

DER GASSER



Riesentoter Region PCA

Oktober 89

Let's see, braking at 105%.

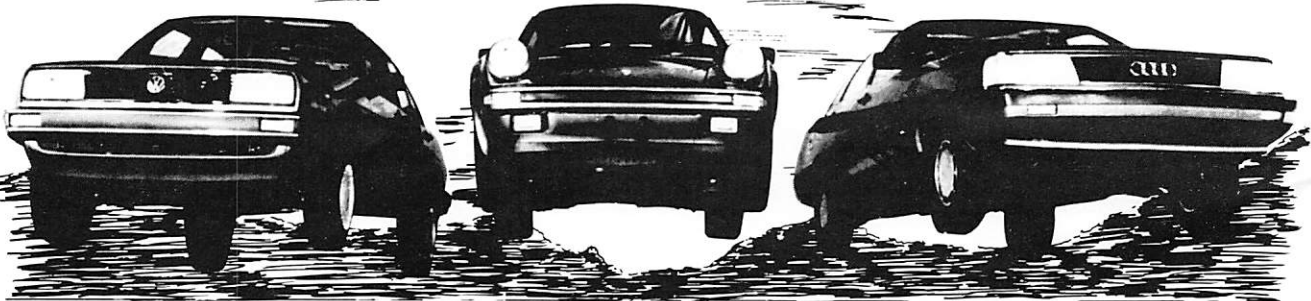


Turning at 105%.

He's destroyed the friction circle and he's making one of his own!



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HOLBERT'S

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Warrington, PA 18976

President's Message Bob Russo

I think that the Slate of Officers for 1990 represents an outstanding array of talent and enthusiasm, and the Club should benefit immensely. Remember, these positions are entirely voluntary and the officers can always use the support of the membership. Also, the plea goes out for your suggestions, but few are ever received. Complaining to your friends about the Club does not make things change! Talk to the officer in charge of that event, don't let them find out second hand about your good ideas. And I am always available to listen to your suggestions; if you can't catch me at the meetings, you can call me to discuss whatever.

The appointed positions on the Exec, i.e., Goodie Store Person and Ralley Chair-person are still open. If you would like one of these jobs, please give someone on the Exec a call or talk to them at the next meeting. Debbie Cooper has decided to give the office of Historian another try. There have been rumors of a monthly historical article from her!

It seems that Bruce Ferretti and Catherine Caldwell (our host and hostess for the Spring Social this past spring) must really be in love! They are planning their wedding, which is great and we all wish them only the best, but I fear they must have entirely lost their minds - they have invited us back to their beautiful home next spring for another Spring Social!! Bruce also mumbled something about it being "an annual event". Keep your eyes glued to DER GASSER for the date, as this is one you do not want to miss. It is things like this already shaping up for next

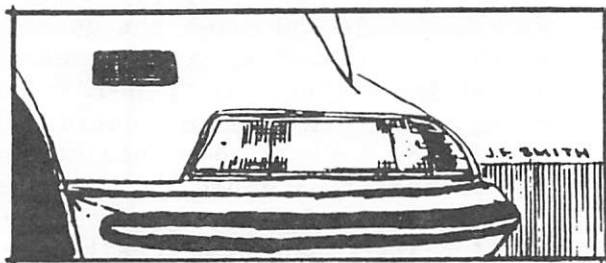
year that makes me think that 1990 could be a truly great year for Riesentoter. Tracks have been contacted, dates are being decided, a site for the banquet is being investigated - we are moving ahead full steam!

Something has been brought to my attention which I think should be passed on to everyone, concerning our event insurance. For those who don't know, PCA National provides "third party liability" coverage for all of our events through K&K Insurance. This means that if a registered entrant injures a person while participating in our event, there is a million dollar policy to protect the entrant in case of a lawsuit, but it applies ONLY to bodily injury, not property damage. We found this out when the question of who is allowed as a passenger at a driving event was posed. Some thought that instructors could take ANYONE for a ride; some thought that the passenger only had to be a Club member; others just plain didn't know! The insurance chair-person for PCA, Bob Gelles, informed me that the insuring of track events is always precarious at best, with the insurer not really liking the whole idea, but they do insure us with the following stipulations. The event must be a "school", not a race; only "registered entrants" are allowed as passengers; and the only reason they can ride is for INSTRUCTIONAL PURPOSES ONLY!! Basically, this means that fun runs for friends, relatives, etc. are a violation of our insurance policy and can not be part of our events. In this day of "sue happy" people, we cannot be too careful. The last thing we would want is to lose the fun of autocrossing, ralleying and drivers schools!! This policy will be strictly enforced!

Message (continued)

Winter is fast approaching and with it comes the usual "slowdown" of Porsche Club activities. We still have the Oktoberfest and the annual Christmas Banquet coming up, so the wintertime is not totally without something to do. These are two outstanding social events and a good time is usually had by all.

I hope to see all of you at the Oktoberfest. Don't forget to PREREGISTER with me before the 14th. Also take notice that it is extremely important to get your reservations for the Christmas Banquet in early to insure getting into the main dining room.



Christmas Banquet, Dec 2

Bill and Debbie Cooper

The Christmas Banquet will be held on Saturday, December 2, at the Homestead Inn in Horsham. There will be a somewhat limited seating, with the main room holding 108 and an adjacent annex holding about 20. The seating in the main room will be based on a first come first served, receipt of check basis. We will have a list for verification.

We are negotiating three different choices for the main course. When we have the details we will let you know. YOU WILL SOON BE RECEIVING A FLYER IN THE MAIL WITH ALL THE BANQUET INFORMATION.

For those of you who have never attended the Banquet, there is a cocktail hour followed by dinner, awards and door prizes. It's a great night and we hope to see you there, so plan ahead and mark your calendars for December 2, if you haven't done so already!

Important Info

ARTICLES AND PHOTOS submitted for publication are encouraged. We do reserve the right to edit for space considerations.

DEADLINE IS THE MONTHLY MEETING, FOR PUBLICATION IN THE FOLLOWING MONTH'S ISSUE. TO ASSURE THAT DER GASSER CAN BE MAILED IN THE THIRD WEEK OF THE MONTH, THERE WILL BE NO EXCEPTIONS TO THIS POLICY.

ADDRESS CHANGES to be sent to Jim Hartman, the Membership Chairman.

CLASSIFIED ADS are free to Porsche Club members, \$10 per insertion to others. Limited to Porsche cars, their parts, and Porsche-related items only, please.

For Commercial Advertising Rates, please contact the Editor.

A publication of Riesentoter Region, Porsche Club of America, DER GASSER may contain author's opinions which are not necessarily those of RTR or PCA.

OKTOBERFEST 1990

First German Club Phoenix
301 Bristol Road, Feasterville

SATURDAY, OCTOBER 21, 1989

Doors open 7:00pm Dinner served 7:30

PRE-REGISTRATION IS A MUST !
SEND CHECKS PAYABLE TO "RTR/PCA" TO
BOB RUSSO, 400 W. MONUMENT AVE, HATBORO, PA 19040
BEFORE OCTOBER 14TH.

\$18 / PERSON INCLUDES TAX AND GRATUITY

BEER BEER BEER BEER BEER BEER
BROCKWURST KNOCKWURST
SAUERKRAUT HOT GERMAN POTATO SALAD RED CABBAGE
REAL GERMAN BLACK FOREST CAKE
ELECTION OF OFFICERS
THE AUCTION

Directions: Pennsylvania Turnpike to Exit 28 (Rt 1 Philadelphia).
Take Rt 132 (Street Rd) West to Bustleton Avenue.
Right onto Bustleton (Rt 532) at the Exxon Station
Within 1/2 mile, turn left into Bristol Rd, just after
the nursing home.
Phoenix is about 1/2 mile on right just after the narrow
turning underpass.
Call Bob Russo, 215-674-4756, with any questions.

Up-Comin

OCTOBER

- 14 - Oktoberfest Pre-Registration
Deadline, call Bob Russo
- 15 - RTR AX RESCHEDULED TO NOV 12
- 15 - SCCA AX, Plymouth Meeting
- 15 - Fall AX Series , Hershey,
call Dave Walter
- 21 - RTR Oktoberfest, Auction,
and Election of Officers
- 20-22 - Autumnfest Weekend, Blue
Ridge Region, Roanoke
- 22 - SCCA AX, Plymouth Meeting
- 29 - Fall AX Series, Hershey

NOVEMBER

- 5 - RTR Gimmick Rally, call Paul
Margaritis
- 12 - RTR AX at Penn State Campus
- 12 - Fall AX Series, Hershey
- 26 - Fall AX Series, Hershey

DECEMBER

- 2 - Christmas Banquet
- 10 - Fall AX Series, Hershey

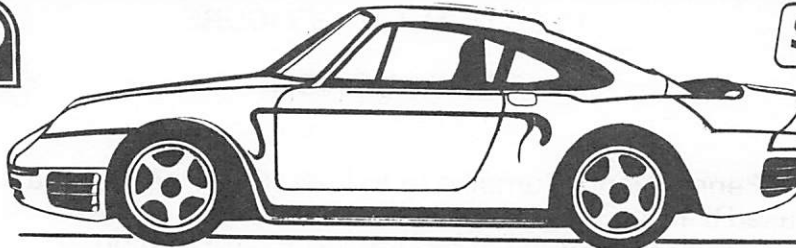
Club Contacts

Local SCCA, Plymouth Meeting Mall
(behind Ikea) call Kim Fleischer,
935-1993

SCCA Hershey Park, at the Visitor's
Center of the Chocolate Factory,
Dave Walter, 717-432-4018

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Welcome New Members

Jim Hartman

Donald Bakley 88 944 Turbo
Thorofare, NJ

Henry Sill Bryans 70 911T
Chester Springs

Gregory DiCarlo 89 911 Carrera
Flemington, NJ

Gregg E. Dietrich 61 356B
Lansdale

George P. Goodman, Jr 63 356B
Philadelphia

Walter Harrington 69 911S Targa
Wayne

Sam Pantoni 85 944
Whitehall

Ron Michael Rysztogi 82 924
Bensalem

Antoine Salloum 83 911SC
Philadelphia

Mark B. Schulman 87 944
Plainsboro, NJ

Ronald A. Senn 86 944
Strafford

Robert W. Simons 89 944
Lancaster

Ronald D. Whitcraft 83 928S
Leola

Sander White 87 944
Haverford

4th Quarter Milestones

TWENTY FIVE YEARS: Judge Earl Stone, recently deceased.

FIFTEEN YEARS: James Levitt and David Reiter.

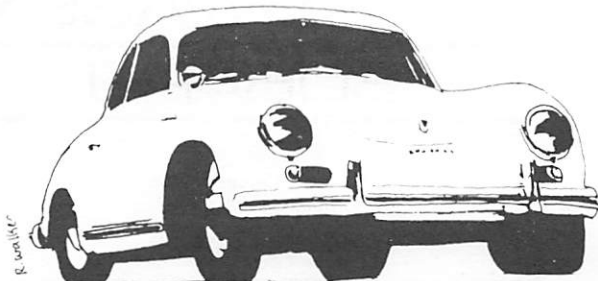
TEN YEARS: Barry Butler, David Miller, Alan Freedman and Axel Shield III.

FIVE YEARS: Robert Ardan, Brian Dunbar, John Evans, Steven Goldstein, Larry Hadley, John Hebden, Hamilton McGregor, William Nicholson.

Member Revs

More new members came out to try Riesentoter's driver education event at Pocono. Hal Gaisford took the distinction of being the first member to put a Carrera 4 on the track. I'll bet he wished for a rain shower or two, to see how that 4-wheel drive handled slick corners. John Back found more pit time than track time with an oil problem on his recently acquired 74 Targa. He should write an article on leaky valve covers. (Ed. Note: that's been done, he should read an old article on leaky valve covers.)

We have previously profiled where all Club members call home and what cars we drive. What about the age of being a Club member? Are we a Club of "newer" or "longer term" members? The numbers prove that we are, indeed, a very young Club. But with more than 50% of the roster being members for 3 years or less, I wonder why more of these "newer" members don't participate more in Club events and contribute to the Club's leadership.



Exec Committee Minutes

Vicki O'Connell

Present: Bob Russo, Rex and Lisa Carle, Sybil and Paul Margaritis, Sonny and Al Anderson, Gerry and Janet Weger, Bill and Vicki O'Connell, Bill and Debbie Cooper, Lisa Confer, Jim Hartman, Betsi Leidy, Art Rothe, Vern Lyle.

Track events: only paid registrants may go for rides; insurance is for 3rd party liability coverage; no more fun runs.

Track events: need more detailed accounting. Next year's events are already scheduled by Bob Lamb. Possible joint event at Mid-Ohio. Harder to fill track events since there are so many. Think about how many events to hold next year. Make events more educational, hold classroom sessions. Looking into Bertil Roos' class for instructors: should be mandatory to be an instructor. Refund policy should be anyone who notifies chairman in writing 10 days before event.

Christmas banquet - decision made to stay at Homestead Inn rather than try to find another place at this late date.

DER GASSER: complaints from several members about too many autocross articles and old pictures.

Autocross: in hole \$550 overall. Last event scheduled for November 12; we are in the hole for port-a-potties. John Heckman has not received enough recognition for his financial contribution to the series. Next year, events may be open to non-club members on a fun run basis, no trophies. Look into Quaker State and others to sponsor autocross trophies.

Next year, vendors to be charged for exhibits at track events.

Raffle: ad placed in AUTOWEEK; 570 tickets currently sold; drawing to be at Oktoberfest.

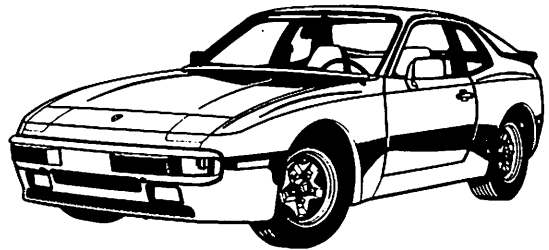
Gimmick Rally November 5.

Goodie Store ordering new shirts and sweatshirts.

Membership: list being worked on.

Treasurer: balance of \$2,369 not including track event refunds due.

Next Exec meeting, November 3.



Dick
HORRIGAN

PORSCHE

BMW

AUDI

VOLKSWAGEN

SUBARU

1015 Lancaster Ave.
Reading, PA 19607
215-777-1500

RALLEY RALLY REALLY! ONE MORE TIME, A GIMMICK RALLEY

*Yes, the little old ralleymaster has done it again,
but this time there is a gimmick.**

DAY: 5 November 1989

PLACE: Saks Fifth Avenue Parking Lot, City Line Avenue

TIME: 12:30 pm Driver's Meeting. 12:45 First Car Off
DURATION: 2 hours

FEE: \$10 per Porsche; \$12 for other vehicles; RSKs free

**For further information and soft words of encouragement,
please call 635-4022, after 7 pm**

*** WE GUARANTEE THAT YOU WILL NOT GET LOST,
AND THAT YOU WILL HAVE FUN,
OR THE LITTLE OLD RALLEYMASTER WILL EAT HIS PORSCHE!!!!!!**

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The Editor

Okay, sorry about listing the wrong date for Oktoberfest in the Up Comin section in the last issue. It was correct in the full page ad, Saturday the 21st. And, hey, don't forget to preregister by the 14th! That's why this issue was rushed to press, so you'd get a second notice before the cutoff date. Do it now!

I am still hearing reports of some grumbling about excessive autocross coverage in this newsletter. No one has said this to me directly, but I'll answer you directly.

Track events are educational and lots of fun for the people who are there. They may not be the most exciting thing to read about, but we have published every track-type article that has been received to date, and a few more are on tap.

We had a rally and not many people turned out to participate, but an article containing the results was published. Another rally is scheduled for November. We'll have the results in the Nov/Dec issue.

Other events are covered as they occur, and as we receive articles written about them.

So why does autocrossing get such a big play? Because it's the thing we do most, a 5-event series within the club; because over 40 different members have participated so far this season; because a lot of these same people represent RTR in 3 or 4 other local autocross series (some making news in local and national magazines); because it's the only truly competitive activity that RTR does; and because it is the best and safest place to learn how you and your car work together.

Certainly, anybody has a right to complain if there is something they don't like about the Club or the newsletter. Just talk to me directly, I'd like to know what your complaint really is, and what suggestions you may have that might improve things for everybody.

As long as I am Editor of this newsletter, the autocross scene will continue to be prominently featured in DER GASSER, so that the most active group that Riesentoter has is properly recognized. If enough people disagree with this approach of trying to serve the active majority - well, that's why we have elections.

Elections? Yes!

Betsi Leidy

Robert's Rules of Order state that an election must be held even though no nominations were received from the floor. You can vote for the slate as previously presented by the Nominating Committee, but write-in votes are also allowed for in Robert's Rules. Voting will take place at the Oktoberfest, but for those who cannot attend this meeting, a procedure is in effect for absentee balloting as well.

To cast a vote in abstentia, use the ballot on page 11, and mail to me at the address below, prior to the meeting. These will be opened and counted at the Oktoberfest. Your name should appear on the outside of the envelope so that membership can be verified.

Betsi Leidy
1008 Cowpath Road
Hatfield, PA 19440

**THE NOMINATING COMMITTEE PRESENTS:
RIESENTOTER REGION SLATE OF OFFICERS FOR 1990**

PRESIDENT-----BOB RUSSO

VICE-PRESIDENT-----BILL O'CONNELL

SECRETARY-----JANET WEGER

TREASURER-----JIM HARTMAN

EDITOR-----VERN LYLE

SOCIAL-----PAUL AND SYBIL MARGARITIS

TECHNICAL-----GERRY WEGER

AUTOCROSS-----LISA AND REX CARLE

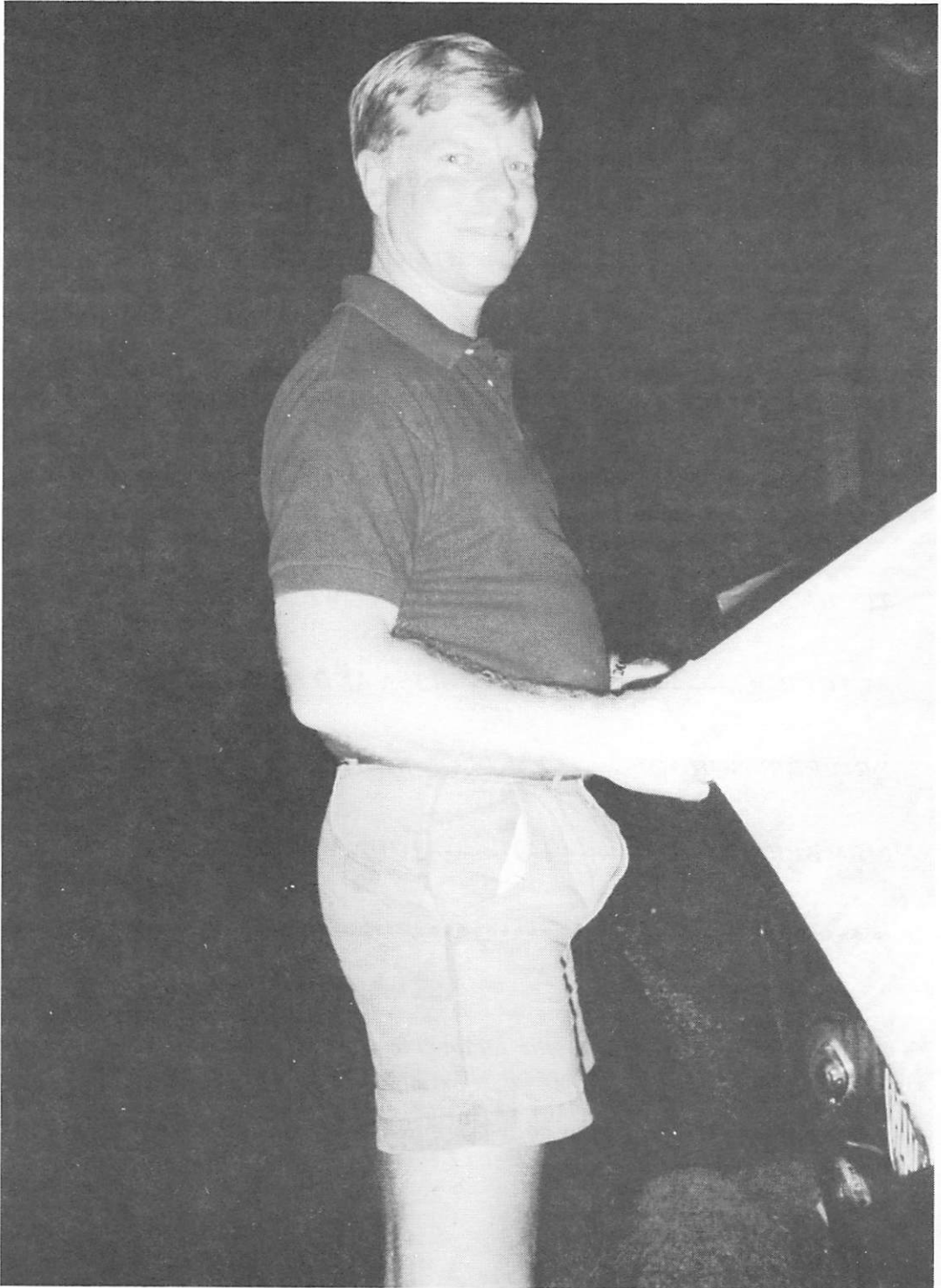
DRIVER'S SCHOOL-----BOB LAMB

MEMBERSHIP-----JOHN WILLIAMSON

Ballots will be available at the Oktoberfest meeting. If you wish to write in an alternate name for any of these positions you may do so on the ballot.

You may use this page or a copy thereof to vote by mail. See preceding page for more information; and send to Betsi Leidy prior to the meeting.

Do we have



Al Anderson got REAL excited at the Annual Picnic, and we understand that he's not over it yet!

fun or what?



Janet Weger doing her thing for the 50/50 drawing. See what you miss by not being at the meetings?

Autocross 89

Lisa Carle

Only one event left this season! It's hard to believe - it seems that the school was just held yesterday. Even though we're winding down, competition is still wound up in many classes. Very few are wrapped up as yet. We would like to see more drivers come out and make the competition tougher for everyone! Don't let the late date (November 12) discourage you, this may be your last great driving opportunity of the season. Soon it will be time to tuck our Porsches under the car covers for their winter hibernation, but not before one last driving challenge. So what if the port-a-potty freezes?

Competition is especially fierce in the Men's Novice class, with Denny Waldman taking first in this outing, followed closely by David Weld and Darwin Ottolini. The points are really close and the final event will decide it! Also up for grabs is E Class; Jeff Brok got the win with John Crowley and Gerry Weger close behind - a 944 sweep! (Note for indignant 911 owners, no 911s competed that day.) Rex Carle was first in Class B and Overall FTD; Vern Lyle took first in his new 72 911S over Don Paterson in C Class. Walter Harrington, a first time Porsche autocrosser (with previous SCCA experience) was first in D; Larry Lewis wrapped up F Class; Melody Lyle was first in Ladies Class; second, and Ladies FTD, was Lisa Carle; Janet Weger was third.

As you can see from the results and the standings, we have had a great and competitive season so far. Let's make the last event the best one of all. Come on out and join us on November 12. Rumor has it

that Bob Russo will be bringing his 911 out of the garage to compete.

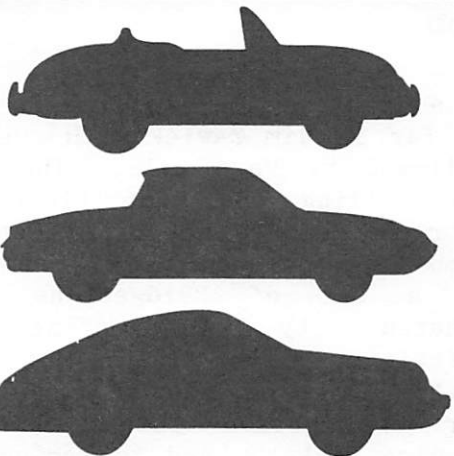
Registration begins at 9, with the Driver's Meeting at 10. Allow lots of time for walk-throughs so you are totally familiar with the course before your first run. With our setup this year, we have had plenty of time, and we generally allow a practice run before your timed runs begin.

One final note - as previously stated, the best four events will count toward series points, so you can have missed an event or drop your least favorite performance. Also, you must have run three events to qualify for the season championship.

Get your heaters and defrosters working and join us as we wrap up the season on November 12 at the Penn State Delaware County campus. See you there!

September 17 Results:

John Williamson	(A)		57.276
Rex Carle	(B)	FTD	52.416
Vern Lyle	(C)		52.898
Don Paterson	(C)		57.149
Brad Carle	(C)		58.494
Walt Harrington	(D)		58.649
Jeff Brok	(E)		57.629
Gerry Weger	(E)		58.389
John Crowley	(E)		59.522
Robert Paradis	(E)		60.027
Larry Lewis	(F)		61.797
Melody Lyle (Ladies)		55.038	0.949
Lisa Carle Ladies FTD		54.202	1.034
Janet Weger (Ladies)		60.606	1.045
Betsi Leidy, Lost in Space			OC
Denny Waldman	(MNE)	57.123	0.985
David Weld	(MNG)	63.533	1.028
Darwin Ottolini	(MNC)	56.664	1.030
Fred Matolicz	(MNE)	59.846	1.032
Kam Ho	(MNE)	60.281	1.039
Ernie Fink	(MNC)	57.490	1.045
Bob Hemphill	(MNC)	57.800	1.050
John Hlywak	(MNB)	59.170	1.129



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AX 89 Point Standings

These drivers are eligible for Season Championship trophies. Listed are the current points through the September 17 event, and the number of events entered.

Class A

John Williamson 31 (4)

Class B

Rex Carle 27 (3)

Bill Miller 15 (2)

Ron Lego 9 (2)

Stuart Cerato 8 (2)

Paul Margaritis 7 (2)

Class C

Don Paterson 24 (3)

Bob Patton 12 (2)

Class E

Vern Lyle 18 (2)

John Crowley 16 (4)

Art Rothe 15 (3)

Jeff Brok 15 (3)

Gerry Weger 13 (3)

Class F

Larry Lewis 36 (4)

Ladies

Melody Lyle 27 (3)

Lisa Carle 25 (4)

Betsi Leidy 15 (3)

Janet Weger 15 (4)

Novice Men

Darwin Ottolini 19 (3)

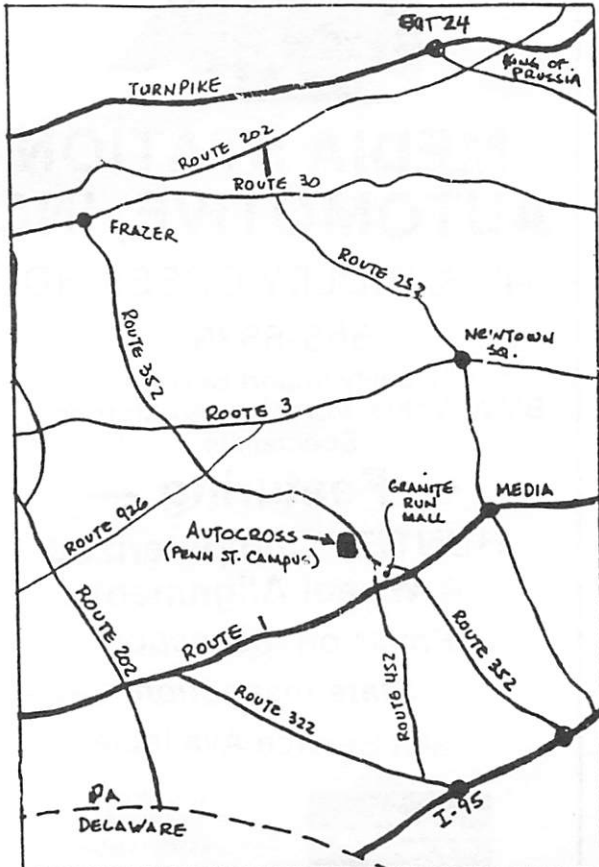
David Weld 15 (2)

Denny Waldman 15 (2)

Ernie Fink 14 (3)

Fred Matolicz 10 (4)

John Hlywak 5 (4)



The Raffle that Refuses to Happen

Bill O'Connell

Well, here it is, the first week of October and we still have not hit the minimum of 750 tickets! Why? I sure don't know. As I mentioned last month, with 800 members we should have had no trouble selling all of them. Again, I know that not every member wants one, but if half the members sold one ticket to a friend, business associate, local store owner, etc, we would be out of tickets by now, someone would be zipping around in a spiffy new 944 and the kids would have a nice donation. That's right. lest we forget, this is not some club get-rich-quick deal, the purpose of this is to help little kids that are not as fortunate as us. That, combined with the fact that the odds are better than any legal lottery going should make this an instant success, not a potential embarrassment. As stated above, I don't expect everyone to buy one, nor would I expect a bunch of Ed Arnolds to come up and buy 20, but I did think that there were enough people out there that would agree with our idea that we should give something back to the community and support this.

I will ask once again, what went wrong? Nobody has been able to explain what we/I did wrong this year. Is it that it is a 944? YBH will trade it on anything that they sell (Audi, Alfa, Mazda, VW, or another Porsche) or they will buy it outright. The tax issue? What bank wouldn't finance the tax on a new 944? Even if you have rotten credit and are in the max bracket, they would love a \$10K note on a \$30K+ car. If someone could explain the problem I would appreciate it so we can avoid a major problem like this in the future.

On a lighter side, leading in sales so far is Jim Zawick with over 70, followed by Vern Lyle. The prize for selling the most tickets is your choice of a set of BF Goodrich Comp T/As donated by BFG and NTW, or a set of Bridgestone RE71s donated by Bridgestone and Leitzinger Motorsports - not a bad gift. There is also a super prize for the person that sells the winning ticket. And to remind you, nobody can win more than one prize. So if Jim sells the most tickets and sells himself the winning one, he will have to choose between the 944 and the tires.

There will be an ad in Autoweek in October to help boost sales, but we still need YOU - let's turn this thing around and help the kids at St. Christopher's!



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Track Dates

<u>DATES</u>	<u>TRACK</u>	<u>REGION</u>
10/19-20	Lime Rock	CVR
10/20-22	Bridgehampton	NNJR
10/26	Lime Rock	CVR
10/27	Lime Rock	H-C
10/28	Lime Rock	SCHATT
10/28-29	Mid-Ohio	POT
11/2-4	Lime Rock	CVR
11/3-5	Bridgehampton	FOX
11/10-11	Bridgehampton	METRO
11/18-19	Summit Point	POT

Track Tech Inspectors

Bob Patton

The following are the qualified inspectors for track events:

- 1) All Porsche dealerships
- 2) These independent shops:
 Rex Carle, 363-7044
 Dougherty Automotive, 692-6039
 Galbraith Motoring, 644-4911
 Johnston Enterprises, 696-2164
 Media Station Automotive, 565-5535
 Precision Motor Works, 527-6025
 Mike Tillson Motorcars, 473-6400
- 3) These individuals:
 Jim Confer, 687-1339
 Bill Cooper, 362-2770
 Bob Lamb, 687-4828
 Bob Patton, 935-1725
 Bob Russo, 674-4756
 Gerry Weger, 649-6618

All these people will be able to STAMP the inspection sheet, which will be a requirement next year. The purpose of this is to prevent essentially uninspected cars with illegible signatures on the tech sheet from driving on the tracks. We need to keep these events safe in order to keep having them.

Club Contacts

Connecticut Valley, Jim Russel,
203-456-7316 (8 to 10 pm)

Ron Fox Enterprises, 201-669-9650
(evenings 8 -11, and weekends)

Metro New York, Len Deutsch,
212-628-1704

Hudson-Champlain, Frank Ambrosino,
518-377-9292 (days)

Potomac, T.R. Pierce
703-370-1994 (evenings)

Schattenbaum, Bob Carrington,
215-321-0767 (days)

Northern New Jersey, Bob Winer,
201-292-9681

TERM INSURANCE

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Selling of the Red Car

Bill O'Connell

This is a tale of selling a car that deep down inside you would probably rather keep. The story starts in '82 not long after someone (I don't want to mention names and embarrass a club officer) did two 360s on a wet country road in our RX7, crunching all the fenders. After it was returned good as new, this same person felt uneasy about driving the car. The search started for a replacement and the winner was an Arrest-Me-Red 944. The waiting lists were about a year at that time, but with some luck, Horrigan's had one that I could have right away, so we became the proud owners of The Red Car.

It was a super car, no matter what the people with the motors in the trunk said. But it needed a "few" things to make it better. Between Al Anderson (who had just taken delivery of a 944) and myself, the aftermarket stores were in heaven. It started with simple stuff; real headlights, a throttle response kit, a set of track wheels, Koni shocks, etc. Then it started to snowball. A trip to Jerry Nelson's for a "ride height adjustment", read much lower; a Saratoga top; essential things from Holbert Racing, like a roll bar, a 6-point harness, BBS wheels, a Cool Brake kit, and stainless brake lines. Then came an offer to put a GTR hood scoop on it - couldn't pass that up. This was followed by Weltmeisters, 210 pound springs, headers, and a short shifter kit, while Dave Free got to laugh a lot and once or twice, to bail us out. All in all, the Red Car had become somewhat unique for a car that was driven on the street. As you are no doubt seeing, a few dollars and a lot of work by a lot of people went into this car.

I was really getting comfortable with it and in fact turned down an offer from Jerry to trade for his personal 944 complete with Calloway turbo. Even went so far as to enter some car shows (and win a trophy, I might add) after Paul performed his magic and made all the highway/track scars disappear. Then one day Jerry mentioned that he might be interested in selling his blue 911. Hmmm, some interest, some comments from the fiscally responsible one about having to sell the 944, no problem we can do that. More chatting, a full day of driving the car, some discussions with Paul about making the chips and dents go away, Jerry chatting with Paul about a nifty 944 turbo he had just finished. In all it took a week for Jerry to have the turbo and for us to own the 911.

Then reality struck, I have to sell the Red Car. I put an ad in DER GASSER and PANO, then another. Things were looking up, no one understood just what a neat car it was. As winter faded into spring, the 911 was at Paul's getting spiffed up, so I decided to market the Red Car by driving it. Got lots of talk, but everyone had a car to sell first and I sort of got used to having it around. I came to realize that maybe after 6 years, I didn't want it to go away. Vicki, of course, didn't want to hear about this. Well, I entered a car show in King of Prussia, and a neighbor showed up in his TR6 and started to look at the Red Car. He asked for a ride to see what these cars are all about, and two days later appeared at my door with a check! My Red Car now lives down the street, where I get to drive by it every day. Ms. Vicki is pleased, Riesentoter got a new member, the 911 looks really good with its new paint. So why do I have this feeling that I may have made a tactical error?

Tech Quiz Winners

Bill and Debbie Cooper

After a delayed start of the quiz, about 50 troopers hung in there to take the test. There were Men's and Ladies classes; and thirty questions to answer in 30 minutes. Everyone did very well here in terms of time, but we ran into unforeseen problems during the tie breakers. There were 11 questions which we thought would be enough to determine the winners. This was fine for the men, but the ladies had to proceed with a second tie breaker. (Ed. Note: on the first tie breaker, all the ladies who tied had more correct answers than the men.)

When all the scoring was finally tabulated, the trophies were awarded as follows: Men's 1st Tony Bonnani, 2nd John Williamson, 3rd John Heckman, 4th Steve Tippins and 5th Gerry Weger. On the Ladies side it was Linda Musser, Betsi Leidy and Pam Margolis.

We would like to thank Bob Patton for helping to keep all the test takers honest, as well as his help in scoring. There were a number of people who helped out and if we try to list them we may forget someone, and we don't want to do that. Thanks to all of you!

If we're asked to do this again, we'll plan for a much earlier start, to allow time for review of the questions at the end. Also, if any of you have suggestions, please let us know. Hope you all learned some new information about your favorite marque!

Don't burn your 928

The alternator on a 928 is located on the front left corner of the engine compartment so low as to be at the same level as the suspension A-arm. It has an internal regulator so the cable connected to it is connected to the battery on the other end. Even with the ignition turned off, this cable is hot. The cable bolts to the rear of the alternator at the lowest possible point and the whole rear of the alternator is covered by a sheet metal air shroud which is bolted to the periphery. The cable goes through the shroud (which is ground), but is protected from shorting by a large rubber grommet. The shroud is necessary to direct cooling air to the alternator.

The problem becomes evident when the car is jacked up in front, and part of the jack or lifting device contacts the shroud. If it is bent as little as 1/4-inch, the flanged edge of the shroud can contact the nut that holds the battery cable, and the shroud becomes a low resistance load (a short circuit) which in a few seconds becomes hot enough to cause the combustible materials in the area to burst into flame.

The suspension looks like and is one of the few strong places to lift a 928 front end. But be very careful not to move the alternator shroud when lifting the car, or you may raise all our insurance rates, too.

(Joe Reid in PORSCHEFORUS)

Technical Tidbits

HOT START WOES (By Ray Calvo in RUNDSCHAU). A common problem on CIS cars is a difficulty in restarting the car after it has been shut off for greaster than 10 to 15 minutes. Although it starts fine immediately after shutting it off, and cold starts are not a problem, the 10-minute to 3-4 hour period when the car is still warm is a time when the engine justs cranks and will not fire at all. The cause is invariably a problem with the fuel injection system not being able to hold residual pressure, and the cause is probably one of 3 areas: a) leaking check valve at the discharge of the fuel pump, b) leaking pressure relief valve in the fuel distributor, or c) leaking warm-up regulator.

In the June 84 PANO, Bruce Anderson indicates that the most common cause is the check valve. Owners of SCs, 930s and 928s can purchase a retrofit valve (810.906.093) that can be installed in the fuel pump, using cap nut (N011 0691). Owners of earlier cars are out of luck, my digging has uncovered no easy replacement. I had to do major surgery to my fuel pump discharge line to replace the check valve, which is built into the banjo bolt on the end of the integral fuel line (valve part #911.608.901.00). Then I found out that it wasn't the cause of my problem!

Before replacing the check valve, do the following. With the engine cold, start the car and let it warm up idling until it settles into a normal idle and the intake ducts are warm to the touch, then shut it off. Place a clean rag around the warm-up regulator to catch any gasoline, and disconnect the RETURN hose connection at the top of the warm-up regulator (the hose that

disappears into the back of the engine and that has a banjo bolt connection). Now watch both the return hose connection and the warm-up regulator connection. Shortly (i.e., seconds) after unbolting there should be no fuel coming out of either connection.

If fuel is coming out of the return hose then the relief valve on the fuel distributor is leaking. The relief vavle can be unbolted very carefully (DON'T drop it when unbolting - you'll never see it again) and the small O-ring seal can be replaced on the valve piston. If the fuel is coming out the warm-up regulator connection, then the regulator is leaking and must be replaced.

Incidentally, if you ever find yourself stranded because of this problem, there is a way to get going. Remove the air cleaner and look inside the housing; you will see a lower part of a lever arm sticking down to the left of the fuel distributor. Turn on the ignition and slightly raise the arm with your hand. You should hear the fuel pump start running. Hold the lever up for about 5 seconds, then release it. What you have done is repressurized the system. Put it all back together and chances are the engine will kick right over.

(Ed. note: See June 89 PANORAMA for Anderson's update.)

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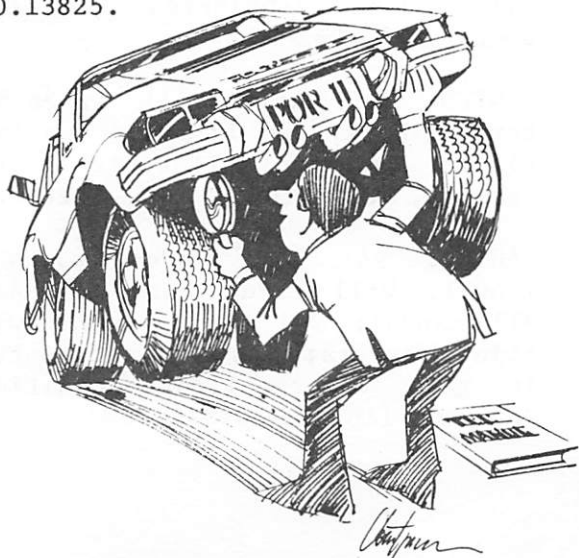
More Tech Stuff

WHAT IS A NEWTON ANYWAY? (Ray Calvo in RUNDSCHAU) I'm sure there are other people out there like me who want to ensure that when you are doing repairs to your Porsche that you tighten all the fittings back to specifications, but find this difficult when you have a torque wrench reading in ft-lbs, and the shop manual specs are only given in metric units. This got me into real trouble a while back when I miscalculated a conversion and promptly snapped off six bolts on a CV joint.

To help myself and others, I have (hopefully) calculated out the proper conversion factors.

<u>Ft-lbs</u>	<u>kg-M (kpm)</u>	<u>Newton-M (Nm)</u>
10	1.4	13.6
20	2.8	27.1
30	4.1	40.7
40	5.5	54.2
50	6.9	67.8
60	8.3	81.3
70	9.7	94.9
80	11.1	108.5
90	12.4	122.0
100	13.8	135.6

To convert from Nm to ft-lbs just multiply by 1.35582; and to get from kpm to ft-lbs, multiply by 0.13825.



Garage Sales

86 928 auto, 22,000 miles; and 86 944 Turbo, 15,000 miles. Both are Stone Grey metallic with burgundy leather and both are in very nice condition. Extra set of wheels for the 944, either factory 7s & 8s, or Panasport grey Minilite replicas; 5-point harness setup. Everything is negotiable. 215-775-0997

88 1/2 944 Turbo S, limited edition. Immaculate; never abused; concours contender in showroom mechanical/cosmetic condition. Problem-free daily driver or track monster. Holds Zone 1 Time Trial Class record at Lime Rock, and trounces 930s with ease! Factory warranty thru July 90. Another Porsche forces sale, \$30,000. Jim McCarthy, 802-387-4688 or 254-8654, call collect.

80 911 SC Turbo Body Cabriolet with boxed rockers and brake vent conversion by Johnston, Ruf front spoiler with oil cooler, 9&11" Gottis; 33,000 miles 2nd owner, new clutch and SSI exhaust; black metallic with full tan leather, Recaro C seats, custom console, colored gauges, CD player and ABS speakers and amp. Asking \$39,000, or trade on open 356. Call Jeff Meyer for complete details, at 215-683-5920 or 683-5484

82 911SC sunroof coupe, Cognac metallic, excellent condition, fully loaded, new tires, car phone, asking \$21,900. Contact Phil Columbo, 215-337-1200 (W)

84 944 coupe, new engine installed by Porsche Nov 88 with full 1-year warranty. Guards red/black partial leather; 5-spd; BBS wheels, Koni gas shocks; loaded; 60,000 miles by non-smoker, garaged in winter; all records available. Call Jeff Brok, 215-670-0671 (H), 693-3131 (W)

Sales (continued)

76 912E, India Red (close to Guards) black, polished alloys, AC, AM/FM cassette, leather seats, 3-spoke wheel and console, 911 F/R sway bars, Konis, professionally lowered & aligned, bumpsteered, headers, Bursch exhaust, 1988 RTR Class G AX champion, stored winters, a beauty; \$13,300 negotiable; John Heckman, 215-836-1592

74 914 2.0, Grand Prix white/black, rustfree Carolina car, street-legal track car, 6 cyl suspension, 930 brakes, 7" cookie cutters/RE 71Rs, roll cage, tow bar, much more. Can't be duplicated for \$8,750, negotiable; John Heckman, 215-836-1592

57 356A coupe, Silver/red, original rustfree Texas car, Super 90 motor, nice driver and great vintage race candidate, \$12,700/negotiable; John Heckman, 215-836-1592

68 912, all black, AM/FM cassette, 16" alloys/Comp TAs; Webers, sport muffler; fresh engine and trans; professional restoration; call for further details, \$7,500. John Crowley, 215-785-6110 days, 943-9520 eves

86 944 Turbo, Stone grey w/burgundy, BBS wheels, Blaupunkt equalizer, perfect condition with all necessary options, \$21,500. Call 215-644-4000 days, 399-0807 evenings

89 944 Turbo, White/ linen leather, turbo decal, Blaupunkt Reno with equalizer and Hi-Fi package, sport chassis and shocks, ABS, ltd slip, power seats, air bags, alarm, cruise control, sunroof, rear wiper, alloys, 3,000 miles; perfect, \$38,500. Joe Lanzillo, 717-898-1972

PANORAMA Magazines: If you are missing any issues of PANORAMA between 1975 and 1985, please contact H.A. Scheuermann, 525-2955 or leave message at 446-9696

Tow Bar, universal Class 1 (2000#), two-piece, suitable for Porsche or similar vehicle, \$40. Call Reno Ruggere, 215-777-9997

911SC parts: crossover pipe, \$100; muffler, \$200; transmission, \$1000; Carrera parts: 87 engine, 10,577 miles, complete with Motronic brain, wiring harness, fuel pump, coil, \$7,500 OBO; new RE71's 245/45x16, \$170 each; AC compressor, \$350; catalytic convertor, \$300; 88 Acura Legend coupe, V-6, 5-spd, white with charcoal cloth, AM/FM stereo, moon roof, alloys, \$20,000 or will trade for 944S2 or 944 Turbo. William Cooper, 215-362-2770

84 Ford E350, 6.9L International diesel, heavy duty outside, plush inside; TV, sofa bed, CB, stereo, phone, electronics, perfect towing vehicle, tool boxes in diamond plate bed, \$25,000 or best offer, 449-2306

WANTED: 911 rolling chassis - will consider all years, prefer car without rust, minor crash damage OK. Recaro seat, pass side black, all models considered. William Cooper, 215-362-2770

WANTED for early 911: 22/26 mm torsion bars; two 7x15 and two 8x15 alloys; Terbatrol oil cooler. John Crowley, 785-6110 (W), 943-9520 (H)

WANTED: 944 and Turbo workshop manual, will trade copy of 84-86 911 manual; 944 sports seats with side bolsters; 944 Turbo carpeting in good to excellent condition. Joe Lanzillo, 717-898-1972

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