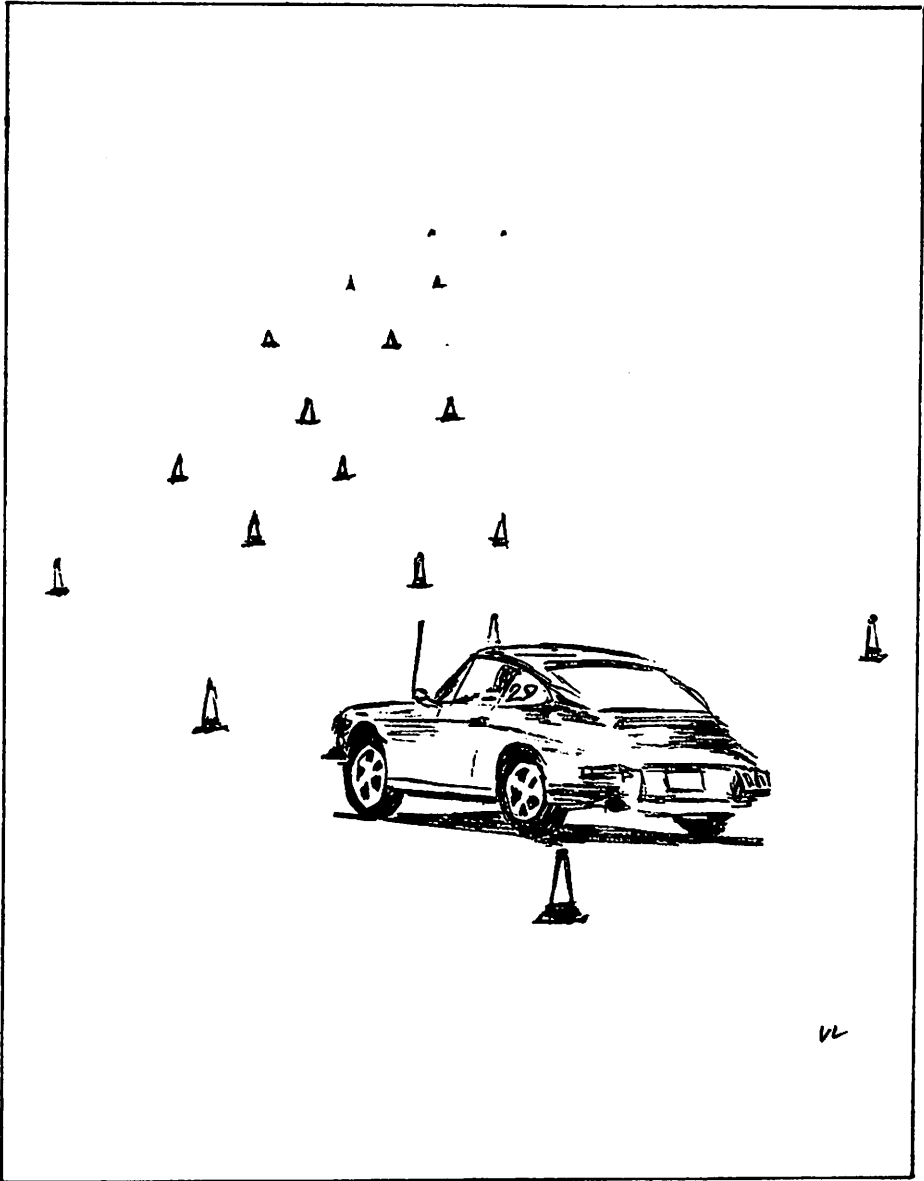


# DER GASSER

RIESENTÖTER REGION, PCA MARCH 82



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Cover: The agony  
and ecstasy of  
The Sprint

Photos and cover  
by Vern Lyle

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Minuteman Press  
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# precision

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## President's Message

It's amazing how fast these deadlines come up each month (did you know that February is 3 days shorter than March this year?) - and that means we are closer to the start of the season when we Targa owners can bask in the sunshine, and when washing our cars does not leave two little piles of salt and muck at each wheel. It also brings us closer to our autocrossing events (where we NEED everybody to look for a site), to many Driver's Schools at tracks up and down the East Coast and to other events such as sailing and swimming and picnicking.

I'm looking forward to the spring eagerly and hoping to see many of you out there.

Don

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## Super Sundays, etc

- Mar 19 - Executive Committee Meeting - Flegler's
- Mar 21 - Sprint Practice/School - Old York Road
- Mar 27 - Tech Session at Holbert's Porsche-Audi
- Mar 28 - DVSA Sprint, Valley Forge Motor Club
- Mar 31 - Riesentoter General Meeting: Steve Limbert
  
- Apr 4 - PCA Ladies Day at the Races - site unknown but it will be enlightening
- Apr 4 - Long Beach Grand Prix at Paoli
- Apr 4 - Sprint School, Brandywine Motor Club
- Apr 10 - Driver's School at Lime Rock, Conn. Valley
- Apr 10 - Driver's School at Summit Point, Potomac
- Apr 18 - DVSA Sprint, Riesentoter
- Apr 25 - DVSA CHAMPIONSHIP SPRINT, Valley Forge
- Apr 28 - Riesentoter General Meeting
  
- May 2 - Riesentoter Co-ed Sprint School
- May 2 - DVSA Sprint, Schattenbaum
- May 13,14,15 - Driver's School at Lime Rock, Schattenbaum and Conn. Valley
- May 16 - DVSA CHAMPIONSHIP SPRINT, Riesentoter
- May 23 - DVSA Sprint, Old York Road
- May 29,30,31 - First Settler's Weekend, Crewe, VA

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# Next Meeting: Steve Limbert

Larry

DATE: Wednesday March 31

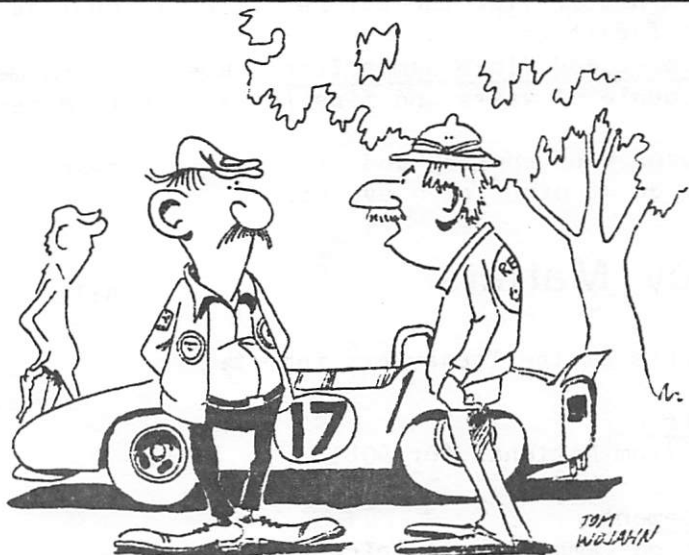
TIME: 8:30 pm (Dinner at 6:30 for those interested)

PLACE: George Washington Motor Lodge at the Plymouth Meeting Exit of the PA Turnpike (Exit 25)

I am pleased to announce that our guest speaker for this month is Riesentoter member, Steve Limbert.

Steve has been actively involved in racing for ten years on an amateur level. He has officiated at five 6-Hour Endurance races and an equal number of Grand Prix events at Watkins Glen. Steve has accumulated hundreds of slides of these events, and says he will bring his very best.

Steve is the owner of Air-Cooled Racing and specializes in engine and transmission rebuilding, doing all his own work on his 914-4 E Production racer. Describing himself as a "carburetor freak", he has owned 5 356s, five 914s, 1 912 and 2 911s. Incidentally, Steve is currently driving a '79 Cadillac Fleetwood - but only until his 914-6 is finished!



"NO WONDER WE NEVER GET MANY CARS FOR OUR RACES,  
YOU REALIZE WE'VE GOT A TECH. INSPECTOR NAMED RALPH  
NADER!!!!"

# Membership 258

Skip

New members joining in February:

Nick Petredis (Kathy)  
Philadelphia  
'82 911SC Targa

Robert Hopple  
Havertown  
'82 911SC coupe

John Innaurato  
Philadelphia  
'67 912 coupe

Steven von Hohen  
Telford  
'81 928 & 77 911S

Thanks to all our new members for attending the meeting:

John Innaurato must have liked the meeting because he joined that night - he has a sharp BRG '67 912

Bill Pilgermayer has a Presidential car - a '72 T Targa just like Don Galbraith's

Bob Coons made even Porsche fanatics jealous when he told us that besides his '76S he has an XKE, MG-T series, and an MG Twin Cam

Al Anderson paints stripes for a living - not for Penn Dot but on cars; Al has a beautiful Weissach coupe

Tom Wolf made a trip down from Wyomissing - thanks for coming out, Tom

Steven von Hohen is a furniture manufacturer and if he makes furniture like the car he drives, it must be some kind of furniture

Tuck Hunter and Vince Sammaritano have been PCA members for a couple of years and finally made it to a meeting

We enjoyed your company and are looking forward to seeing you at other club events.

## Money Matters

Bill

Highlights of the Treasurer's report:

### Receipts

Rebate from National for 4Q81 \$ 558

### Disbursements

Deposit on Camp Hideaway picnic site 300

4 Total in checking and savings accounts \$ 711

# Social Doings

Craig

Sunday, April 4 is the date of the Long Beach Grand Prix in Paoli. We will start about 1:30 with movies and free-flowing imbibement. The Grand Prix should start at 4:00. But there is now some question that NBC might show the Phoenix CART race instead at 2:30. Whichever is on the air (maybe both) we'll have a good time. The full menu (sandwiches to a full course meal) will be available.

From King of Prussia, take Rt 202 south to the Great Valley Rt 29 Exit. Turn right. Go 1.8 miles and turn right onto Yellow Springs Rd. The Valley Tavern is .7 miles on the left (park across the street): 644-1657

The Sailing Excursion is set for the weekend of June 5-6. Please call me immediately to reserve space. Boats are available for either the entire weekend or just a day sail Saturday - Captains are provided.

Sunday, June 27, we have a 49 passenger bus leaving for Atlantic City. The cost is \$13 per person less a rebate from the casino of our choice (\$5 to \$10). Come down to gamble or just lay out in the sun. Final day to sign up is the March meeting (or please use the handy questionnaire below).

\_\_\_ I expect to attend the Sailing Trip June 5 and 6  
\_\_\_ Day sail Saturday  
\_\_\_ Weekend/Overnite      \_\_\_ # persons

\_\_\_ I will attend the Atlantic City trip June 27  
\_\_\_ # persons

\_\_\_ Long Beach Grand Prix, Sunday April 4  
\_\_\_ # persons

\_\_\_ I expect to attend the Winetasting at the regular  
   May meeting

Reply to Box 313, Paoli, PA 19301

# Competition

Bob & Dodie

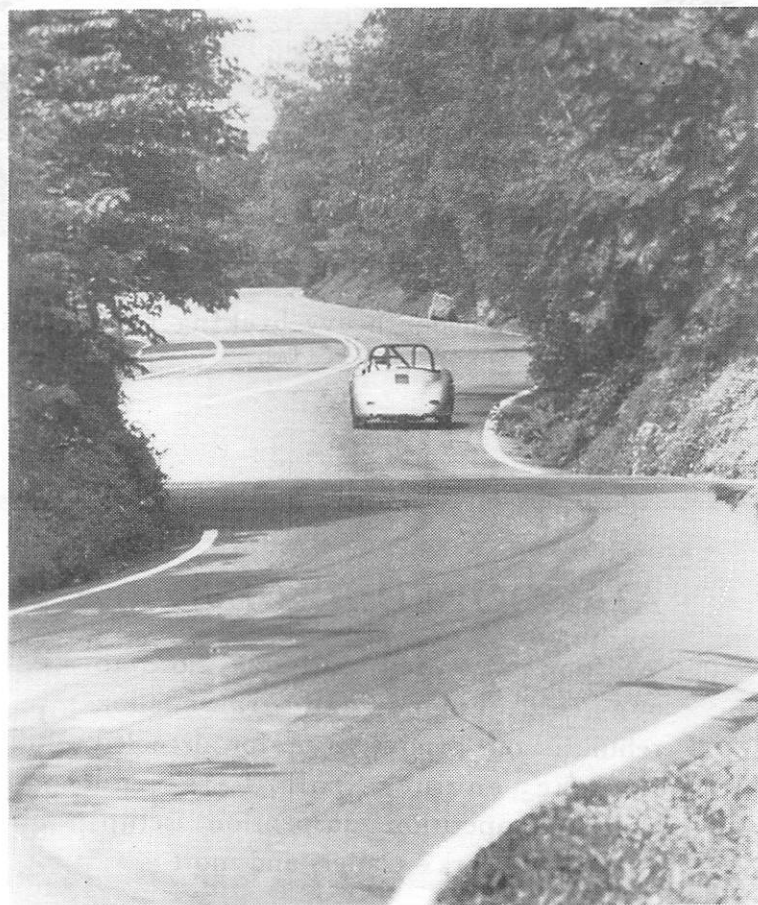
Historically, Riesentoter Region has been a competitive driving oriented club, and this year it appears we will run true to form. As many of you know, Dodie and I are dyed-in-the-wool autocrossers. We believe that autocrossing (a.k.a. sprinting) make sense (if auto racing of any kind makes sense!) for a number of reasons. However... we do enjoy the many other events the Club offers. Anyone who attended the driving event in the fall at Pocono can attest to our enthusiasm for high-speed "Driver's Schools". With this thought in mind, I want to assure the membership that although the most frequent topic of our articles will be sprinting, we are going to keep you informed of all facets of the competition schedule.

One area of competition that many new members may not even be aware of is hillclimbing. Once a firmly entrenched and well supported series for Riesentoters, hillclimbs probably offer more sheer excitement and danger for driver and spectator than any of our other competitive areas. Unfortunately, the EPA, lower speed limits, fuel shortages, etc have cut hillclimbs to the core. If you've never seen one, you owe it to yourself to go before they disappear forever. Go watch man and machine on a tree-lined public road - twisting, turning and climbing through blind turns, quick rises and drops to reach the summit in the shortest time. It's really quite a thrill! Jesse Holshouser, a long-time hillclimber, will let us know the PHA (PA Hillclimb Asso.) schedule as soon as it appears.

Now, how soon do you want to get started with some competitive events? Is March 21 soon enough?!? Yep, Old York Road Sports Car Club has their autocross school scheduled for Sunday, March 21. This has always been a super season opener. No pressure, no trophies - just an opportunity to shake the cobwebs out of your helmet, fine tune your reflexes and get in shape for the new season. For the Driver's School people, April 10 offers the choice of Lime Rock with Connecticut Valley Region or Summit Point with Potomac Region.



Well, that's all the good news, now the BAD. We are still looking for a sprint site to hold our events. Anyone knowing of a parking lot we may be able to use, please call me. Anyone with connections anywhere, schools, factories, airports, etc, please help us out.



That, Brother, is Hillclimbing! Can't you just hear it - redlined in 3rd and straining, scratching, and clawing to beat the mountain!



Jesse Holshouser under heavy braking for a hard righthander at Pagoda Hillclimb.

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# Ladies Day at the Races

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INSTRUCTION

FREE  
DRIVING HINTS

SUNDAY!! SUNDAY!! SUNDAY!!

April 4, site to be announced at the  
March meeting or call 674-4756

Here's your chance, Ladies, to actually learn to autocross without the pressure of competition. A very low pressure, FUN, repeat FUN event For Ladies Only (you may bring boyfriends, husbands or both) to run out for lunch, coffee, etc.

We'll probably be finished in time to make the Long Beach Grand Prix in Paoli; but you'll get more driving time here than you will in a whole season of autocrossing and learn more too. Take advantage of us!

FREE  
TIMING & SCORING

FREE  
TECH  
INSPECTION



Babe Ahrens expounds on the classic 'quarter-to-3' hand position, while Judy Smith ponders and Bob wonders just where she learned such a thing. (At a Driver's School, of course.)

That extra 'fold' in your last issue was the result of our making the format too large for the Postal "Service" to handle by machine. It was a long time getting there.

They said the options were 1) don't send them 2) pay nine cents more postage for each one or 3) fold them to make a better fit for the machine. Like the song says - you gotta know when to hold 'em and know when to fold 'em - and you see what we chose. But after folding and taping and rushing off to the nearest post office, the postmaster there told us that folded stuff wouldn't go thru the machine! I was ready to fold him at that point. He said he'd "try it", but thought that 1) all the newsletters might be returned to me 2) they would be delivered with postage due or 3) with a shrug, "it might be OK". Nothing like dealing with an outfit that does everything by regulations - everybody knows exactly what's going on.

To hopefully avoid any hassles and reduce the consumption of Jack Daniels back to normal, we decided to publish this smaller format, which, if you are reading this, was successful.

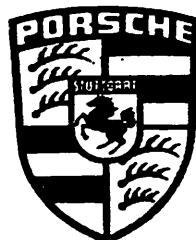
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# 356 Brake hoses

Many 356 drivers have the original rubber brake hoses on their Porsche. Some of these hoses are well over 20 years old and the external rubber sheath will eventually dry out and crack, exposing the fabric reinforcement to the elements. The brake hoses are under considerable force each time the brakes are applied and expand somewhat with each application. There is a chance that a rotted fabric reinforcement could break and allow the interior rubber lining of the hose to rupture. Old hoses yield more to pressure giving the brake pedal a spongy feel. In any event, new hoses will probably give you better braking.

The woven stainless steel/Teflon hoses are not being recommended here for street use on drum brake Porsches (356B and earlier). They give a very solid feel to the brakes, but they also transmit brake drum irregularities back to the pedal in the form of vibration. There is, in fact, a very convincing argument against the use of steel/teflon hoses for any use. It says that the rubber hoses attenuate surges in the hydraulic system caused by drum irregularities which, in turn, allows the shoe to follow the drum better. Steel/teflon hoses present a rigid hydraulic link causing the brake shoes to hit only the high spots of the drum which, in turn, reduces the effective contact area. If you are considering steel/teflon hoses for your 356, be aware that there is another school of thought.

\*\*\*\*\*  
Park your Porsche in a very dark place some eerie, moonless night, turn off all lights but leave the motor running. Carefully open the engine lid and look for an unearthly blue-green glow in the vicinity of the plug wires. This indicates a breakdown in insulation and you should change the entire set - it will cure that rough idle you've been experiencing.

(These articles were borrowed from THE NUGGET and were attributed to a chap called Joe Padermderm.)

# Parts Bin

FOR SALE: Four - 15x6 factory alloys in very good condition. Best offer. Donn 923-7919

FOR SALE: 924 Ansa exhaust in good condition, includes center resonator, \$50; 924 front and rear stock sway bars, \$25 both; Goodyear NCT 185/70-14 shaved, new and some used, \$15 each or \$100 for all 8; other 924 parts, LH mirror, antennas, etc. Harry Kintzi, 215-395-6506

FOR SALE: One pair front lenses '73 911, \$25; one pair headlamps and trim rings '73 911, \$50. Larry Bruce, 667-6115 days, 353-5807 evenings

FOR SALE: Solex 40P11 carbs and air cleaners from '67 912, very good condition, \$150/pr; two European GT mirrors (Baby Tornado), \$25/pr; WANTED: bra for early 912 with fog light cutouts. John Innaurato, 676-2554

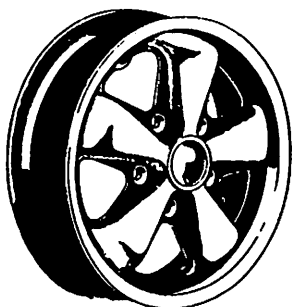
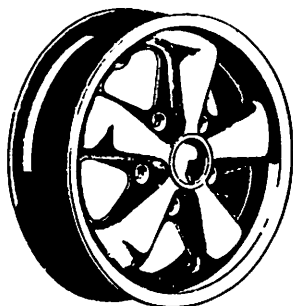
FOR SALE: '62 356 Normal engine, approx 20K miles on rebuild, around \$550. John 362-2158 (days)

FOR SALE: '72 911 Targa, A/C, cookie cutters, stereo, CB, 2nd owner, always garaged - \$9500; '60 356 Normal Coupe, Mexico Blue/red interior, complete restoration for street use, always garaged - \$7000. Also early B hood, \$250; '62 356 Super Coupe, drive away, inspected, everything works, complete upper body restoration by Molin several years ago - strong engine, new clutch, always garaged - \$4750; must sell one of these - call Dave Spirt 628-3505 days or 646-3433 eves and weekends

FOR SALE: Four - 185/70VR15 Michelin XWX, like new, \$400. Bill Cooper, 584-6026 eves, 825-5334 days

FOR SALE: 914 - '74 complete brown interior, flawless; 1.8 engine complete with brain, 42,400 miles; top; brake rotors; alternator. Steve Limbert, 265-2784

WANTED: Crew person or couple to go SCCA road racing for the '82 season. Putting together trick 914 to run E Production in Northeast. See Lime Rock, Summit Point, Watkins Glen, Pocono, etc from the pits - for your help you will learn not only basics but secrets of race car preparation. Steve Limbert, 265-2784



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