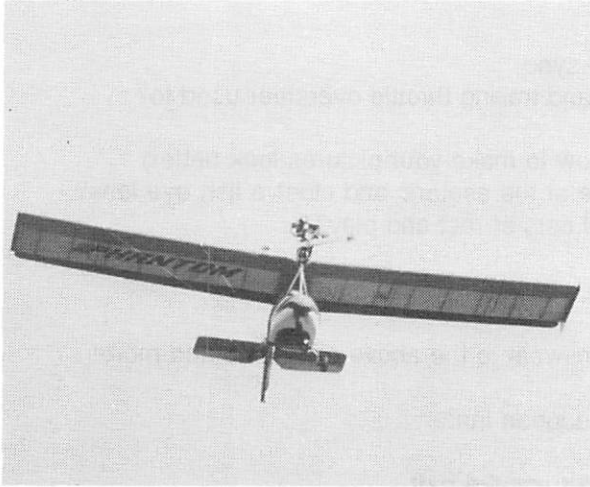
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Spring Social

by Barbara & Dennis Perler

The Ferretti's once again hosted our Spring Social at their lovely estate in Bethlehem. Catered hors d'oeuvres and beverages were served on their terrace overlooking Bruce's airdrome. Attendees were treated to a spectacular ultralight air show by one of Bruce's friends.



Saucon Valley Air Force

During the festivities, Connie Sweigart turned 60 and we celebrated with a cake; Pam Matolicz surveyed the crowd to determine if there might be any interest in making a two day trip to Baltimore (and she is willing to chair such an event); and we presented the Ferretti's with a portrait of their home as a special thank you for their hosting us three years in a row.

Seeing such a large array of Porsches lining the drive up to Belle Terre was breathtaking. This was a memorable event, which more members should attend. Good times and good friends make this a great spring event for our social season. Thank you, Bruce and Catherine.



Belle Terre - Spring Social 1991

Annual Picnic - Camp Hideaway Sunday, August 25

Our annual picnic wouldn't be the same without you, so save August 25 on your calendar. You culinary experts will enjoy the usual picnic goodies that will be provided. The sporting souls amongst us will enjoy the Volleyball, softball (*ed.- air cooled uber alles!*) and swimming activities.

If you're really daring, go ahead and chance it! Why can't your car win the People's Choice award for the Most Gorgeous Porsche?

Save this date and look for more details about this fun day in the August **DER GASSER**. ❖

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ON TRACK

Bob Lamb

We are in the midst of the track event season. As this is written, we have 153 people signed up for Watkins Glen. It appears that a 3-day event at the Glen is very attractive.

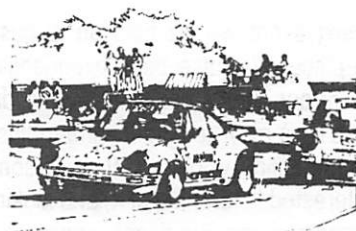
Elsewhere in this issue are applications for our early September event at Summit Point and a late September event at Pocono. The September event at Pocono is a late developing affair resulting from the cancellation of a tractor pull. The date was made available to us and we decided to take it.

We are again going to jointly promote an event at Mid-Ohio with Potomac on October 19 and 20. The track at Mid-Ohio is first class in every respect. The grounds are well maintained; the garage and other facilities are first class. The track itself is a delight. It was repaved a year ago and is wider and smooth. The course is a finesse and rhythm affair with interesting elevation changes. It sounds like it is a long way get there but the route is over good roads. Once you get there, you will be very happy you made the trip. Mark your calendar.

Speaking of Potomac Region, an unfortunate rumor is floating around that you cannot attend one of their track events unless you are a dual member of their region. This rumor unfortunately appeared in print. I spoke to my counterpart at Potomac and was emphatically told it was not true. These events are open to all.

In early June, I participated in a Car Guys event at the Charlotte Motor Speedway in North Carolina. If you have never seen this speedway, it is difficult to describe how different it is from any other racing facility in the country. As you enter the track grounds, you are overwhelmed by the main grandstands that resemble a major league ballpark rather than a race track. The 1.5 mile NASCAR tri-oval is four lanes with 27° high banked turns. A 0.7 mile infield section is very challenging and has elevation changes. The combined sportscar circuit is 2.25 miles long. The sensation of exiting NASCAR turn 2, flying down the back stretch in fifth gear and turning into NASCAR turn three is rather breathtaking. Combined with a challenging infield, the track is a real pleasure to drive. Again, it is a rather long trek to get there, but well worth it. I would like to go again.

On a personal note, this is my third year as Track Chairman. I have greatly enjoyed the experience; however, it is time for new blood. Election time for next year is rapidly approaching. If you are interested in participating in the organization and management of track events next year, let me or any member of the executive committee hear from you. ❧



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AUTOCROSSINGS

Lisa Carle

In this issue you will find the results of the June 16 event held at the Naval Air Development Center. Once again, I need to thank the early morning set-up crew: Bob Russo, Joe Zglinicki, Dennis Angelisanti, and Brad and Judy Carle, without whom the schedule could not be met. Thanks to Chris Beery for organizing Tech as well.

Our next event will be held on August 18, same time, same place. We have been experiencing a lull in attendance at our events this year, the holidays (Mothers and Fathers day) may be contributing to this, but I'm not sure this is the entire problem. If there is some other reason, I am interested in learning of it, and looking into it. I believe we organize and run a decent event, usually allowing 4 Or 5 competition runs, fun runs, and this year we are having trophy presentations at the event. It doesn't even take up your whole day - we are regularly finished by 2:00. If you haven't tried it yet or are not quite sure what to expect, give us a call, we'll be happy to answer your questions about autocross. It is a low pressure, low cost, and very safe way to learn how to handle your Porsche. You don't need any special equipment, just you and your car, and a helmet - if you have one. Loaner helmets are available if you don't. Give it a try, it is a lot of fun and more challenging than you may think.

We are planning a practice session for September 29 at the NADC. It won't be for series points or trophies, but it will involve a regular course with a skid pad section. I need to know what kind of turn-out to expect in advance, if we have too few drivers we can't cover costs, too many and it's hard to handle. It will be run as fun runs, i.e., \$1 per run, with no registration fee. You can make as many or as few as you want. Please give me a call if you are interested, I'll save you a place! ☒



Next Event: Sunday August 18
Naval Air Development Center (NADC)
Street & Jacksonville Roads
Warminster PA

Registration opens 9:00am

Directions:

From Exit 27 (Willowgrove) PA Turnpike
Take Rt. 611 North
Right on Blair Mill Road
Right on County Line Road
Left on Jacksonville Road
Cross Street Road, proceed onto base
Look for signs on the left



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*Tune Up Special Includes All Engine Items in Mfg 30,000 Mi Svc.. Belts and Oxy Probe are Extra. Includes Oil & Filters. **A/C Systems Evacuated, Recharged, Leak Tested, Includes Freon. ***Alignment Includes Four Wheel Adjustment of Toe/Cas/Camb. Ride Height Extra. John Wood Porsche Uses Only Genuine Porsche/OEM Replacement Parts and Mobil 20W-50 Oil. Coupon page must be presented at time of Service Appointment with Valid PCA Membership ID to Receive Discount. Note Individual Coupons Only Valid During Months Indicated. Customary PCA Member discount of 10% cannot be honored on these coupons.

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Modified

Don Thomas O.C.

A

Rex Carle 46.123 FTD

Chris Beery 49.365

John Crowley 51.102

B

Michael Wolkov 50.479

Jim Confer 51.160

Don Applestein 52.602

C

Jerry Weger 52.529

D

Walter Harrington 51.773

F

Nick Plenzick 54.916

G

Skip Chalfont 50.777

Joe Zglinicki 52.251 (1p)

H

Brad Carle 50.698

Dennis Angelisanti 51.152

Ladies

Time Index
Lisa Carle 47.143 0.987 A Ladies FTD

Janet Weger 55.508 1.057 C

Novice

Richard Newton 52.124 0.949 F

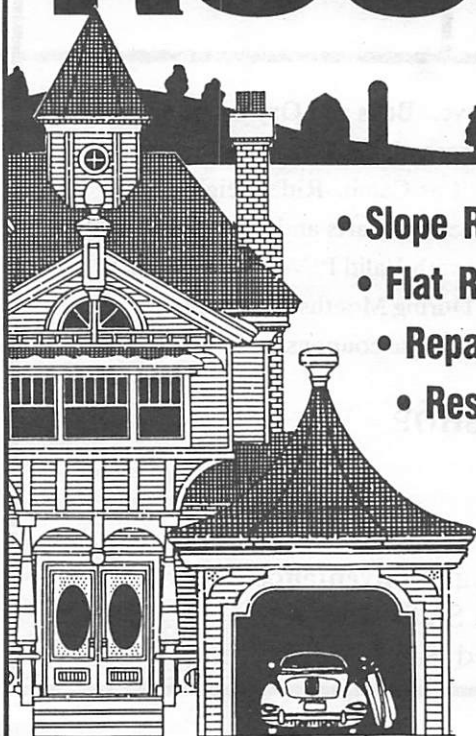
Joe McGilloway 55.646 1.043 E

Gary Feldman 59.739 1.088 F

Novice Ladies

Judy Carle 57.848 1.136 H

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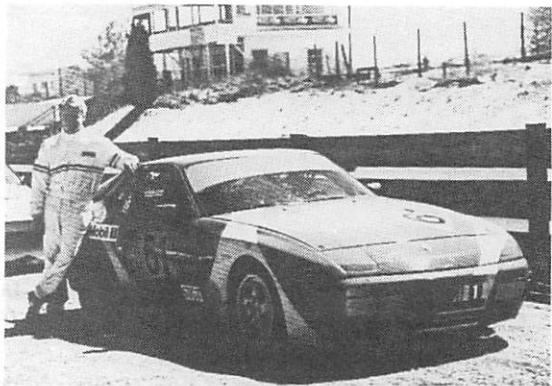
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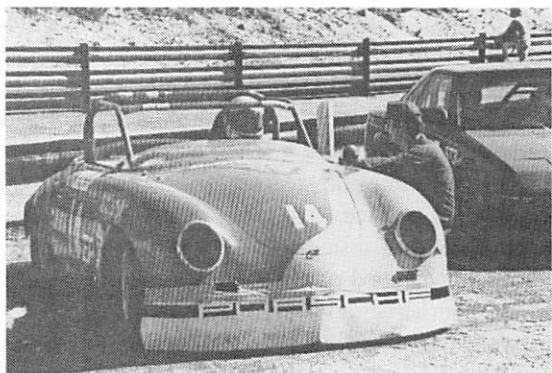


Riesentöter was well represented at the May 4th EMRA race at the legendary Bridgehampton circuit. Four RTR members were entered, with three capturing trophies.

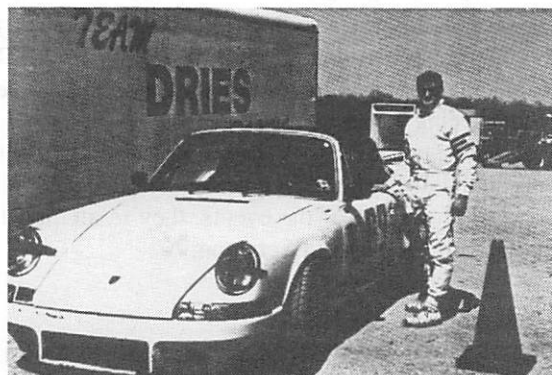
Kam Ho



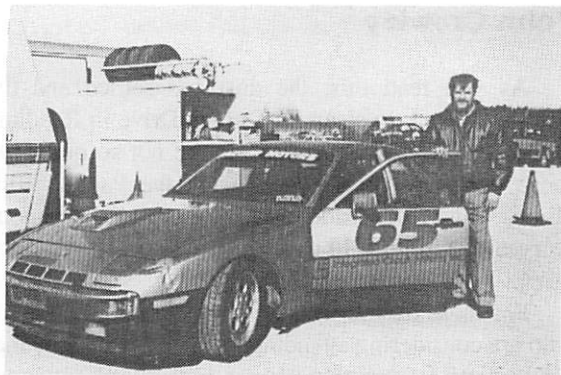
Dave Donohue GT2
1st in Class, 2nd Overall



Dale Dries ST4
1st in Class



D.R. Snyder STGT
3rd in Class



Ed Arnold STGT
Blown engine during practice

Firehawk Television Schedule

Porsche's IMSA Firehawk-winning 944 S2s can be seen in action on The Nashville Network - TNN - during the following delayed television broadcasts of 1991 Grand Sports races:

Broadcast Date	Race	Time (EDT)
Sun., Aug. 11	Sebring 4 Hr.	10:30 PM
Sun. Aug. 18	Mid-Ohio 6 Hr.	10:30 PM
Sun. Aug. 25	Watkins Glen 24 Hr.	10:30 PM
Sun. Sept. 1	Laguna Seca 3 Hr.	10:30 PM
Sun. Sept. 8	Portland 3 Hr.	10:30 PM
Sun. Sept. 15	Watkins Glen 2 Hr.	10:30 PM
Sun. Sept. 22	Road America 4 Hr.	11:00 PM
Sun. Sept. 29	Watkins Glen 500KM	10:30 PM

Dave Donohue drove the Dave White Racing 944 S2 at the Mid-Ohio 6 Hr. and Watkins Glen 24 Hr. Stay tuned for further developments.

Porsche Featured at Vintage Challenge

Historic Sportscar Racing, Ltd. is proud to announce the Mid-Ohio Vintage Challenge, September 20-21-22, at Lexington, Ohio, will feature Porsche Race Cars from the 904 to the 962. "Beginning with the 904 in 1964, Porsche has produced a whole series of cars which have dominated international racing for over 25 years," said HSR Competition Director Joe Pendergast. "This is the first time these cars have been honored at a Vintage event. We expect to have examples of the 904, 906, 910, 907, 908, 917, 911 RSR, 934, 935, 956 and 962 for fans to see and enjoy in their natural element, the race track." The Mid-Ohio Vintage Challenge is open to the public. Tickets are \$25 for Saturday and Sunday, or \$15 for Sunday only. Tickets available at the gate (ed. - contact me for more information). ❏

The Pagoda Hillclimb

John Crowley

As you read this, the dust has settled and the wildlife is back to sleep on Duryea Drive in Reading. On May 18th and 19th, things were not so quiet. On those two days, SCCA conducted the Pagoda Hillclimb, which is considered a warm-up to the famous Duryea Hillclimb held in August (this will be the 41st year).

For those of you who have not seen a hillclimb or who are considering attending an event, let me say that a hill climb is something like a high speed autocross without the cones. The event is held on a paved, public road (closed to other traffic of course) and it's you against the clock over a measured uphill course.

If you're thinking of competing in an event, you must have some equipment before you can play. You **MUST** have this equipment in your car: roll bar, drivers side window net, fire extinguisher and safety harness. Also, you must have three SCCA logos, car numbers and class letters displayed on your car. You personally need a helmet (Snell 85), a two layer fire suit or a one layer suit and Nomex underwear, Nomex socks, and if you have a beard or moustache, a Nomex hood. You will also need a SCCA Solo license, SCCA membership and a valid drivers license.

Wait, you say, "I don't have a Solo license or SCCA membership." Never fear, a little cash will take care of that. A novice solo license costs \$7.00 and \$15.00 more buys a temporary SCCA membership good for 10 days or \$50.00 gets the real thing, good for a year.

All the items listed will be inspected at the tech session/registration the night before the event. The tech session itself was rather loose and except for the stuff listed above, the only items checked on the car were the brake fluid, battery hold down, and all lights taped.

After a very short drivers meeting (no burn outs in pit row), all novices are piled into vans and are transported up and down the hill to take a look at the course. As soon as the vans clear the hill, parade laps begin and continue until the official start (between 10:00 and 12:00 depending on the timer and officials). Parade laps are **not** supposed to be at speed and cars are started on the course at 15 second intervals.

The start line is at the bottom of the hill and the starter will chock your rear wheel so you don't roll backward and can get a decent start. As the light goes green, you accelerate uphill to a left hand 180° turn (1) that lets you out on a short uphill straight before a 180° right hand turn (2) and then a left (3) lets you out



Plum Racing – Duryea '90

onto the straight [?], the next left hander (4) is a "tap and go" if you have the nerve followed by a left (5) and a right (6) and the finish line.

A long straight gives plenty of time to slow down, turn around, and get in line to go back down the hill. Cars wait at the top, off the line, until the runs are stopped and then parade down the hill to the pits.

The second day is a repeat of the first (without the practice runs). Your best time is your scored time. There are no penalty points assessed for hitting cones (there are none), hay bales, stone walls, or trees; but you can bend sheet metal. One Formula V pilot went into the hay bales at turn 4 when a kamikaze squirrel threw its body into the steering gear. The driver was later awarded two ears and a tail. A novice lady (yes, women do it too) tested the ABS on her Mitsubishi when Bambi jumped out of the woods in front of her car, and one hapless Toyota driver took out the hay bale wall **Big Time**. No one got hurt (except the squirrel) and everyone had a good time.

Bring your family, they can wander through the pits, look at all the cars, and then watch the cars at various turns on the course. You'll see lots of Formula V's, Super V's, Rabbits, Lotus's, Spridget's, Z's and other strange things (including a race prepared Yugo); but you won't see many Porsches. Including Bill O'Connell and myself, there were three Porsches there, the other being a 356.

I understand RTR used to be very active at hillclimbs and did very well. Maybe we can field a couple more cars at the rest of the events, they're all "local" with the farthest being in Scranton. ❖

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Riesentöter WERKSTAT

Bill Dougherty

The RIGHT STUFF..... What is it and where do you find it? Two months back we printed a chart of PCNA tested and approved motor oils. Here, now, is the table of approved automatic transmission oils for 928, 944, and 911 C2. These fluids meet "DEXRON II D" specifications. This fluid will turn dark brown after short usage, but this is normal. Not to worry. (PCNA BULLETIN # 8903 12-15-89).

Amalie	Dexron II	D-21 584
Castrol	Dexron II	Mercon D21 981
Citgo	Dexron II	Multipurpose ATF D-21 571
Exxon	Dexron II	D-21 422
Kendall	Dexron II	D-21 574
Pennzoil	Dexron II	D-21 717
Quaker State	Dexron II	D-21 272, D-21 547
Unocal	Dexron II	Multipurpose ATF D-22 063
Valvoline	Dexron II	D-21 270

As noted in the earlier motor oil article, these are the oils tested and approved by PCNA. There are certainly other trans oils out there that would be approved if tested. So, anytime you're in a pinch, use whatever DEXRON II you can find rather than take a chance on damaging the transmission. Better yet, carry a couple quarts of the "RIGHT STUFF" in the trunk.

Speaking of transmission oil, ALL manual transmission oils must meet API service classification GL-5 or MIL-L-2105B. Gear oil containers normally have this info on the label. DO NOT use any gear oils classified as GL6 or GL7, as they can cause synchronizer failure. (PCNA BULLETIN 8813 10-14-88).

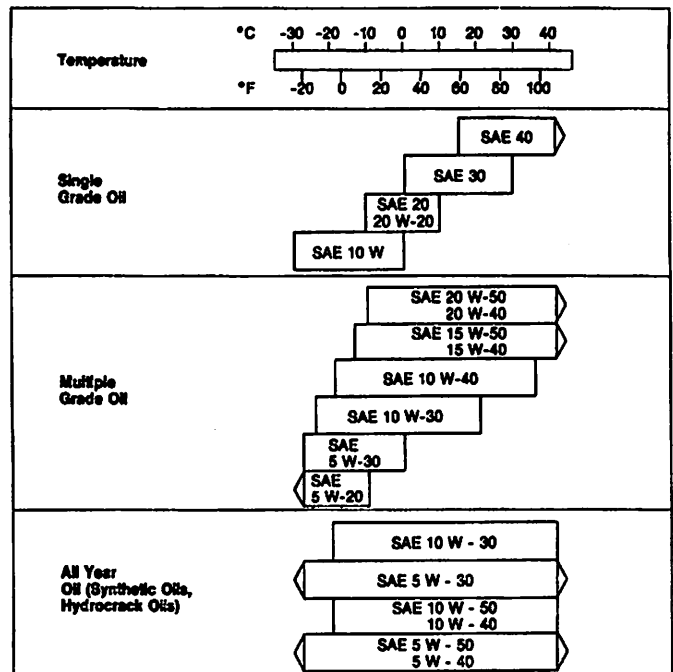
More RIGHT STUFF..... The temperature range/oil viscosity chart to go with the approved motor oils printed in the May issue is shown on the right. (PCNA BULLETIN # 8905 5-5-89).

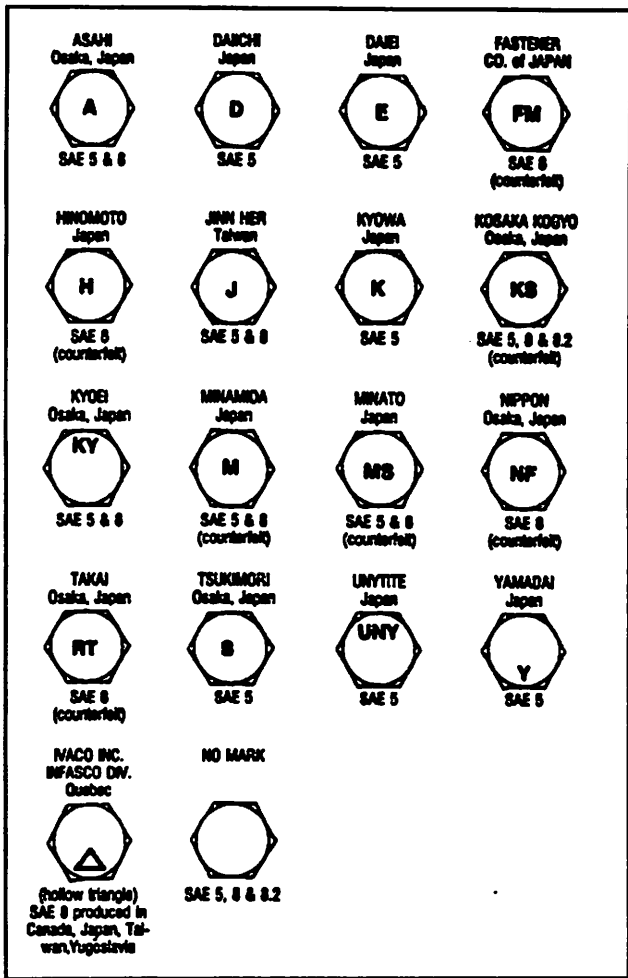
The Wrong Stuff..... Recently a vendor in a "popular" magazine was found to have been selling counterfeit Dilivar 911 headstuds. Can you imagine the hassles involved when you find out you bought and installed them?!! (By the way, "REAL" Dilivar is non-magnetic). I don't know the details but I bet the vendor didn't know they were selling counterfeit studs. Probably never checked them. That's because he probably bought them

from someone he has dealt with for years, who bought them... who knows where the line started and who first knew they were selling junk to whom? How can this happen? Hey, fake bolts happened to the M-1 Abrams tank, Freightliner and Peterbilt, to name a few well known names. It can happen to you. The motivating factor, of course, is greed, etc.. Ford just settled a law suit with a BIG off shore manufacturer for look-a-like Motorcraft packaging of inferior parts for Ford products, and it goes on and on.

The chart on the following page shows the bolt head markings of common metric bolts. SAE 5 is your basic automotive bolt for most applications. SAE Grade 8 is frequently called "aircraft" quality, but almost never found on aircraft anymore -it's not strong enough. They now use "AN" grades exclusively. Grade 8 is typically a piston connecting rod nut or bolt, or a critical suspension bolt. If you "Do-it-yourself" and are buying hardware, check the markings. Yes, counterfeit bolts are in the Delaware Valley and you can buy them. The chart shows "GOOD" and "Counterfeit" markings. (Chart: Commercial Carriers Journal 2-90) READ AND HEED!

Temperature Ranges for Approved Engine Oils





appears on the product and package. So who makes Porsche factory oil filters?

Onwards..... The 944 motor mount has been changed yet again. They can be mixed or matched, with/without the spacer. Get it straight at the parts counter, or read BULLETIN 9011 11-13-90. Also..... if you get diagnosed (944) with oil in the coolant - coolant in the oil due to the oil cooler seal ring problem. Porsche, being the stand up car company they are, is apparently demonstrating a willingness to cover part of the expense of this repair even if the car is out of it's normal warranty period. Ask nicely of a dealership service manager if you have this problem, and they may, on a case by case basis be able to help some (which is better than none). **MAYBE/MAYBE NOT.** It can't hurt to ask. Maintenance records and mileage are probably very important factors. A side bar....Several European manufacturers are pretty good at standing by their out of warranty product if something truly bizarre is happening: as in a component "pattern of failure". Many "programs" for car owner assistance out of warranty are dependent on some level of dealer participation. Few cover 100%. Most end up in a three way split factory/dealer/car owner. Rightly, they believe a satisfied owner will buy again someday and good mouth the car and the dealership. It's not realistic, especially in today's auto environment, to expect 100% coverage. But **ASK** for some factory assistance and you may be pleasantly surprised (partially).

On to other things: The revised track event tech inspection and grid tech form is in the final stages of completion. It will see it's first use for the Summit Point event. If you have any input, let me know. There are no big changes but more emphasis on attention to things the tech crews have had to deal with over the past couple years.

If you are a catalog junkie you may have picked up on this info from the new IMPARTS catalog (a real nice catalog by the way). German Purolator filters have always been made by Knecht Filterwerke GmbH under license from Purolator, an American company. That licensing agreement expires soon and "Purolator" filters are starting to reveal their true identity. Initially the new filter boxes looked like Knecht boxes, but with a Purolator logo, then the "Purolator" disappeared and the filters started coming in Knecht and Mahle boxes. Eventually, we think, all the filters will be packed in Mahle boxes since the Mahle Gruppe owns Knecht (got it?). The filters are identical, having been produced on the same production lines, regardless of whether a Purolator, Knecht or Mahle logo

From: Porsche Mechanical Fuel Injection - check measure - adjust 45 32 21. Page 36 - "from model 72 on all engines should use 87 octane fuel. Engines operated on higher octane will not run properly since the greater the anti knock capacity (octane number) of the fuel, the more difficult the fuel becomes to ignite. Thus if a 2.4 litre engine is operated on 98 octane fuel, the CO content in the exhaust will be high and very difficult to adjust properly!. (This is referring to 911S/T mechanical injected cars only). If you own one of these cars and all the specs are right on, going to lower octane fuel may help with curing some serious throttle response/surge transition problem. At least worth a try.

Next month and thereafter.....

-Possibly the long awaited pyrometer piece from use at the Glen.

-A list of tire manufacturers 1-800 numbers for customer service.

continued ► page 20

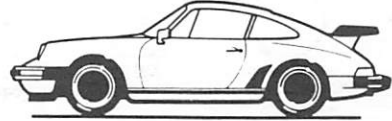
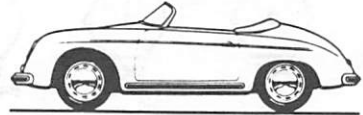
MEMREVS

Connie Sweigart

Membership as of 7/1/91 is 827

Welcome to the following new members:

Albert & Jack Abrevaya Lansdale	91 911 C2
C. Richard & Laura Clark Glenmoore	77 911S
Paul & Judy Daley Wynnewood	71 911T
John Dunbar Willow Grove	79 911SC
Stanley Ginsberg Bala Cynwyd	83 928S
John & Tamme Ann Hoey Drexel Hill	74 914
Mitchell & Sally Leiderman Media	90 944 S2
Karl Meyers Bala Cynwyd	69 911T
Floyd Rowe Reading	75 911
Bruce Shankin Buckingham	88 911 Carrera
Howard Silverman Elkins Park	90 911 C2
Maureen & Kim Staley York	86 944
J. Vilar Bala Cynwyd	81 911



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PCA Member Since 1978

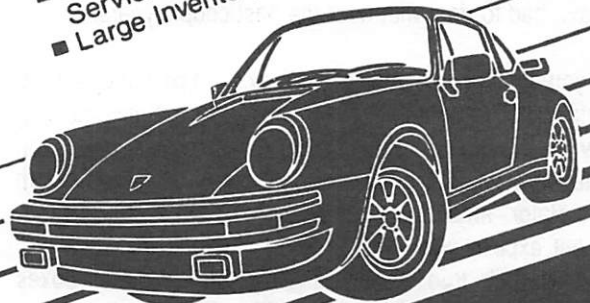
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AT FULL SONG

John Williamson

Please note the last minute change in the July monthly meeting. The Pirelli tire rep is in the hospital and John Baker of Leitzinger Motorsports had a conflict - resulting in a last minute change in the meeting. Thanks in advance to Bill O'Connell and Vern Lyle for coming through in the eleventh hour. The topic is timely with the **DER GASSER** Full Color Cover Photo Contest slated for the August meeting. The contest rules, in case you haven't been paying attention are simple: entries should be Porsche or club event oriented; preferably color (the winning picture will be on the October cover of this newsletter; size of the entered photo is unlimited, however, the printer requires a 5x7 or 8x10 print (a 3x5 will be ok if that's all you've got) to work from.

This month's **DER GASSER** was produced on the club's new computer system first authorized by last year's Exec and affirmed by the current Exec in June. The club owes a big thank you to our new Vice President John Crowley who selected the hardware, configured it to work (he'll only admit to a couple of work days lost, but I'll bet it was more), sold it to the club for his dealer cost - and then, when the budget was exhausted, added a built in modem and several thousands of dollars of state-of-the-art software out of his own pocket! In one short week **DER GASSER** has landed in the 21st Century. Thanks John! By the way, if you're looking for a computer system give John a call at Computer Service & Technology, Inc. (215) 785-6110. He'll treat you right.

To take full advantage of our new system which includes a scanner and sophisticated OCR (optical character recognition) software, please submit your articles typewritten in the future. Output can be from a laser or dot matrix printer, or IBM Selectric for those of you still operating with early 20th century technology. Dot matrix output should be letter quality not draft. You can also provide text in ASCII or Wordperfect formats on 5 1/4 or 3 1/2 disks, I'll bring the disks to the next monthly meeting so you can get them back (note: handwritten articles will still be accepted from those of you operating with pre-nineteenth century technology - stone tablets will be frowned upon). By following the above you will save the editor a lot of time retyping the article you just typed!

Photos or artwork should be the original (or full grayscale reproductions), not halftones. I can't scan halftones in with any kind of success, and the chances that your halftone fits the space I want to put it in are slim and none. In the future I hope to start using the scanner for photos inside the newsletter. The quality will be a little lessmthan we currently

get from the printer, but the money saved will pay for the scanner in 12-18 months. Let me know if you want your photo's returned and I'll make sure you get them back. Keep those cards and letters coming, the newsletter is what you make it. ☒

356 Pushers

Any of you who are members of the 356 Registry may recall a postcard campaign of mine a year or so ago in an effort to organize some sort of support group here in the area for those with an interest in 356 Porsches. We got as far as a meeting of twelve or so local Registry members who kicked around some ideas of what people would be interested in gaining from such a group. We didn't institute anything, and the matter was more or less left in my lap where it had started out. In the intervening year I have joined the PCA and have come to the conclusion that it probably makes sense to work within PCA to organize a 356 group. Perhaps the primary asset the PCA offers is the communication potential of **DER GASSER**. It seems a large percentage of 356 owners in the area are members of PCA so information published in **DER GASSER** will reach us more easily (and is more likely to be written) than if separate mailings had to be made. My initial reason for writing people was to get to know some others who undoubtedly know more about the cars, people who work on them, parts sources, and so on than I do, and at the same time through contact with others increase my own enthusiasm and efforts in working on my cars.

I don't have any set idea of what might develop. It could be a loose network of individuals who occasionally exchange help or information or it could be more formal with periodic meetings, tech sessions, social events and more. I would be interested in hearing from anyone who has ideas or thoughts on the subject. I have a list of people who responded to my earlier mailings, so I have some sources of expertise to refer questions to. I have been able to supply some information to others from my library of manuals and books and would be happy to do the same for others.

So drop me a post card (first choice) or give me a call (second choice) to register your interest or to offer your ideas or energies to get something going. I know the interest is out there, the challenge is to find the right way to set something up that will sustain itself despite the other demands of our lives.

Don Haden
143 W. Carpenter Lane
Philadelphia, PA 19119
Home phone: 844-8583

Ferrari

A VISIT TO THE FACTORY - AUGUST 1958

by Bob Lamb

Part II - Last month Bob and a group of fellow High School graduates had left for a European tour. Bob and a buddy stole away from the others with the intent of getting inside the Ferrari factory. Turned away at the gates - they were waiting in a small restaurant across the street hoping to get a glimpse of Enzo himself...

We sat down and ordered Cokes with some of the meager remains of our cash. The sodas hit the spot. A few minutes later, Ferrari himself emerged from the back room, followed by four others, including the English engineer. We sat as instructed and watched in awe. As Ferrari approached the exit door, the engineer gestured with his hand that we should join him at the end of the group as they left the Cantina. We did not know what was happening, but we obeyed. Ferrari was talking in an expansive manner with two of the group as we approached the engineer. We exited into the hot midday sun.

In a clandestine whisper, the engineer explained that one of the luncheon guests of Ferrari was a young American visiting the factory to take delivery of a car. Ferrari had decided to give the buyer a tour of the factory. If we quietly fell in line, and nobody stopped us, maybe we could follow along. The gate to the factory was thirty yards away directly across the road from the Cantina. We joined the rear of the group. Ferrari walked to the gate like a potentate toward his castle. The guard hurried from his post to open the gate. We walked right through with the engineer behind us. The expression on the guard's face as we passed by him was one of defeat, disbelief and scorn. He had somehow been outmaneuvered.

Between the gate and the plain two-story brick office building was a small parking area. In the center of the buildings was a drive-through opening to the factory complex. As we walked through the opening, the engineer told us to just be quiet, follow along and stay out of the way.

The next hour or so was a dream-like experience as Ferrari himself led the group on a tour of the machine shops and assembly areas. There were perhaps ten modest but neat and well-organized buildings in the complex. As we walked through the various shops, the engineer explained to us both in a very friendly and thorough manner what was happening in each area.

Several images remain after thirty years. One was in a machine shop. A worker was at a lathe turning

an aluminum ball about the size of a golf ball. It was a gear shift knob. The particular one he was working on was for a racing car and he was machining out the center so it would be lighter. The idea of machining and hollowing out a gear shift knob by hand gives you an idea of the detailed work involved in building a Ferrari.

We walked into a small room where engines were being assembled. Only two or three were built in a day. There were three or four engine-building stands with V-12 motors in various stages of completion. Only one worker built an engine from beginning to end.

Suddenly, the relative quiet was shattered by the scream of an unmuffled V-12 somewhere nearby. The sound was coming from an adjacent building where they test run each engine. All the visitors' heads turned toward the sound. It was overwhelming, shattering and somehow musical. I felt sort of weak in the knees as my spine tingled and my whole body experienced the concussion of the noise. Nothing sounds like a V-12 Ferrari engine at full song.

As the tour was ending, we passed by a garage-like building. The tour group had spread out. My friend and I looked in the garage. There were two Formula race cars. One was sitting alone in the corner. The other was being attended by several mechanics. We walked in and looked around. A 30-year-old American in a blue LaCoste shirt looked at us and in a casual, friendly tone, asked us where we were from. The questioner was Phil Hill, who would become the first American World Driving Champion three years later in 1961. He had already established himself as a world class sports car driver. He was just beginning his formula car career.

We briefly explained who we were and how we got there. Phil Hill then asked us if we were going to watch the test session of one of the race cars. What test session? Where? When? We knew nothing. Very casually, he explained that at 5:00 that afternoon, he would be testing the Formula Two car in front of us which the mechanics were working on. The test session would take place at their test track in Modena.

We briefly explained our circumstances: a 5:30 train back to Florence, no money and no way back to Modena. He suggested these details could probably be worked out. We followed him to a courtyard behind the main office building where Ferrari and the other tour members were standing around a white 250GT coupe.

The car was the first of a new model that had just arrived from the Farina factory, where it had been assembled.

Phil Hill walked over to a fellow who had toured the factory with Ferrari. He looked to be in his late thirties. It turned out to be Paul Frere, a Belgian who several years later won LeMans in a Ferrari.

Phil Hill explained that we wanted to go to a test session and needed a ride back to Modena. Hill would have taken us, but he could not leave for a while. If Frere would give us a ride to a Ferrari building in Modena, Hill would meet us there and check train schedules for us to see if there was a later train back to Florence. If so, he would take us to the test track. Frere agreed to give us a ride to Modena.

Our minds were in a blur. It was all so unbelievable and exciting.

Phil Hill disappeared back into the race shop. Nearby, Ferrari himself climbed into a new white 250 GT and started the motor. He revved the engine. It purred. It had mufflers, but it was clearly a V-12 with four exhaust pipes at the rear. Ferrari got out and motioned to the American customer to get in the passenger seat. A Ferrari engineer got behind the wheel and drove through the passage in the office toward the main gate. The guard opened the gate. The car went through the gate, turned left and quickly accelerated down the narrow two-lane road.

Six or seven of us were standing by the plant gate. Several minutes passed. From our left, we heard a roar that was a mixture of mechanical whine and exhaust note. The white 250 GT flashed by in excess of 100 mph under full acceleration. By the side of the road were chickens and a slowly moving horse cart. The obstacles were evaded in a graceful, flowing manner by the 250 GT.

Shortly afterwards, the car returned to the plant and stopped in the courtyard. The American got out, trying to look casual, but failing. He had been shaken. Ferrari beamed with pleasure, slapping the American on the back. Ferrari was about to retire to his office. We walked over to thank him for the tour, shake his hand and get an autograph. He was gracious and obliged. We thanked our English engineer mentor.

We joined Paul Frere and got in his, a Citroen 2CV. We passed through the plant gate. We had a pleasant ride to Modena. We had no idea who Paul Frere was. He explained that he had done different kinds of racing, but was getting too old for formula and sprint-type competition. His interest now was endurance racing.

While we were talking, a black VW bug passed us. It was Phil Hill. We wondered why race drivers would drive such plain cars.

We arrived in Modena and were dropped off at a garage-like building with a Ferrari sign on it. Thanking Frere for our ride, we entered the building. Phil Hill was in the office looking at a train schedule. He said we were in luck. There was a 7:30 train to Florence. It was now 3:30 p.m. The test session was at 5:00.

Phil Hill suggested we go back to his hotel and have a soda. He drove us to the center square of town and parked next to his hotel. We sat down at a sidewalk cafe in front of the hotel and had sodas and ice cream. That was our first food since breakfast. For the next hour, Phil told us about working for Ferrari, racing, living in Europe, etc.

In front of us was the town square, complete with crazed Italian drivers, blowing horns and periodic accidents, accompanied by agitated conversations among the combatants. At one point, a Vespa motor scooter, avoiding a crash, jumped the curb and rode the sidewalk right next to our table. We were aghast. Hill explained this was all normal.

About 4:30, we got into Hill's VW and headed for the test track, which surrounded a single runway at the Modena airport.

We arrived at the pit area of the track and found a red Ferrari race car transporter. The Formula II car had been rolled off and was being mothered by several mechanics. Ferrari himself drove up in a 4-door Fiat sedan.

The Formula II car was a front engine V-6 of 1.5 litre displacement. It was red, of course, and was at the same time both pretty and vicious-looking.

A test driver climbed in, fired it up and took off. The sounds it made as he went through the gears may the hair on my arms stand up. As he completed the first lap and approached the pit straight at speed, I was spellbound. As the screaming car passed by the pits, I made some inane comment about how fast it was going. Phil Hill, standing nearby, suggested that the driver was just warming up, and we should wait until he really got cracking.

After a few warm-up laps, the car came in and Phil Hill took over. He drove for 15 or 20 minutes and it was over. My friend took a snap shot of me standing near Ferrari and the race car.

The mechanics starting loading the Formula car onto the transporter. Phil Hill came by and gave us a little report on his ride. He was due to drive the car at the Nurburgring in a few days. We approached his VW. He asked us if we would like to ride around the track in his car. Sure we would. The track was a little more than a mile in length and was rectangular in shape with four corners of different radii.

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COST: \$85 per driver. Make check payable to Riesentoter PCA.

REQUIREMENTS: Valid driver's license; PCA Member; Porsches only; minimum age 18; one novice driver per car.

ENTRY DATE: July 22. No earlier postmarks. No metered mail.

SEND TO: Bill Miller, 5330 Laurel Avenue, Pennsauken, NJ 08109

REFUNDS: Refundable if notification received prior to Aug. 23. Call (609) 486-0465 (evenings).

OTHER: Registration materials and information on accommodations near the track will be mailed 3 weeks before the event.

First Driver

Last Name HOLLAND
 First Name, Initial BOB
 Street 540 TREE LANE
 City WEST CHESTER
 State, zip PA 19380
 Home # 215-436-6577
 Work # 215-430-8900
 PCA Region RTR
 Porsche Model 930 Year 76
 Preferred Car Number 1st 2nd 3rd

Second Driver

Last Name
 First Name, Initial
 Street
 City
 State, Zip
 Home #
 Work #
 PCA Region
 Modifications

First Driver Experience

Years this car 6 Other Porsches 21
 Last school: when 7/21 where GLEN
 What run group? Beg/Inter/Adv/Inst
 # Pocono events 10 All tracks 80
 Other High Speed Experience

Second Driver Experience

Years this car Other Porsches
 Last School: when where
 What run group? Beg/Inter/Adv/Inst
 # Pocono events All tracks
 Other High Speed Experience

COMPLETE ONLY IF AN INSTRUCTOR

Regions for which you instruct:
RTR, POTOMAC

Tracks where you have instructed:

SUMMIT POINT POCONO
WATKINS GLEN

Instructors' schools attended:

NONE

COMPLETE ONLY IF AN INSTRUCTOR

Regions for which you instruct:

Tracks where you have instructed:

Instructors' schools attended:

RIESENTOTER REGION reserves the right to decline any application

I plan to attend SAT X SUN X

RIESENTOTER PCA DRIVER EDUCATION
POCONO INTERNATIONAL RACEWAY
LONG POND, PA

SEPTEMBER 28-29, 1991
SATURDAY AND SUNDAY

COST: \$100 per driver. Make check payable to Riesentoter PCA.

REQUIREMENTS: Valid driver's license; PCA Member; Porsches only; minimum age 18; one novice driver per car.

ENTRY DATE: August 12. No earlier postmarks. No metered mail.

SEND TO: Bill Miller, 5330 Laurel Avenue, Pennsauken, NJ 08109

REFUNDS: Refundable if notification received prior to Sept. 13. Call (609) 486-0465 (evenings).

OTHER: Registration materials and information on accommodations near the track will be mailed 3 weeks before the event.

First Driver

Last Name _____
First Name, Initial _____
Street _____
City _____
State, Zip _____
Home # _____
Work # _____
PCA Region _____
Porsche Model _____ Year _____
Preferred Car Number 1st _____ 2nd _____ 3rd _____

Second Driver

Last Name _____
First Name, Initial _____
Street _____
City _____
State, Zip _____
Home # _____
Work # _____
PCA Region _____
Modifications _____

First Driver Experience

Years this car __ Other Porsches __
Last school: when _____ where _____
What run group? Beg/Inter/Adv/Inst
Pocono events _____ All tracks _____
Other High Speed Experience _____

Second Driver Experience

Years this car __ Other Porsches __
Last School: when _____ where _____
What run group? Beg/Inter/Adv/Inst
Pocono events _____ All tracks _____
Other High Speed Experience _____

COMPLETE ONLY IF AN INSTRUCTOR

Regions for which you instruct:

Tracks where you have instructed:

Instructors' schools attended:

COMPLETE ONLY IF AN INSTRUCTOR

Regions for which you instruct:

Tracks where you have instructed:

Instructors' schools attended:

RIESENTOTER REGION reserves the right to decline any application

I plan to attend SAT _____ SUN _____

-Ever notice those very slight dents on 911 engine lids from closing it too hard?" ...A possible factory fix / preventative.

-911 crankshaft pulley timing marks 1965 to 1983. A service bulletin that deciphers all those slashes.

-911 Mechanical fuel injection clinic "Show and Tell and Adjust"- some Saturday this fall...

Tech Session - August 24 Rosemont Porsche-Audi. Get ready for Summit.

Tech Session - September 14 Holberts

Many thanks to our Porsche dealerships for hosting Tech Sessions.

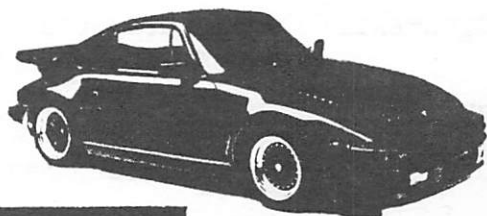
Recommended Reading:

Mugged by Mr. Badwrench, by Sal Fariello, St. Martins Press, \$9.95 paperback - subtitled: "Surviving the Shark Infested Waters of Buying, Maintaining and Repairing Your Car." What kind of guy is Sal?, you ask. Well, his other more recent book is Automotive Service Marketing - The Complete Guide to Guerilla Marketing Your Business and Wrenching Your Customers Away From Your Competitors. Now you know. Sal gives very good advice in "Badwrench". He was a service manager and then a service rep for several Euro car makers and has seen it all. Just from the titles we know he's got a flair for tabloid journalism, but between the covers is a wealth of astute observations and advice. I understand within the industry he was roundly criticized for "Badwrench". Oh! what a surprise!

However, some dealers who actually read the book started giving it out to new car buyers and some car manufacturers started to get their field reps reading it. It's an easy, snappy read. I don't agree with some of it. Technically I find some arguments here and there. Sal's a bit of a wise guy, or at least he writes like one. However, warts and all, (there aren't that many) you should read it. If you are buying a new car, or are already embroiled in warranty problems, then very definitely. It's witty, a chuckle here and there, and provocative. He's right on the mark, sometimes a bit wide, but still in the ball park. At Chester - County Bookcompany and other larger bookstores. ❧



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Ferrari

I was in the passenger seat as he accelerated down the straight toward turn one. He was flat out in fourth gear at 70 mph. As we approached the corner, he explained where he would brake with sports cars, Formula II cars and Formula I cars. Having passed all these points, we were still flat out. Finally, he braked, downshifted and drifted around the corner. He casually explained what he was doing. Things were happening much too fast to be frightening. Besides, he was not only doing things with the car that were simply impossible, but it was all happening very smoothly.

We only took one lap around the track. It was all over in a flash. He drove us back to the train station. We thanked him profusely. I didn't understand at the time why Phil Hill went out of his way to help us. Now, I think he enjoyed watching our pure enthusiasm and pleasure.

As we rode back to Florence on the train, we reviewed the day's events. We could not believe our good fortune. We suspected our traveling companions back in Florence would think we made it all up. We were right. They didn't believe us.

Back at our hotel, we told our tale to our friends. At about 10:30 p.m., one of the girls called our tour director in his room and told him that we had returned, and that I was slightly injured from a crash during a test ride at the track. He instantly appeared for injury assessment. He was not amused by the prank.

The remainder of our Grand Tour of Europe and the boat ride home were relatively uneventful. As you may have guessed, the highlight of the trip for me was the day at the Ferrari factory. Even now, I can vividly recall most of the details.

For those of you, however, who have gotten this far and really do not care about cars, there were other adventures. You remember our friend on the ship who had other objectives for his trip to Europe. Well, while we were in Amsterdam, he made another attempt.

Amsterdam, at the time (and probably still today) had a rather extensive red light district. It was quite a tourist attraction. Our tour director told us that if we had any ideas about visiting such an area, Amsterdam was the place. When we arrived in town, our friend could not wait. The District was indeed an unusual place. It was several blocks long, divided by a canal. It was neat, bright, and well patrolled by police. Our tour director recommended it as a tourist attraction. While it was really quite safe to wander through, if any of the girls in our group wanted to see the area, they had to be accompanied by one or more of our boys.

After dark one evening, several of us, including some of the girls, walked through the area. The

ladies of the night sat behind their windows just above the sidewalk. They were in many different states of dress and were displaying themselves. As a prospect would stop and appraise the offering, bargaining would occur. Periodically, a customer would walk up the steps and disappear behind the door, after which the window shade would be drawn down.

Since none of us had ever seen anything like this before, it was quite fascinating. Both the guys and gals in our group wondered how our friend might fare, who he might choose, etc.

Later that evening, back at our hotel, we found out. He and another guy had gone together to the district. Our friend, after some comparison shopping, had gone up the steps to a door. His companion waited on the sidewalk. The shade was drawn. Inside, the commercial aspects of the transaction were consummated. The lady then told our friend to go into the bathroom and take his clothes off. He did as he was told and re-entered the bedroom, ready for action. The lady was sitting on the bed, ready to accommodate him. As he approached her, he heard a baby starting to cry in the next room.

"What was that?", he asked. The lady explained sadly that the child was hers out of wedlock and that was why she found herself in this line of work. The story was told with a tear or two at just the right moments. Our friend found himself in a confused mental and physical state. He felt sad for her, guilty and wilted. He ended up leaving, without scoring but having paid. He was beginning to think that fate was against him.

On a bleak February morning in 1984, I received a letter inviting me to visit the Porsche factory in Stuttgart, Germany. As I thought about the possibility, I recalled my visit to the Ferrari factory 26 years earlier. How many car nuts have the opportunity to visit both the Ferrari and Porsche plants? I signed up to visit Porsche. This time, I was an invited guest.

This story is dedicated to my sister, Joan Baldwin, who recently asked me to write it.

Robert E. Lamb II

November 4, 1989

Special thanks to Barbara Wolfe for her assistance with word processing, spelling, punctuation, etc.

EXEC MINUTES

The meeting was held at the home of Don and Linda Applestein. Present were Bill O'Connell, Bill and Marge Dougherty, Sybil and Paul Margaritis, John Williamson, Rex and Lisa Carle, Janet and Jerry Weger, Debbie and Bill Cooper, Barb and Dennis Perler, and John Crowley.

President: Bill O'Connell

The Porsche parade in Boston is closed but not sold out. September is the deadline for nominating next years officers and also time to think about our annual awards. We would like to see a smoother transition for new Board members. This could be done on an individual basis.

Vice President: Paul Margaritis/John Crowley

John is busily preparing to take over Paul's vice presidency by loosening many vital nuts and bolts on his 911. We will spend \$250 for the Mobil Oil speaker. Bud Mauger, a Mobil Oil distributor, will help out with the stipend along with Mobil Oil. Paul reported that the PCA Race series is a probability. We will have to decide if RTR will sponsor an event.

Treasurer: Don Applestein

Budget is on course, verifying Don's projections.

Social: Barbara & Dennis Perler

At the Vintage Grand Prix booth our goody store will concentrate on selling Porsche paraphernalia rather than RTR stuff. Volunteers will have their admission tickets reimbursed. The Spring Social cost \$1,500 while taking in \$900. After a protracted and very serious discussion it was decided not to have a car stereo contest!

Autocross: Rex & Lisa Carle

Due to a scheduling conflict the September 29th AX will be a \$1 a run practice session with a new event being scheduled. A budget is being developed for the October 26th charity AX along with a revised T-shirt. Lisa asked for help in order to make the event a success (i.e., solicitation of advertisers to finance things like say, the popular Port O Potty.

Tech: Bill Dougherty

YBH will not be hosting Tech sessions this year due to scheduling conflicts, their service area being open on Saturdays. We will do two sessions at Holbert's along with

specialized sessions at Bill's shop. Topics such as mechanical and electronic fuel injection will be covered. Bill is open to suggestions for future Tech Sessions. There will be guest speakers such as Dave Free and the ever pontificating Don Galbraith. (Secretaries note: Where are you? We miss you!). Chris Beery will be handling tech inspections at our AX's. Bob Russo will check out Terry's Service Center in Fairless Hills as a possible inspection facility. The very popular Who's- Qualified-For-RTR-Tech-Inspector issue was again addressed followed by no particular conclusion.....

Our revised Tech form will be ready for the Watkins Glen event. It was decided that all Helmets must be Snell 85 certification. Five point harnesses will not be mandatory but are recommended. Equal restraints will not be mandatory this year. Congratulations go to Bill, who, while delivering the shortest report of his career, (30 min.) still managed to acquire the Exec committee times-up timer.

Rally: John Kingham

No Report.

Track: Bob Lamb

In absentia: It was confirmed that in light of a small entrance fee, Watkins Glen will be a no frills event. We will have three days of track time for \$100. What a Deal!! PCA national has a new insurance carrier. The Glen event insurance will cost more than last year.

Membership: Connie Sweigart

No Report

Der Gasser: John Williamson

John reminded us in rather strong words that it is vital and considerate to make sure all articles and ads be given to him by the deadline - the monthly general meeting. In light of the enormity of publishing Der Gasser it was decided that help was necessary for both John and future editors. Therefore, it was agreed to implement a decision made last year and immediately purchase a computer system. John Crowley was given a budget, not to exceed \$4000, to purchase the equipment. The unit will include a sophisticated scanner so the Editor can directly input material. Our photo contest is in progress and voting will take place at the August general meeting. Color photos are preferred in 3x5 or 8x10.

continued ▶ **EXEC MINUTES**

Goody Store: Sybil Peet Margaritis

New merchandise will be purchased by Mark Terlecky and Maria Wright when they take over for Sybil who will leave for Houston at the Dawn of the next Ice Age to join the recently departed (but not dead) Paul.

Miscellaneous:

The next executive committee meeting will be held at the Wegers' in July, the Perlers' in August and the Doughertys' in September. Heard at the meeting - Ginkgo tree's, wet t-shirts, what else can we ram: full moon... wanna know what this all means? Join the Exec!

Minutes are subject to approval at the next Exec meeting.

Respectfully submitted Janet Long Weger. ❖



Riesentöter MOTEL

If you signed up for the Riesentöter "Bates" Motel at the Parade, give Vicki a call at 692-5222. For those that haven't, there is still some room.

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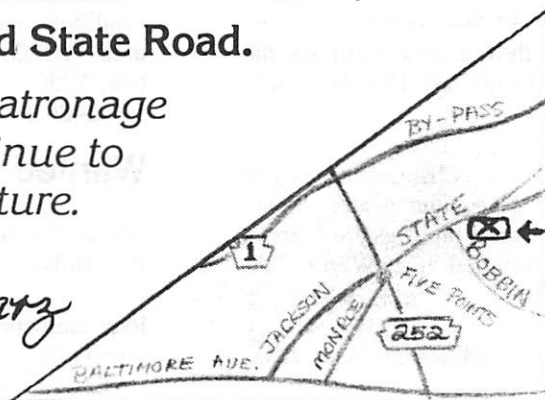
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GARAGE SALES

64 356C Coupe T-6 #218425, Silver/black, excellent condition, no rust, very solid car, new brakes/tires, SC motor completely rebuilt, Blaupunkt radio \$13,500. Fred Brubaker, 334 N. 14th St., Allentown PA 18102 (215) 434-8778 (W), (215) 797-9298 (H). 7/91

72 911E Targa, Blue/black interior, restored top, new carpet, new SS brake lines, new tires, new batteries, original injectors, 110K miles. Excellent condition, \$12,000 OBO. Joe (215) 691-8759 eves. 8/91

73 Carrera RS replica, flawlessly restored, "PA Show Winner", a must see vehicle, Jack (215) 663-9368. 8/91

82 911SC Coupe, white, F/R spoilers, F/R adj sways, F/R turbo bars, 930 master cylinder, big frt. oil cooler, cool brakes, H-1's, Carrera tens, SSI exhaust, new 1-3rd synchros, short shift + more!, 69K miles, this is "55 Sux" you know how well it runs at the track, ex-Bonnani car, \$18,500. Stuart Boreen, Bethlehem PA (215) 758-8664 D/N before 10pm. 8/91

87 911 Andial Carrera, Guards red, limited slip, sport seats, sport shocks, raised hub wheel, 930 brakes and wheels, 3.4 liter motronic engine built by Dieter Inzenhofer at Andial, 6800 miles on engine, 14,000 miles on car. \$35,850 Rich (717) 436-2616 days, (717) 436-6749 after 7pm EDT. 7/91

76 912E, factory alloys, air conditioning, sunroof, 67K miles, \$9900. Jim Perrin, P.O. Box 387, Pennsville NJ, 08070, (609) 935-7123. 7/91

80 928, 64K miles, dark grey metallic (almost black), black leather interior, 5 spd, power windows/seats/mirrors, sunroof, air, new Comp T/A's, new exhaust system, securetech glass, all records, well maintained car, asking \$12,995. George (717) 248-9568. 7/91

87 930, black w/ red; or **89 944 Turbo S**, red w/ black. One must go, yes - these are the the times that try men's hearts. Tony Bonanni 834-1509 (W), 828-9469 (H). 8/91

87 944S, Stone gray metallic, 42K miles, has had 42K service with new belts/clutch/water pump, meticulously maintained, many updates, just about perfect. \$17,500, offers considered. Jerry Weger (215) 649-6618. 8/91

88 944 Turbo S, Maraschino red/beige P-cloth, ABS,

new RE 71's, S/R, Reno w/Hi-Fi sound, cruise, 13K miles, factory warranty until 8/91, like new \$34,500. Will consider quality 4-door sedan trade +/- cash. William G. Cooper, 19 Jacqueline Circle, Richboro PA 18954 (215) 364-2466. 8/91

911 Parts, pair black leather, high back, perforated seat covers. Brand new in the box. \$1250 original cost, sacrifice \$850/OBO. Fits 1974 and later 911. John Innaurato (215) 637-2897. 7/91

911 Parts, rotary A/C compressor, \$350; Yamaha YCT-605 tuner/cassette player, \$200; rear trailing arms (bananas), \$150/pr.; Bilstein inserts for Boge front struts, \$100/pr.; FOB Debbie Cooper, 19 Jacqueline Circle, Richboro PA 18954 (215) 364-2466. 8/91

Bell Helmet, size 7 1/4, 85 Snell rating (needs paint), \$50; Bell Racestar singlr ply Nomex III racing suit, size large (red/white/black), \$50; OMP racing suit, 3 ply Nomex III, size 54 (red/white), Porsche embroidery, \$200; Lap board (black with white letters) \$10; Accutrak stop watch \$15; Seiko stop watch \$15. Jon or Morris (215) 561-6200. 8/91

911/930 Wheels and Parts, 2-9x15 Porsche racing, mat finish rims, good cond, \$1500 pair; 2-8x15 black center forged alloys \$750; 2-7x16 gold center forged alloys, excellent cond, \$500; 915 LTD slip differential \$650; Permatune for 911SC/78-80 930, new, \$100; 4-245/50x15 RE71s, 4/32, \$100; 930 (76) trans - 26K miles, \$1200. Bob Holland 436-6577 (H), 430-3900 (W). 7/91

Gotti Alloy "5 Spoke" Wheels, 4 8x16 autocross or track wheels. Make Ms Vicki happy, make these wheels go away. Bill 640-1675. 7/91

911 C2/C4 Factory Wheels and RE 71's, perfect condition, including painted caps, less than 2000 miles, 205/55 on 6J 16's front and 255/50 8J 16's rear, \$2500. Rich Cole (215) 279-8270 days, (215) 379-2486 eves. 8/91

Wanted

2-9x16 930 forged alloys, must be in mint condition. Bob Holland 436-6577 (H), 430-3900 (W). 7/91

Rear calipers for 68 912. R. Bogert (215) 395-8657 (eve.) 8/91

Executive Committee and Appointed Positions

PRESIDENT

Bill O'Connell
2801 Stoncham Drive
West Chester, PA 19382
640-1675 (H)

PAST PRESIDENT

Bob Russo
400 W. Monument
Hatboro, PA 19040
674-4756 (H)

VICE PRESIDENT

John Crowley
316 Jefferson Avenue
Bristol, PA 19007
943-9520 (H), 785-6110 (W)

SECRETARY

Janet Long Weger
130 Tunbridge Circle
Haverford, PA 19041
649-6618 (H)

RALLY

John Kingham
3303 Keswick Way
West Chester, PA 19382
251-9181 (H)

EDITOR

John Williamson
362 Thatcher Circle
Harleysville, PA 19438
256-9599

AUTOCROSS

Lisa and Rex Carl
2 Allison Drive
Coatesville, PA 19320
363-7044 (W), 384-7539 (H)

SOCIAL

Barbara and Dennis Perler
1523 Leopard Way
Berwyn, PA 19312
644-8140 (H), 761-3208 (W)

TREASURER

Don Applestein
11 Furness Lane
Wallingford, PA 19086
565-5716 (H)

GOODY STORE

Sybil Margaritis
710 Spring Avenue
Elkins Park, PA 19117
635-4022 (H)

TRACK EVENTS

Bob Lamb
21 Rebel Road
Radnor, PA 19087
687-4828 (H)

TECHNICAL

Bill Dougherty
614 Westtown Road
West Chester, PA 19382
692-6039 (W)

MEMBERSHIP

Connie Sweigart
1004 Broad Street
Perkasie, PA 18944
249-9138 (H)

HISTORIAN

Debbie Cooper
659 Brighton Lane
Hatfield, PA 19440
362-2770 (H)

TRACK REGISTRAR

Bill Miller
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Pennsauken, NJ 08109
(609) 486-0465 (H)

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Deadline for submitting articles and photos for publication is the monthly meeting (last Wednesday of the month), for publication in the following month's issue.

ADDRESS CHANGES should be sent to the attention of the editor.

DER GASSER is the monthly publication of Riesentöter Region, Porsche Club of America. Ideas, opinions and suggestions expressed are those of the authors.

CLASSIFIED ADS are free to PCA members, non-members may submit ads for \$10/month, 5 lines maximum. Limited to Porsche cars, their parts and related items only, please. Ads should be sent to the attention of the editor, make checks payable to RTR/PCA. All ads are subject to editing for space considerations and the editor reserves the right to edit or reject any ad submitted.

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