

# Riesentöter region, Porsche club of America

# DER GASSER

AUGUST  
1978

## President's Message

## Special Notice

The telephone rings. Is it that time of the month already? Yes! I am spending most of my free time trying to get the Porsche ready for the Chesapeake Challenge. Can you get something to me by Friday? Okay I'll see if I can get something down on paper tonight.

John English has just called to remind me that he needs my Presidents Message by Friday for DER GASSER. Not only does he have to put the newsletter together and distribute it, but he has to hound officers and members to get material to print. It is no easy job.

Maybe for 1979 a DER GASSER committee would be more appropriate than just an editor. A committee of three could divide their areas of responsibility to advertising, editing, and distribution. I think this would lighten the workload and make the job of publishing DER GASSER more enjoyable.

If you have a little spare time please volunteer for the DER GASSER committee. Riesentöter Region needs your help.

The Nominating Committee is soon to deliberate over what slate of nominees for offices it will present to the Membership for the general election to be held in October.

Mr. F. Nicholas Imperato, owing to his status as Most Recent and Living Past President, would be pleased to receive your suggestions of (or commitments to volunteer yourself as) Club officer candidate(s).

From your responses, and based upon knowledge peculiar to the Nominating Committee, that Committee will at the September 27 meeting of the Membership present its slate for the 1979 elected positions.

Additional nominations from the Membership after that time must be received by Mr. Imperato prior to the October 25 meeting of the Membership, at which time the election of 1979 officers will take place.

Don't be shy! Do something about your (and the Club's) future.

## Meeting Notice

The August 30 meeting of Riesentöter Region, PCA will be held at 8:30 p.m. at the Springfield Hotel in Flourtown.

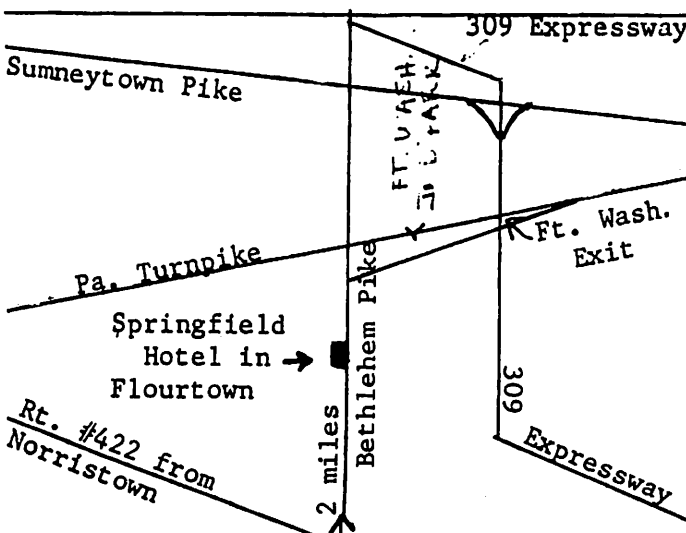
WORD JUMBLE: S R T U

As Porsche owners, unscrambling the above four letters ought to be a snap! Once you have successfully rearranged them, try these: A Z R T I B E.

Give up? Come to the August meeting and hear Mr. Myron Jones of Plymouth Meeting, owner of a \_\_\_\_\_ corrosion-proofing shop, speak on preventive maintenance for your P-O-R-S-C-H-E and for your other car as well.

Bill Smith

Bob



# Competition

As you read this article it is near the end of August—most of the sprint season is behind us, with only a few DVSA events remaining. The DVSA season to date has been enjoyable and rewarding for us Porsche-pushers. In all the classes that Porsches are in, with the exception of one, we are leading in the point standings. Those classes are: A Modified, Super Stock, A Stock, and C Stock. Although Porsches are also in B Stock, we have no consistent entrants in this class. Nonetheless, we are doing quite well overall in DVSA (which is to be expected) and hope the season ends as favorably as it stands now.

The other series we are involved in is the Tri-Regional. The first event, hosted by Northern New Jersey, was well attended, with Riesentoter entering and placing a good number of drivers. As soon as the results of that event are available, they will be published in Der Gasser. The second event was also well attended, but with poor representation from Riesentoter. Those few from our Club who did run placed very well and stand a strong chance of winning a trophy. The course could have been a bit more challenging, but it had its pitfalls which many of us fell prey to. The weather was less than enjoyable being hot and muggy, but it affected performance very little. It's most unfortunate that more of our people did not take advantage of this event to help secure a better final placement.

The third and last Tri-Regional event will take place on September 17 at Christmas, and will be hosted by Riesentoter Region. While this series' standings will be based upon best-two-of-three-events, the weather and track condition at Christmas Village on September 17 may be questionable, which could affect the final outcome of the series.

This makes it even more important to have good representation from our Club, not only to maintain our status as excellent sprinters, but also to help out with running the event. Trophies for the Tri-Regional series will be awarded at the conclusion of the September 17 event.

One other sprint to report on is the August 6 DVSA event at Bucks County Community College. It was more of a non-event, to tell the truth. With only 30 drivers participating, we barely broke even. The weather is to blame for the poor attendance, but it fooled everyone: with the exception of one 15-minute downpour, the day was tolerable except for high humidity. I

must admit the course was long (over two minutes each run) and confusing. The only person not to go off course was Ted Sechowicz—it was his twisted mind that designed it—everyone else went off course (got lost) at least once.

A word of thanks to Bob Patton for his services. Without him running out to get ice and gasoline at different times, the sodas would have been hot and the generator dry.

So much for competition. Remember to come out to Christmas Village on September 17 and **DO IT ON THE BLACKTOP!**

Paul Walsack

# Technical

On July 8 the Riesentoter Region held a Tech Session at YBH Porsche+Audi. Both management and personnel treated us with kindness and thoughtfulness personified: nothing seemed to be too much for them.

Everyone enjoyed themselves working on their Porsches. One fellow even saved \$300.00 on the repair he made! Those of you who did not make the Tech Session really missed out on a good one.

Our sincere thanks and appreciation to YBH Porsche+Audi for their generous donation of time and facilities used by our Club.

## TECH TIP

by Joe Bickel

Effect: "Highway Wander"—

Causes might be: play in steering wheel mechanism, worn shocks, worn suspension bushings, incorrect toe-in or other incorrect alignment, insufficient sway bars.

Effect: "Four-Wheel Slide"—

Causes might be: wrong tire compound, wrong tire design, improper inflation, or (mein Gott!) excessive speed for conditions!

(Editor's note: the above material was received in time for, but were not included in, the July issue of Der Gasser—apologies to Joe. Persons interested in more details about tires should refer to an early 1978 article covering Dick Miesen's program presented to the Membership.)

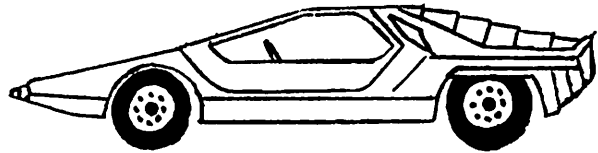
ELECTED OFFICERS 1978

<b>PRESIDENT</b> Bob Holland 305 Staghorn Way West Chester, PA 19380 436-6577	<b>TREASURER</b> Don Applestein 11 Furness Lane Wallingford, PA 19086 565-5716
<b>VICE PRESIDENT</b> Bill Smith 358 Beverly Road Upper Darby, PA 19082	<b>PAST PRESIDENT</b> Nick Imperato 213 Lenape Drive Berwyn, PA 19312
<b>SECRETARY</b> Maria Holland 305 Staghorn Way West Chester, PA 19380 436-6577	<b>SOCIAL CHAIRCOUPLES</b> Bob & Carol Koerbel 337 Virginia Avenue Havertown, PA 19083 789-0820
<b>COMPETITION CHAIRMAN</b> Paul Walsack 3017 Midvale Avenue Philadelphia, PA 19129 848-9089	Bob & Nancy McCullen 323 Ivy Rock Lane Havertown, PA 19083 789-1532
<b>DER GASSER EDITOR</b> John English 565-5075	<b>MEMBERSHIP CHAIRMAN</b> Dennis Mahoney P.C. Box 51 Furlong, PA 18925 598-7619

APPOINTED POSITIONS 1978

<b>DVSA REPRESENTATIVE</b> Ted Sechowicz 6436 Bingham Street Philadelphia, PA 19111 342-0294	<b>PHA REPRESENTATIVE</b> Dick Sweigart 1004 Broad Street Perkasie, PA 18944 249-9138
<b>TECH COMMITTEE CHAIRMAN</b> Joe Bickel 257 Washington Avenue Phoenixville, PA 19460 933-9525	<b>ASSISTANT EDITOR</b> Steve Buerkle C-306 Valley Forge Apts. Valley Forge, PA 19406 783-0855

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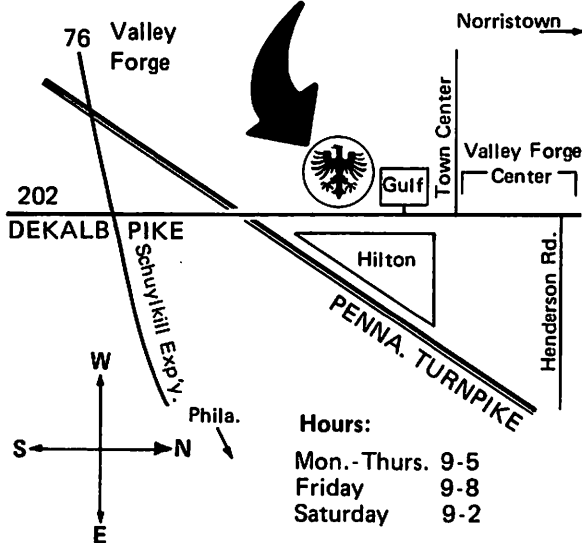
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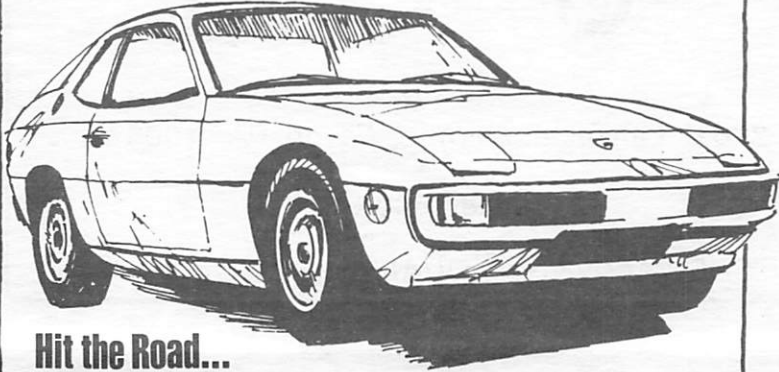
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Al Holbert — 1976 IMSA GT Champion



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You'd buy a car because you really loved to drive. Your machine had a little better performance than your neighbor's car. It was a pleasure to hit the throttle and get moving. And Handle? How often did you take that back-road turn a wee bit faster than normal just to feel the response as you cranked the steering wheel over hard left? Yes, those were the days. And those still ARE the days!

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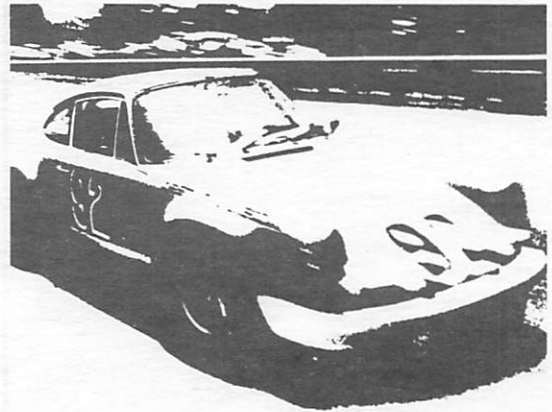
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ALSO RAN: 70-PROOF JELLO

Bernie Sitron offered up life, limb and property for the second consecutive year by hosting the Annual Riesentoter Picnic at his residence in the Poconos. In lieu of a "rain date," the picnic activities took place alternatively in the house, the barn, or on the grounds—but this caused not a ripple in the, ah, pond of congenial fellowship of those attending.

Speaking of ripple, Bob Patton emulated a well-known Biblical figure by providing really fine wine during the latter portion of the festivities, sharing his spoils of a recent Porsche-push to California with those winos not already too loaded to hold a wine glass within 45 degrees of upright. The previous year's non-Porsche class concours winner, Bernie's Farmall 500 (rousing red; suspension modified for turf sprints), was commandeered as a Winesteward's table.

After wolfing down two bratwursts and uncounted beers, Der Gefrassender Gasser started pacing about and inquiring as to the site for the promised baking contest. His Goddamn Reddi-Whip was surrendering to the heat of the day: an entry with limp topping stands no chance against the culinary pieces d' resistance proffered by the Club's fairer members!

Limp, indeed! Wading through tepid white goo to the foundation of "Hungry Jack's Hoo-Ha Joy Jello" (néé Blackberry Surprise), the judges raised a collective eyebrow and then weaved smilingly on to the more serious entries.

Who won the baking contest? What comprised the Chocolate Contingency? Were additional fresh eggs appropriated for a toss-off? Did Frisbee players discover Bernie's back-to-nature pasture fertilizing secret? How many Porsches attained sufficient velocity to negotiate the grassy departure route in one try?

Watch for answers to at least some of these and other nagging questions in the September issue of Der Gasser. While you're watching, say thanks to Bernie Sitron for his generosity to the Club, and to the Koerbels and McCullens for arranging the picnic, and to all the others who made the picnic enjoyable.

And kick yourself if you could have made it but didn't because of a little threat of some rain.

TREASURER'S REPORT  
April 1, 1978 to June 30, 1978

Beginning Balance as of  
April 1, 1978: \$840.99\*

<u>Income</u>	
Interest on Savings Account	\$ 6.57
50/50 - Non Porsche Drivers	42.80
Reimbursement from National Driver's School	413.00
Sprint (Bucks C.C.C.)	97.00
	<u>366.00</u>
TOTAL INCOME	\$925.37

<u>Disbursements</u>	
Der Gasser printing	\$411.76
Der Gasser mailing	106.30
Name Tags	55.00
Trophies (past Riesentoter winners)	54.59
Room Rent (June - Springfield Hotel)	25.00
Bank Charge (stop payment order)	6.00
Driver's School	100.00
D.V.S.A. dues	10.00
Porsche Ski Day	14.56
Sprinting	
Donation to Bucks C.C.C.	25.00
Refreshments Purchase	49.95
Trophies	137.99
D.V.S.A. Reimbursement	24.50
	<u>237.44</u>
TOTAL DISBURSEMENTS	\$1,020.65

NET LOSS \$95.28

Closing Balance as of  
June 30, 1978: \$745.71\*

\*Amounts include \$300 set aside for possible purchase of a timer and \$50 in petty cash in "goodie store."

Respectfully submitted,  
DONALD APPLESTEIN

Legislative Bulletin No. 7  
August 10, 1978

SUMMARY OF ISSUES

Gas Guzzler Tax

The National Highway Traffic Safety Administration has indicated he will back away from his firm stand to ban the sale of cars in the U.S. that do not achieve a combined mileage of 16 mpg. This ban, if effected, would have prohibited the sale of the Porsche 928 in the U.S. Since the Senator was the leader of this movement, the chances of this ban becoming reality are very slim.

Quartz-Halogen Headlights

The National Highway Traffic Safety Administration has passed a new regulation that will allow the sale of Quartz-Halogen headlights of up to 150,000 candlepower on high beams, starting with the 1979 model year. The lamps must be of the sealed beam variety, however. Several major manufacturers, including one regular and popular European manufacturer, already have their units ready for market.

Air Bags

The recent Porsche Club telephone campaign to support the Representative Bud Shuster (Pennsylvania) amendment to the Department of Transportation Appropriations Bill was successful. The amendment deleted all funds for 1979 to implement or enforce the (Lock Aids) Passive Restraint Mandate of 1977, except for belt systems. This effectively limits enforcement of the mandate such that it cannot apply to air bags.

Late last month the Senate conferees agreed to the Shuster amendment provisions, and on July 20 the bill was sent to President Carter for signature.

The restriction only applies to 1979 at this time, and future action will be required on the part of Congress (with the support of the Porsche Club) in order to keep the deletion in effect, and preferably strengthen it.

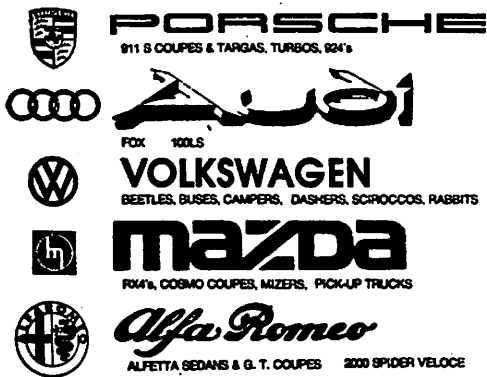
A listing of all Congressmen supporting the Shuster amendment has been provided to all Region Presidents. If your Congressman was not on this list, you may consider that he did not vote in your best interest, and come election day, you may not want to vote in his!

Illinois Moves Against 55 mph

Illinois has taken an important first step against the 55 mph speed limit, by directing that a study be made of the economic impact of the 55 limit on the state, as well as the beneficial impact of saving lives. Apparently, if the savings of lives is not in evidence, and the economic impact is severe, Illinois will take first steps to eliminate the 55 limit. Economic impact is substantial, for example it costs over twenty percent more to move truck freight at 55 instead of 70. Illinois residents should heartily support this important first step.

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**RECENT SPRINT RESULTS (PORSCHES ONLY)**

Second Tri-Regional:

Class A (2 entrants): Bob Russo, 1st; Class C (3 entr.): Nick Imperato, 2nd; Class F (4 entr.): Joe Shelanski, 3rd; Class G (2 entr.): Ted Sechowicz, 1st; Class I (11 entr.): Paul Walsack, 1st; Bill Smith, 3rd; Class DL (4 entr.): Judy Smith, 3rd. All other classes were represented, but not by Riesentoters (where are all you B, D, E, H, AL, BL, CL sprinters??).

August 6 DVSA:

S/S (1 entr.): Bob Ahrens, 1st; A/S (6 entr.): Joe Shelanski, 3rd; John Chatley, 4th; Nick Imperato, 6th; B/S (4 entr.): Sandy Kasales,

3rd; C/S (3 entr.): Paul Walsack, 1st; Ted Sechowicz, 2nd; Dan Cerven, 3rd; Noncar/Stock: Bob Patton, Best on Foot.

**Achtung!**

- Aug 30 Meeting at Spfld. Hotel
- Sep 1 Exec. Committee meeting
- Sep 8 Deadline for Der Gasser
- Sep 9 PHA: Giants Despair
- & 10 Hillclimb
- Sep 10 \*DVSA/SCCA sprint, Montco.
- Sep 17 Inter-Regional Sprint at Christmas Village
- Sep 23+ PHA Hillclimb
- Sep 24 \*DVSA/VFMC sprint, Montco.
- Sep 27 Meeting at Spfld. Hotel
- Sep 30 Tech session at Holbert's