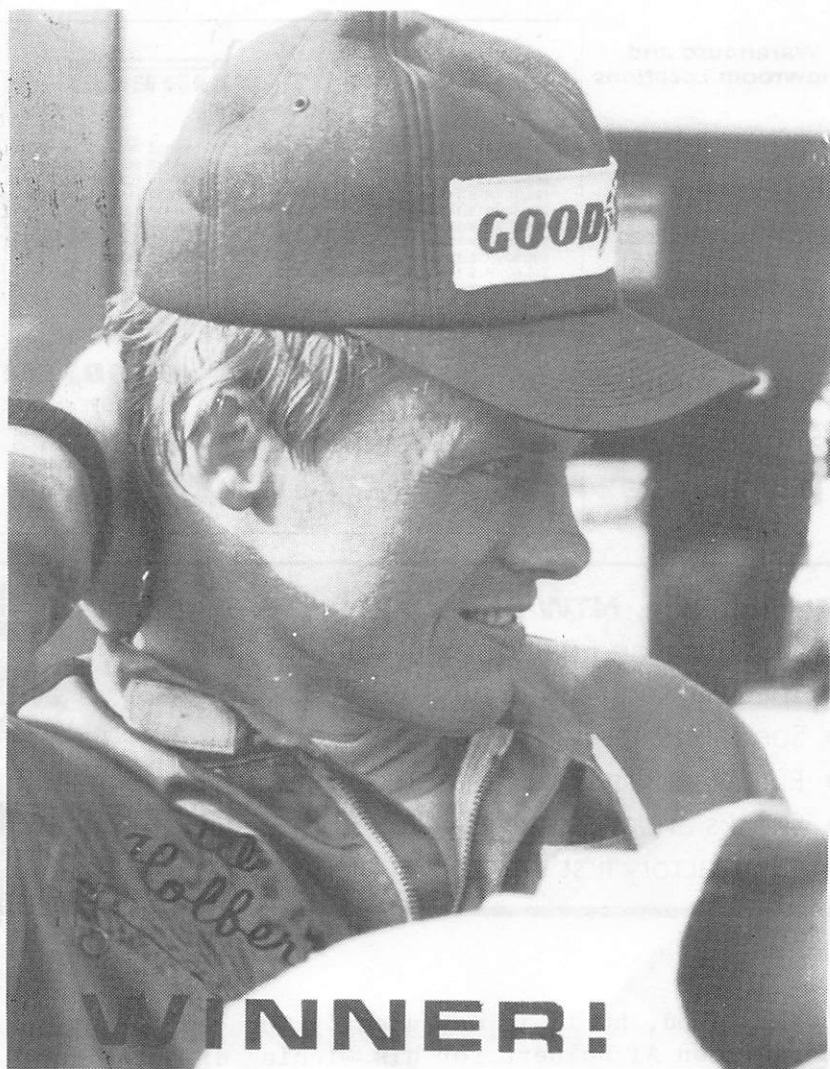


DER GASSER

*Riesentöter Region
Porsche Club of America
Jul 83*



MEETING AT MALIBU, JULY 27

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185/70VR13	94.86	235/60VR15	153.68
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205/70VR14	113.72	195/50VR15	171.81
185/70VR15	111.38	205/50VR15	192.98
205/60VR13	111.16	225/50VR15	218.37
195/60VR14	121.65	205/55VR16	215.08
215/60VR14	129.02	225/50VR16	232.85
205/60VR15	135.87	245/50VR15	223.60
215/60VR15	144.11	265/50VR15	240.12

REDESTINE

155-12	33.32	185/70-13	41.01
145-13	33.10	175/70-13	46.11
155-13	35.83	185/70-13	49.32
165-13	38.12	195/70-13	50.29
175-14	48.04	185/70-14	52.99
185-14	50.07	195/70-14	57.24
165-15	44.29	205/70-14	59.78
175/70-12	41.90	185/70R15	54.81

PIRELLI

P-6

P-7

185/60HR13	90.46	195/50VR15	182.43
205/60HR13	113.46	205/50VR15	204.03
185/60HR14	103.69	225/50VR15	231.24
195/60HR14	115.85	205/55VR16	236.06
225/60HR14	136.43	225/50VR16	249.00
195/60HR15	155.67	345/35VR15	325.75
205/60HR15	129.16	265/50VR16	285.02
205/60VR15	148.96		
215/60HR15	150.89		
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235/55VR15	192.35		

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205/60HR15	135.01
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COVER: Good, hell, it was great! Our congratulations to our own Al Holbert for his winning drive at the 24-Hours of Le Mans in a Porsche 956. Any endurance race is tortuous, but this must be the most demanding of all. See Bob Russo's comments on page 8.

President's Message

Don Galbraith

We are now halfway through the season. Some of us have a few driver's schools under our belts and many people are going to try their first one at our event at Summit Point this month. If it wasn't for the the postponement of our early autocrosses, these could also be counted among things accomplished.

Anyone who has taken part in these types of competitive events has learned a little more about how great a car it is that he owns. I personally feel that this is what owning a Porsche is all about. It is also a lot of fun for me and others to see brand new people at such events. To see and hear their delight, to trade experiences and to realize that a new door has been opened is what makes it all worthwhile.

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Up Comin'

(Though these dates are firm at presstime, sometimes they do change. Before you travel great distances it may be wise to call the appropriate chairman.)

- July 24 - SCCA Solo II, Exton Square Mall
27 - Riesentoter Meeting at Malibu Grand Prix in Mt. Laurel, NJ, see page 3
27-28 - Driver's School, NNJR at Lime Rock
29-30 - Driver's School, Schattenbaum at Lime Rock
31 - DVSA Autocross, BMC at Gloucester County
- Aug 7 - SCCA Solo II, Exton Square Mall
13 - Tech Session, YBH Porsche-Audi, see page 11
14 - Riesentoter/DVSA Autocross and Porsche Display in Montgomery Mall, Bob Russo 674-4756 or Al Anderson 825-7190
14 - SCCA Solo II Divisional Runoffs, Harrisburg
13-14 - Driver's School, NNJR at Watkins Glen
18-19 - Driver's School, CVR at Lime Rock
19-21 - Chesapeake Challenge
21 - DVSA Autocross, BMC at Gloucester County
27-28 - Driver's School, Potomac at Summit Point
31 - Riesentoter Meeting
- Sept 11 - Riesentoter Picnic, Camp Hideaway
11 - SCCA Solo II, Exton Square Mall
18 - DVSA Autocross, Schattenbaum at Gloucester
18 - Porsche/Corvette Challenge (tentative date)
25 - SCCA Solo II, Northampton County College
28 - Riesentoter Meeting

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Meeting : July Runoffs Craig Rosenfeld

The July meeting of Riesentoter Region should be a smashing success - we have rented the Malibu Grand Prix for the evening of July 27.

To get to Malibu, travel east on Rt 73 to Mt. Laurel, New Jersey (near the Rt 73/ Rt 295 intersection). Malibu is on Friendship Drive about 2 blocks off Rt 73.

We'll assemble about 8:00 - you might want to get there early to get your official "Malibu Grand Prix Racing Driver's License". Laps will be at the discounted rate of \$1.50 per. Timing records will be kept of all drivers to determine the real hot shoes of Riesentoter.

If it happens to rain (I'm sure King Don won't let it), we'll have racing movies and a social meeting at Casa Maria around 8:30. If the weather is questionable, call Mr. Galbraith or myself. See you at the track!

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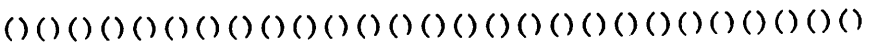
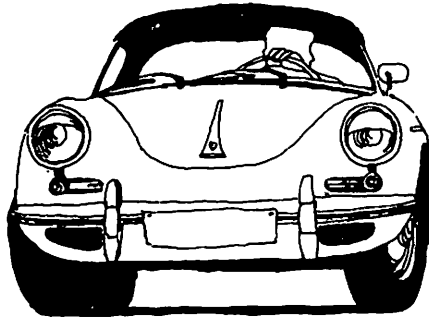
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Porschenalities

Melody Lyle

Although most of Debbie Richards time has been spent studying for her Master's degree in Pharmacology at the Medical College of Pennsylvania, she always seems to make time for Riesentoter activities (we never see Bill Cooper sans Debbie). She must plan her time well because she passed her written and oral exams (whew!), now for the thesis work. Congratulations Debbie! She says that when she graduates she'll pay off her loans and buy a Turbo. First things first.

For those who missed our June meeting, we had a Riesentoter member return as suddenly as he disappeared a few years ago. John Heckman, our former treasurer, packed up his red '62 coupe and headed west til he ran into ocean. Although he enjoyed the California life he's back home again, selling insurance, and still bopping around in his 356. Welcome back, John.



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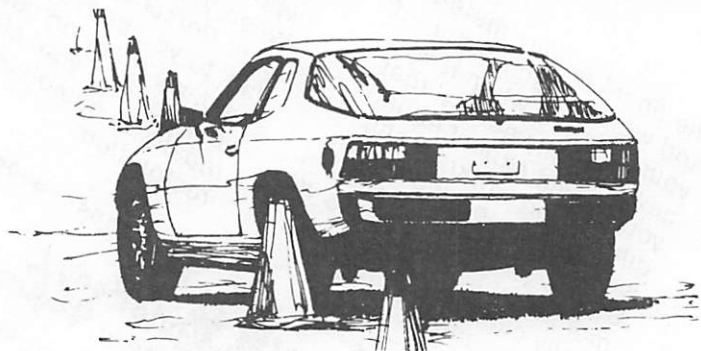
that extra tender love and care into all of our body work. It's what makes our work "better than new." When you need help with your Porsche call us... we'll talk to you because like we said, we really do care about your car and you! Minor repairs to complete restoration.

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On Sunday, June 5, Riesentoter Region held its long awaited Autocross School at Montgomery Mall. The day caught nearly everyone off guard because it came and went without rain. I woke that morning and thought it was a weekday since the sun was shining brightly. I washed the car and later this proved to be a good idea because it helped keep the pylons a little cleaner.

The school was intended to teach autocross techniques to novice drivers. I have on occasion driven in excess of the speed limit and I have also driven cars much harder and faster than the average motorist would. For this reason, I considered myself a novice autocrosser in much the same way that Teo Fabi was considered a novice Indianapolis racer. But, I still felt that I could learn something from the instruction I would be given. I was in for a big surprise. I soon learned that I didn't know how to steer, brake, or apply the throttle. To make matters worse, the pylons seemed always to be in the wrong place and it was extremely difficult to avoid driving over them. Detailed instructions were given on decreasing radius turns, increasing radius turns, slaloms, and a nasty little thing called a double box. Through demonstration, constructive criticism and repetition, it was possible to slightly improve one's technique in these areas.



After lunch, a full-sized autocross course was set up in the parking lot and we were each given four timed runs. Once again, just as in practice, the pylons were set up in the "wrong" places, making them impossible to avoid. Most of the students tried hard to run successively faster lap times.

The school was extremely well run. The turnout was moderate, which enabled the students to get very good individual instruction and a lot of practice time. All who participated gained valuable experience. The members of the Riesentoter teaching team deserve a great deal of credit for the effort they expended to make the school such a well run event. As for me, I plan to continue running on my skinny little tires, because if I didn't have those skinny little tires, I would have to look for another excuse for not going quicker.

(Ed. note: Two weeks later, Russ ran just 3 seconds off Chris Kuhn's time in an '84 Vette - in a T Targa, on those skinny little tires. Ask any autocrosser if Ms. Kuhn is any good.)

Solo School

Eric Keller

Gleaming chrome, glass and steel
Climb over the door, get behind the wheel.
Lift the levers, turn the knobs
The engine roars, your heartbeat throbs.
The helmet you wear will prove a must
As your brain receives the powerful thrust.
Observe the turn not far ahead,
Control your speed, remember what I said:
An early apex, the one to take,
Heel and toe, make no mistake.
The straight is long, narrow and quick
Be careful and easy, and use that stick.
The race you will win if my words you follow,
Because losing you'll find is "hard to swallow".

(Ed. note: Eric just got his driver's license recently and ran the autocross school in a 914 that he built.)

1st Settlers AX

Located near Richmond, Virginia - 2 days of autocrossing on a huge parking lot. Rules and classes based on PATT series. Pat McAllister for details, 804-794-6950

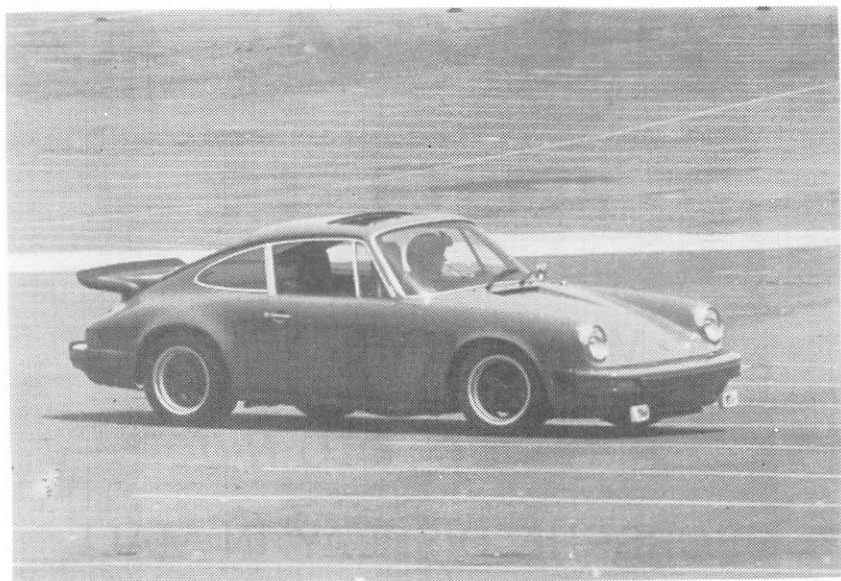
Late Braking News

Bob Russo

As most of you have heard or read, Al Holbert won the 24 Hours of Le Mans driving a factory 956 - certainly a most prestigious victory for the current IMSA points leader. Although Porsche swept the first 8 positions and finished with 9 cars in the top ten, Al did not simply motor to an easy finish. As a matter of fact, the last lap was run with an engine that was, for all intent and purposes, seized. Improper air flow through the radiator for the water-cooled heads, caused by a malfunctioning and ill-fitting door, overheated the motor and it seized at the start of the last lap. Al was able to break it loose by popping the clutch in 1st gear and then proceeded to drive the last lap (over 8 miles at near race speeds!) - the overheated engine taking him to the checkered flag only 63 seconds ahead of Jacky Ickx, who was attempting an unprecedented 7th Le Mans victory.

On the autocross scene, DVSA needs your support! The events so far have been either rained out or poorly attended. The next event will be BMC's event on July 31 at Gloucester County Community College. Our next event will be at Montgomery Mall on August 14. Try to schedule your time to come out and run or help or both. Many thanks to the people who came out and helped at our Autocross school on June 5. Everyone seemed to enjoy themselves and a good number of "new" people hopefully learned something about their cars and driving. I'll admit it was a long day, and if that discouraged anyone, my apologies. Our congratulations to the "winners" of the end-of-day autocross at the school. Results were calculated based on the most improvement over the first clean run. Tony Checkowski garnered 1st place, followed by Russ Hunsberger and Jay Windsor. The Blue team led by yours truly beat the Red team of Vern Lyle as the most improved (could that possibly mean that we needed the most help?).

The PATT series now has about 60 members and with only one out of two events counting, it really makes sense to sign up. Since both events will be at Summit Point, you can go to either our July 16-17 event or Potomac's August 27-28 event and still qualify for an end-of-series trophy.



Chris Galbraith winning her class the first time out in the Carrera.

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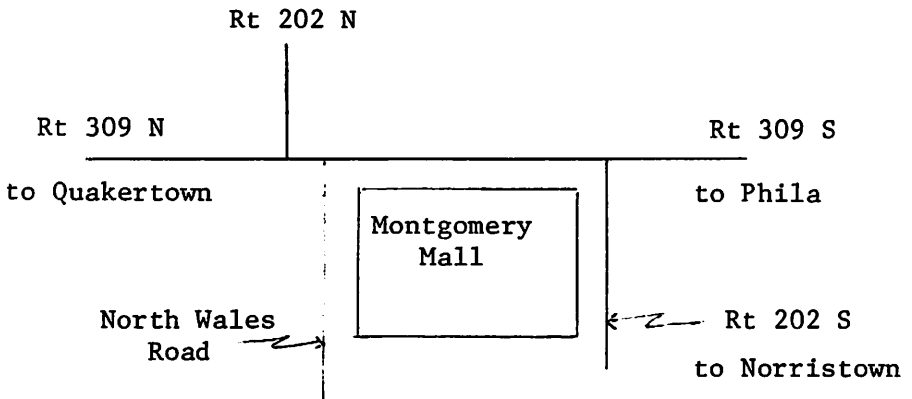
AUG 14

AT MONTGOMERY MALL

REG 9:00 : FCO 11:00

PORSCHE DISPLAY IN MALL

We run rain or shine - contact Bob Russo, 674-4756 or Al Anderson, 825-7190 for details. As you know, DVSA is open to all kinds of cars and you'll see a little bit of everything there - even a few cars that are almost as fast as Porsches. Come on out to run or help, we need both. It's even nice to just watch!



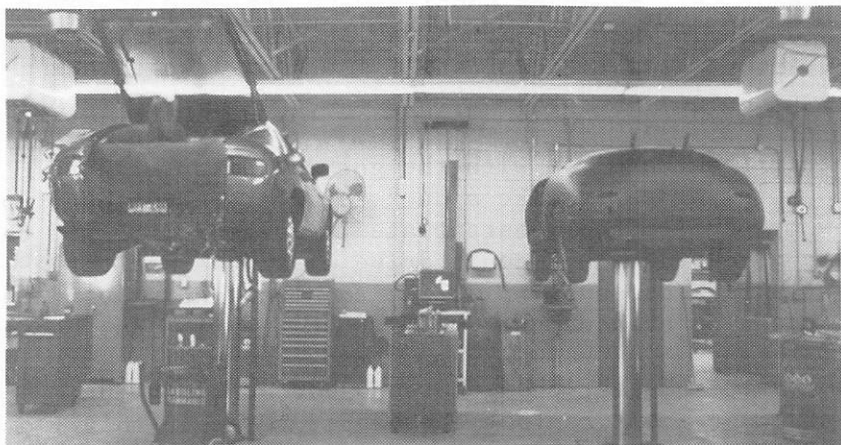
Tech Session Aug 13

Tony Checkowski

See you at YBH Porsche-Audi on August 13. The shop is ours from 9 to 3 and the parts department will be open for whatever you might need - filters, nuts, bolts, etc.

Rolf and Bob will again offer their technical help in the do's and don't's. You can have your Porsche tech inspected for the Potomac Region's driver's school at Summit Point on Aug 27-28, or just come out and do whatever needs to be done to your car.

See you at YBH, Edgemont, PA (Route 3) - August 13!



You never know what you'll see at a tech session.

Al Anderson
PINSTRIPING

825-7190

On the Right Track

Larry Herman

"Say---Ahhh-men"

"Amen"

"Say---Hallay-looo-yaaaah"

"Hallelujah"

"Say---Aaah Belieeeeeve"

"I Believe"

"Say---Aaah have run ---mah firrrst Traaack eeevent"

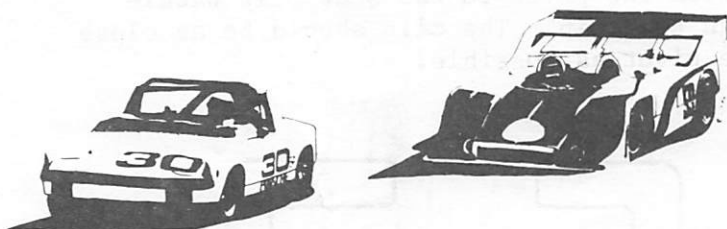
"I have run my first track event, Hallelujah!"

It is hard to describe the experience: unbelievable, exhilarating, inspirational, stupendous (where's the thesaurus, Cheryl?). Words seem inadequate. The last time I was this excited was when my son was born. In one shot, all my other hobbies were scrapped in favor of running in and preparing for track events. Even now, four weeks later, I still get revved up thinking about running the next one.

Rather than bore you with the gory details, or brag about taking to it like a duck to water, or expound upon how my performance substantiated my personal belief that with more practice I could drive a Formula One car as fast as Keke Rosburg, I'd like to highlight some of the interesting changes that my newfound passion has caused.

One of the biggest changes is to our bank account. Hundreds of dollars (not thousands, remember that I own a 914) have been withdrawn from our interest bearing accounts, and have been reinvested into Sway Bars, Oil Coolers, Torsion Bars, Springs, Konis, Spoilers and other such "high yield" items. High yield in terms of performance, that is. Another change is in the itinerary of our weekends, with time being diverted to working on the car to prepare it for the next event. The club's resident 914 expert will attest to the fact that I have stopped my endless phone calls to talk about which combination of sway bars and shocks will be a good compromise for autocrossing and driver's schools. That's because I chucked the whole idea of compromising and ran out and bought exactly what was on his track event car. And I guess one of the last changes is that I finally understand what everyone is talking about when they describe their last event with glassy eyes and wild gesticulations.

Like I said, it was an incredible experience. The feeling of being a rank novice with a whole learning experience ahead was exciting. The sensory overload, being out on the track not knowing where to go or what to do; and having the whole mysterious process unfold so that by the end of the weekend it felt like second nature. It has taken me completely, and I love it more than any hobby that I have had before. Needless to say, I am looking forward to the rest of the season with great anticipation. I guess you could say that my hobby and my "racing career" are finally on the right track.



AIRCOOLED *RACING* and P

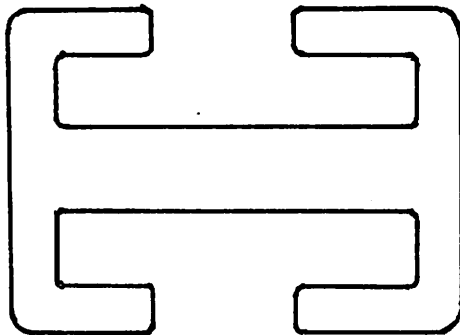
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The locking clip is used to stop the seat belt from sliding through the pivot near your left shoulder. This is done by weaving both the webbing from the reel to the seat and the webbing from the pivot to the seat belt buckle through the clip. The clip should be as close to the pivot as possible.



The clip is 3 mm thick (almost 1/8 inch) and I recommend two, one for driver and passenger. Instructors may want to carry one of their own to use in other people's cars. They can be purchased from Love Seat Headquarters, 222 S. Elm St, Owosso, Michigan 48867 for \$2.10 each plus \$1.25 shipping and handling per order (so order in groups): part #249-1, locking clip.

(By Peter Runyon, in The Air-Cooled Advertiser)

Tech Ramblings

Tony Checkowski

We all look for increased performance at minimum cost and effort. Some time ago I overhauled the Webers on my 911 and noticed that the gaskets between the carbs and manifold were slightly oversized. The gasket edge protruded into the manifold area, hence preventing maximum fuel/air flow. By trimming the excess gasket material away, you should improve the flow, especially at higher rpms.

Likewise, no one wants to keep exhaust gas pressure higher than necessary. The gaskets at the muffler may not be centered and act as a resistance to the flow of exhaust gasses.

I read in the latest Garretson Enterprises newsletter that they are pushing Kendall Super D III, 15/40 oil. Their chart shows the recommended oil weight vs outside temperature. It seems that Porsche now recommends multi-grade as the preferred oil. Their chart also says that "fuel efficient" oils are OK for outside temps from -20 to 100 degrees F. None of the multi-grade or single grade oils have as wide a temp range as the fuel efficient oils, so they probably are referring to synthetics.

Fuel and air filters offer resistance to flow and you can't live without them. But you can keep them from stealing performance by changing them often.

Turbo-type chain tensioners can cause a small problem in installation on older 911s. The big nut on the left camshaft will hit the body of the tensioner when you try to remove the nut. You will have to loosen the tensioner and pull it towards you slightly, in order to free the nut.

If you like to paint the muffler and exhaust pipes once a year, be sure to use a silicone-base paint after cleaning the surfaces of rust and oil. Alkyds, lacquers and enamels just won't hold up.

Porsche Store

FOR SALE: '72 911S Ivory coupe, RS flares, whaletail, spoiler, Recaros, short gears, adjustable sway bars, P7s on 7/8" wheels, lightweight fuel tank and much, much more. Fast and beautiful. Asking \$24,000. Bob Holland, 215-436-6577

WANTED: '73-'76 914, must be clean and in good condition, low miles preferred. Call Deanna Zareczky at 434-5837 or 691-0842

FOR SALE: Black seats and leather steering wheel from '81 911. Steve Syderman, 624-1487

FOR SALE: '67 912 5-speed, white/black, new paint and front pan 4/81, rebuilt engine 1/82, 1750cc, Webers, chrome wheels, super clean top and bottom, car cover, \$7000. Skip Corey, 766-8109 days, 874-3201 evenings

FOR SALE: '82 911SC white/black, sunroof, spoilers, tinted windows, leather int, Blaupunkt 2001, lowered, stiffer bars, power tube and MANY more extras. This car is very clean and has less than 10K miles, it could not be duplicated for \$40K - asking \$35,500. Tony Bonanni, 215-828-9469 or 828-7965

Goodie Store

Mike Stolper

Riesentoter's Goodie Store announces the following new items, all of which will be available at our regularly scheduled meeting on June 29.

Riesentoter Caps - Black caps with our own crest, \$6

Jack Plates - prevent bent rocker panels, and don't let your Porsche slip off a factory jack (for all Porsches except 924s). This handy tool can be used with scissors or hydraulic jacks, \$12

Blue Turbo Anodized Wheel Cleaner - cleans anodized or highly polished wheels without risk of damage. Non-acid formula, \$6

Porsche and Riesentoter Needlepoint Kits - hand painted and of the finest materials. 15"x15", \$25; 10"x10", \$12.50

Great Marques: Porsche - a lavish book with history of the 356, 911, 914, 924, 928, early racing models, competition cars since 1962 and the 917. An excellent buy at \$8.50

Painted 911/912 Factory Hub Covers - crests painted by Al Anderson with color keyed background to match your car, \$12.50 each with exchange

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Deadline

The monthly meeting is the deadline for material to be published in the next issue.

Address changes or notification of non-delivery should be sent to the Editors and to the Membership Chairman. Items for the Porsche Store are listed free to members. Photos and articles are welcomed. B/W or color prints can be used if quality and contrast are sufficient.

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Full page - \$375 for eleven issues
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1/4 page - \$125
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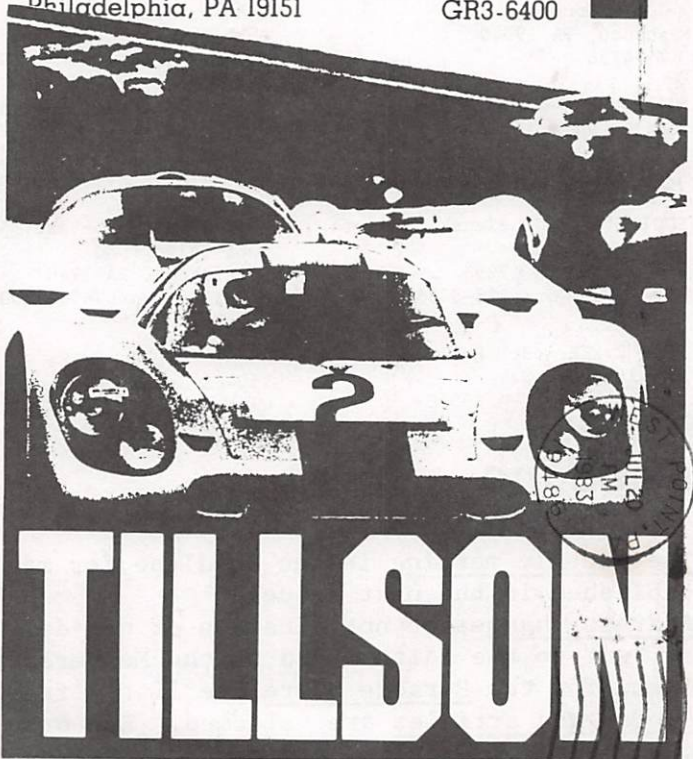
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