

DER GASSER

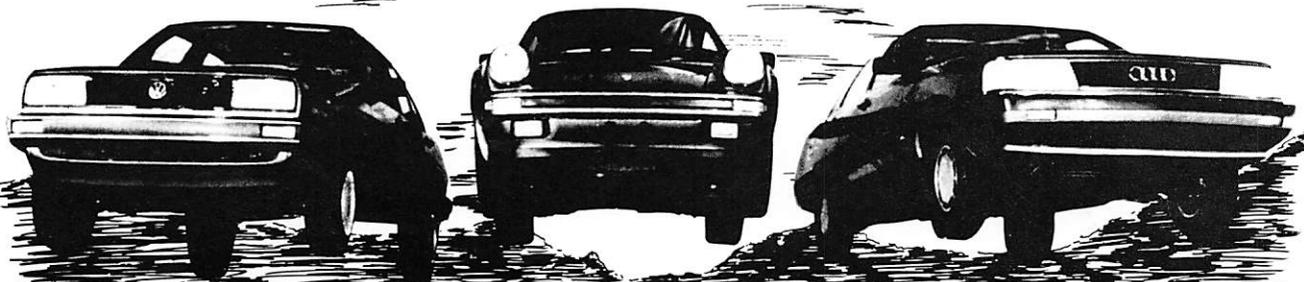


Riesentoter Region PCA

March 90



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President's Message

By Bob Russo

At the February Exec meeting, I was upset to hear of the death of one of our members. Historically, we have avoided mention of members deaths in the pages of DER GASSER, the reason being that we don't always hear of every members death, and we wouldn't want to mention one while overlooking another. For the most part, I tend to agree, but there are certain circumstances where exception should be taken. Through the years, only a small number come immediately to mind - Joe Bickle, Rocky Williams, Zack Wobensmith, George Howard, Earl and Evelyn Stone (the last four were mentioned at recent meetings) and of course, Mark Donohue and Al Holbert. Yes, some were just close personal friends of the Exec Committee members at the time, but the real reason for their mention was that all these members embodied the true spirit of Riesentoter.

The recent death of George Bukovsky should not go without mention. George, a true competitor, was the only really serious concours person that I know of in our region. I personally did not know him well on a social level, but like many of us, I knew him on a competitive level. His impeccably prepared concours 911 was a fixture at our annual picnic, the Philadelphia Car Show and various other events for miles around. Anyone who has ever seriously entered a concours knows the hard work and frustration involved, but that never seemed to have a detrimental effect on George. He was always smiling and willing to take time to answer questions about his car and the work he put into it. We extend our

condolences to his family and friends. We will all miss him and his bright red 911 at the events.

The 1990 racing season looks to be a rocky one for Porsche. With two races already run, Porsche has yet to post a win. Jaguar placed 1-2 at Daytona, and Nissan won at Miami. Actually, Toyota was dominating the Florida street race until a confrontation put it into the "Jersey curbing", squelching an almost certain win. Of course, there is no such thing as "almost certain win" in racing, just ask Dale Earnhardt who lost the NASCAR Daytona 500 in the last 1/4 lap!

Porsche's Indy car effort continues at Warrington; however, there has been a slight glitch in the plans. Sponsorship for this season was to have come from the investment firm, Moneytron, but within the last two weeks that sponsorship has been withdrawn. Needless to say, this was an unexpected and unpleasant surprise. Fortunately, the effort will continue with Porsche backing if another sponsor cannot be obtained. Quaker State Oil will continue as a secondary sponsor.

I spoke with Jurgen Barth at Miami concerning Le Mans. He said the race definitely will go on - with the two chicanes in the Mulanne straight. The way this affects the cars and drivers is that the top speed attained is not changed, but the length of time at that speed is decreased very dramatically. The factory will not be entering a works car, but will be assisting the Joest team there. Actually the Joest team has been chosen as the development

(continued next page)

ON THE COVER: 356er David Weld looking forward to an exciting RTR driving season. Photo by Editor.

Message

(continued)

team for the "new" 962. There won't be any major chassis redesign at this time, but there will be some aerodynamic changes to improve the overall competitiveness of the car.

Well, nearly everyone I talk to is getting the urge for the car season to start, be it rally, concours, autocross or driver's schools. Jerry Weger has an early spring tech session scheduled to allow everyone to clear the cobwebs out of his/her Porsche. Our two January events were very well attended, I hope that this is an indication of the rest of the year. Keep the momentum going - 1990 - the Year of Involvement.



Vintage Opportunity

By Jim Hartman

Last month, I wrote that Philly will hold a vintage race on August 4-5. We will be able to participate by volunteering to be course workers, corner workers and the like. We expect to have a Porsche Paddock in return. We might even be able to host a side show autocross.

The race preparations have advanced to where final insurance matters are being ironed out. Having cement barriers around all parts or just spectator parts of the 1.7 mile Fairmount Park course is the major unknown at this point. Mercedes has come in as the automobile sponsor, and as yet, a Philadelphia heavyweight has not been identified as the major sponsor.

Once sponsorship is buttoned down, I will attend a work committee. To gain maximum benefits, we need to commit maximum workers. Please call me 293-1916 (H) or 687-4801 (W) to say you are interested, so that I can gauge how many people we can deliver to the event. It will be fun to participate in an historic race which the city has missed for the last 80 years.

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 John Williamson, Membership Chairman.

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

For Commercial Advertising Rates, please contact the Editor.

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

MARCH MEETING - WEDNESDAY 28th 8 PM

NTW IN WILMINGTON

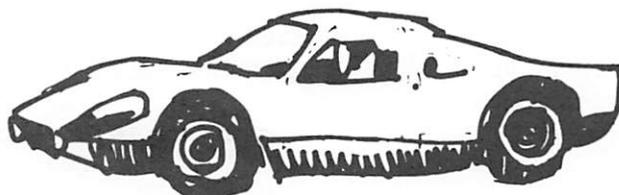
Here it is folks, the Annual Tire Clinic,
just in time for the start of the driving season.
Now is the time to think about getting your Porsches re-shod
for the impending autocross and track events.

Reps from Leitzinger's for Bridgestone,
Phil Potter for BF Goodrich,
and factory representatives from Pirelli, Michelin and Dunlop

More of a tech type talk than a marketing chat.
Bring your questions and be prepared to learn a ton of information.

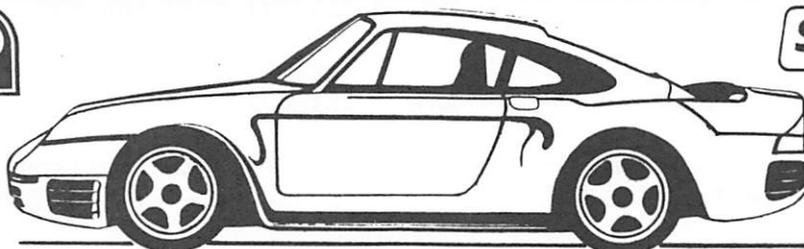
From Valley Forge turnpike exit: Route 202 south to Wilmington, NTW
is just over the line on the right, on a hill next to Miller Furniture.

From I95: Route 202 north, watch for Best on the right,
NTW is on the left, just past Best.



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MARCH

- 28 - General Meeting - Tire Clinic at NTW in Wilmington, page 5
- 31 - April Fool's Folly: page 10

APRIL

- 7 - Tech Session at Rosemont
- 7 - PHA Reunion Dinner
- 8 - RTR AX School and 1st event
- 15 - Cornog Classic: postponed
- 21 - Ski Roundtop Swap Meet
- 22-23 - RTR Driver's Education at Pocono, call Bill Miller
- 25 - General Meeting: Detailing
- 28 - Malibu Challenge, see page 11

MAY

- 19 - Spring Fling and Art Show: Catherine and Bruce Ferretti's
- 20 - RTR Autocross #2

JULY

- 25 - General Meeting: Vince Evans from Holbert's Porsche-Audi

AUGUST

- 12 - RTR Autocross #3
- 29 - General Meeting: Tech Quiz
- ?? - Picnic at Camp Hideaway

SEPTEMBER

- 2 - RTR Autocross #4
- 14-16 - Chesapeake Challenge
- 26 - General Meeting: Vintage Racing, Bob Akin

OCTOBER

- 21 - RTR Autocross #5
- 27 - Oktoberfest

DECEMBER

- Christmas Banquet

Complete autocross schedule, p. 20
Track event schedule, p. 16.

Auto-X Club Contacts

Local SCCA, majority of ten event series at Plymouth Meeting Mall (behind IKEA), remainder at PIR in Nazareth - Jim Mitchell, 362-2205

SCCA Harrisburg, Lynne DeHart, 717-859-2957

Hershey Park, at the Chocolate Factory Visitors Information Center, Dave Walter, 717-432-4018

Brandywine Motor Club, Gloucester Co. Comm. College, South Jersey, Harry Smith, 302-836-3304

Pro Solo, a somewhat different game, call Vern Lyle, 855-0662

Track Event Contacts

Car Guys, 703-774-5066

Connecticut Valley, Bob Wolf, 203-488-7312 (7 to 10 pm)

Metro New York, Len Deutsch, 212-489-8600 (W), 212-628-1704 (H)

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

Potomac, Chuck Perilli 301-843-3569

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

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

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

Welcome New Members

By John Williamson

TOTAL MEMBERSHIP = 770



Welcome to these new members:

| | | | |
|---|---------------|-------------------------------------|------------------|
| Dennis Angelisanti Douglassville | 73 914 | Donald Matzkin Philadelphia | 61 356B |
| Fred Arias Doylestown | 77 911 Targa | William McCarthy III Springtown | 87 911 Carrera |
| Robert Biester Ambler (Transfer from Central Penn) | 80 924 | Barry Nelson Media | 85 944 |
| Bruce Brodowski Langhorne | 80 911SC | Ferdinand Neubauer Walnutport | 87 944S |
| Alan Converse West Chester | 82 911SC | Francis Newell Bryn Mawr | 85 928S |
| Stephen Deay Malvern | 83 911SC | Richard Newton Doylestown | 73 911T |
| Claude Dencler Allentown | 72 914 | Matthew Nojunas Ringtown | 61 356B |
| David Difabio Glenmoore | 87 944 Turbo | David Onopa Allentown | 70 911T |
| John Francis, Jr West Chester | 87 930 | Werner Pahl Warminster | 64 356C |
| Julian Freeman Philadelphia | 83 911SC | Dennis Perler Berwyn | 84 911 Targa |
| John Horstmann Phoenixville | 75 911S Targa | Matt Plasket Pottstown | 76 911S Targa |
| Russell Howe Mt. Holly | 64 356C | Frank Santomauro Lower Gwynedd | 90 911 Carrera 2 |
| Thomas Lacey Roslyn | 82 911SC | Melvin Schursky Bryn Mawr | 80 911SC |
| Brendan Mailey Philadelphia | 83 944 | Richard von Medicus Philadelphia | 65 356SC |
| Richard Maloumian Philadelphia | 83 944 | Glenn Zitzer Willow Grove | 82 911 Targa |

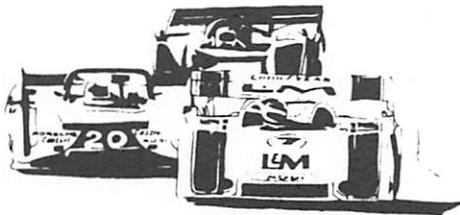
1Q PCA Milestones

Celebrating 30 years with Porsche Club is Jess Holshouser, Jr.

Twenty years: Vern Lyle

Ten Years: Henry Boreen, Larry MacIntyre, Mark Miller, and Horace Miller II

Five Years: Paul Cohen, John Dietterle, Craig Ebling, Kaye Mitchell, Hunter Malpass, Bud Mauger, Stephen Pripstein, Peter Rosenblum, Thomas Sclafani, Ronald Searfoss, and Kenneth Spang II



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Historical Trivia

By Debbie Cooper

March 1960 - "Here are your point standings for the months of December, January, and February for "Der Beste Riestotter Des Jahres". I guess back then the 356's were used year round and not only when the sun was shining and there wasn't a cloud in the sky.

March 1965 - Missing

March 1970 - "April to August and a Hillclimb every month!" If you attended our meeting last month, you heard about hillclimbing and saw some video of these very events. Given the schedule, you can see the amount of interest.

March 1975 - "A little tidbit from Road & Track" - "TEN YEARS AGO we tested the brand-new Porsche 911, which was the first entirely new Porsche in 16 years; all the previous models were derived from the Type 356, dating back to 1948. But because the basic qualities are far above average, it undoubtedly rates in the top class among modern GT cars. The comments are almost as appropriate today, even though the list price has doubled. Our first 911 cost just \$6,500."

March 1980 - "For Sale: 1964 356C Coupe rolling chassis, excellent restoration project, make offer." I'll bet Wayne Flegler wishes he had that rolling chassis today!

March 1985 - "ANNACAN '85, THE 2ND ANNUAL ANNAPOLIS TO CANADIAN BORDER RALLY...The primary objective is to record the lowest elapsed time from start to finish...pick your own route...from Annapolis, Maryland to Goat Island near Niagara Falls." Wonder if Jim & Jan Jandrlich have considered trying it again?

Exec Committee Minutes

The February Exec meeting was held at the home of Lisa and Rex Carle. In attendance were: Bob Lamb, Jim Hartman, Bob Russo, Bill Miller, Sybil and Paul Margaritis, Janet and Jerry Weger, Rex and Lisa Carle, Debbie and Bill Cooper, Art Rothe, Vern Lyle, Bill O'Connell, John Williamson and Betsi Leidy.

Autocross and Hillclimb will be the topics for the February general meeting. Vern Lyle will speak about autocrossing, no surprise to anyone except himself, and Dick Sweigart will present hillclimb. A permanent location for the general meetings was discussed, no decision.

We will hold a Charity Car Wash, site and date to be determined; and Larry Herman will be asked if he can run this again. The Club will take a year off from the car raffle, due to difficulties with sale of tickets in '89.

Treasury has a balance of \$5,300. Jim Hartman asked to be kept abreast of which vendors must be invoiced. We should probably have a bigger slush fund to be more flexible, but ways to do this were not determined.

John Williamson reports a total of 758 members: he is trying to get more application boards to the dealerships, but maintaining them is a problem. Due to high mailing costs, we may eliminate mailing PANORAMA to prospective members. A direct mailing will precede the New Members Meeting, which will probably be held in the spring, venue not yet fixed. Heads of the various areas should give a presentation.

Two drag races are scheduled at Maple Grove in conjunction with the Corvette Club; one will be combined with a picnic.

We will offer the owner of Cornog \$200 since his price was not firm. April 15 date will be changed.

Bob Lamb handed out a revised list of track events in the northeast. He is negotiating with PIR for a contract. All tracks want more coverage for insurance which means that costs will go up. We need at least 100 entrants to break even and 120 to make money. Our Mid-Ohio event was cancelled for various reasons, some of which are: our date was too late in the season, many other regions run there, and we were not able to combine with Allegheny, so it was a good possibility that we would lose money. Other marques will not be allowed to enter our schools until we see how Pocono fills up.

Jerry Weger will purchase two torque wrenches and a vacuum brake bleeding kit for tech.

The annual picnic will be at Camp Hideaway on August 26. Camp costs us \$500, we will charge \$15/couple.

Spring Wine Tasting is in planning stage, with same format as last year; cost to be kept to \$10/person. Investigations are being made about a one-day trip instead of overnight.

The number of people to sit on the year-end awards committee was discussed, no decision. We also should write down the meaning of these awards.

Historian Debbie Cooper will buy a \$30 file to store Club records.

It was with sadness that we learned of the death of George Bukovsky. It was decided to remember George with an award given in his name at the picnic car show.

Respectfully submitted, Janet Weger.

On Backroads - Rally Date Changed

By Betsi Leidy

Saturday, March 31 is the date of Riesentoter's Fool's Folly Rally. If you pay careful attention to such things, you'll notice that this is different from the April 1st date originally announced. The change in dates is not an April Fool's joke, merely a reflection of the very busy schedule of events that PCA (and SCCA) have in store for us this year. Rather than conflict with the SCCA autocross school (my true allegiance is showing) and PCA events on succeeding Sundays, I changed the date to Saturday. A Porsche enthusiast's dream weekend - a rally on Saturday and an autocross school on Sunday.

Riesentoter members have shown a renewed interest in rallying recently, however, our rally skills don't seem to match up with our enthusiasm. For this reason, I have made this a very straightforward map rally, with no intentional traps (a temptation hard to resist on April Fool's weekend), yet it should be enjoyable to all who participate. At registration you will receive a map of Bucks county with approximately 8 locations marked on it. All you have to do is go to each of these sites, answer a simple question to verify that you have been there, go to the rally endpoint (a nearby restaurant) and show me how many miles you drove. The winning team is that which has answered all of the questions correctly, and accomplished it in the least number of miles. Simple. You pick the route, you decide when to leave and where you're headed. You decide what speed to drive and how long this rally is going to take you. You can't get lost. I'll even make

allowances for the "hard-core" rallyists with odd-size tires who feel their odometers are incorrect.

What I'm trying to convey is that this is a FUN, easy rally; plus, Bucks county has some terrific rally roads that you should drive in your Porsche. Ideally, each car will have a driver and a navigator, but if you would like to tackle this rally without a navigator, I'll let you do that, too (you could be a navigator without a driver, but you won't have much fun sitting in the passenger seat alone with a map). You don't even have to drive your Porsche if you don't want to. The rally will leave from Holbert's Porsche-Audi-VW on Route 611 in Warrington (i.e. not the former Porsche-only facility).

Registration will open at 12 noon, and you can start on your April Fool's odyssey anytime after a brief driver's meeting at 12:45. You should be home before dinner, or you can stay and enjoy the restaurant's fare. Also, we run rain or shine. Cost will be \$10, there will be one class for all entrants (INEXPERIENCED, judging by RTR's past rally history), AND bring a pencil with a good eraser. You can bring along a piece of string or a ruler to help plot your route, but no opisometers, please. If you have any questions, give me a call at 661-7771, weekdays.

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Malibu Challenge - April 28

Saturday, April 28 will see some of the closest competition anywhere, between Porsche drivers in close to identical cars at Malibu Grand Prix.

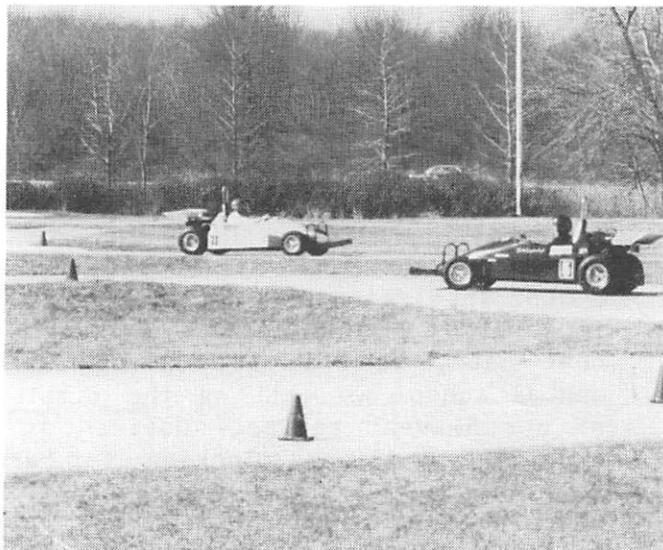
The cars are automatic trans, 440cc Lolas on Goodyear slicks and will go around 45 mph. Think that's slow? Try the twisting scaled down track as fast as you dare. You won't worry about what speed you're doing, only the time that flashes up for everyone to see. It's about car control and precise positioning.

Each car is a little different, but it's not enough to matter. I've seen everyone in a group want to wait for the "blue" car because it has run the fastest lap that day, shunning the yellow pig that's bog slow. Then the quickest driver gets in the yellow car and runs even faster than he did in the blue one. It's always the driver.

When the competition starts, it will be random selection in whatever car is available: you may get the "blue" or the "yellow" one. Three consecutive laps in the same car, and your score will be the total of each team member's fastest lap. Remember, three males and one female make up a team.

By the way, if you want to play but can't get a team together, just let me know and we'll match you up with someone else in the same boat. There is a \$10 entry fee per team.

We'll start practice at 10:00 with competition runs around 11:00. We only have exclusive use of the track for 2 hours, so latecomers will be missing practice. You must purchase a Photo ID for \$2.35, (so come a little early), and the laps will cost \$1.50 each. You can bring your own helmet, but it must have a face shield.



Despite the picture, the cars never get very close together, even though there may be three on the track at one time. A computer controls the starting lights.

If we don't fill out the ten teams (40 drivers) by the March meeting on the 28th, we will open the event to the hardcore SCCA autocrossers, and it will fill up immediately.

There is the possibility of a practice session on some other Saturday prior to the actual event, we'll keep the registered team drivers informed about that.

The prizes are being worked out and will be awarded to the winning team, probably cash so they can split it, and to the fastest male and the fastest female driver.

Call me with any questions, or to sign up for a team - 215-661-7011 during the day, 855-0662 after six in the evening.

Malibu is in Mount Laurel, NJ, just 7 miles from the Tacony-Palmyra bridge, off Route 73. Turn right onto Fellowship Rd north, it's the second turn (a jughandle) at the intersection; 1/8 mile, Malibu is on the left. If you reach Rt 295, you went too far.

AX Ramblings

Lisa Carle

Riesentoter is gearing up for the fast-approaching 1990 autocross season. The first event is set for April 8 at the Naval Air Development Center in Warminster. It is easy to find (see directions below). On that date, we will be holding our annual school as well as the first of our 5-event series. Novices or experienced drivers looking for a few pointers from our expert teaching staff, should come out to the school then stay for the main event. What a great opportunity to get the season off to a good start: driving while the instruction is fresh in your mind! The school will feature instruction in most aspects of autocrossing, the lane change, slalom, braking and acceleration, and both increasing and decreasing radius turns. This should get you off on the right foot.

For those of you new to the sport, autocross is generally a low speed event run on a course that is defined by pylons. The racing is done against the clock, not directly against another driver. The course is different at every event and you will not know what to expect until you arrive. Also, there is no practice as a rule, so you must "walk-through" very carefully to plan your driving strategy. The thrill of this type of driving is hard to express, especially to people who like to drive fast no matter what. This is not an event of speed, but rather of judgement, smoothness, analysis, and decision-making. Watch those who do it well and you will know what I mean.

Our new site is an abandoned runway about 1/4 mile long with a smooth surface so your tires can do their best. This setup should allow for

some third gear sections. Vern tells us he has some ideas from previous SCCA National courses run on a similar site, so we're off to a good start on that front.

The Naval Air Development Center at Johnsville is located at the intersection of Street Road (Rt 132) and Jacksonville Road in Warminster. Take Exit 27 of the PA turnpike (Willow Grove), north on Rt 611, and right onto Blair Mill Road. Go right onto County Line road, cross York Road (Rt 263), then left onto Jacksonville. Main entrance is at Jacksonville and Street Road. Pay heed to the MP's directions once you're inside; they don't want us wandering all over the place, and we don't want to inconvenience them.

The only rules changes for 1990 are that 911s over 3.2 liters will run in Class B - and the modification penalty points for a front "camber truss" have been reduced from three to one.

Come out and join us on April 8 for our school and first event. Get a taste of what's got us all charged up! Registration opens at 9 am, with the school beginning at 10:00. SUNDAY, SUNDAY, SUNDAY!! BE THERE!

RTR AX Classes

These are the classes that will be used for the 1990 season. Note that for the Porsche/Corvette Challenge, there are no Ladies or Novice classes. Incidentally, our classes are arranged so that they loosely correspond to the Corvette Club classes for "intermarque" events, which are set in stone by their National Council.

A Modified 6 or 8 cylinder cars and any car on race tires

B 911 Turbo, 930, 911 3.2 - 3.6, Improved 6 or 8 cylinder, Improved 944 Turbo, and Modified 4 cylinder

C 911 2.4S, 911 2.7-3.0, 911 SC, 944 Turbo, all 928, Improved 924 Turbo

D 911 2.0/2.2S, 911 2.2/2.4E, 924 Turbo, Improved 914 2.0, Improved 924, Improved 924S, Improved 944, Improved 944S

E 911 2.2/2.4T, 914-6, 924S, 944 and 944S

F 911 2.0T/E/L, 914 2.0, 924

G 356, 912, 914 1.7/1.8

H Improved Class G cars

LADIES, NOVICE LADIES and NOVICE MEN are indexed against the corresponding open classes)

Stock means as received from the factory. A car may have 5 modification points and remain in this category.

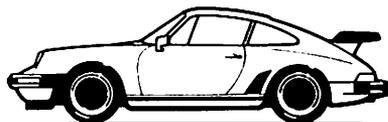
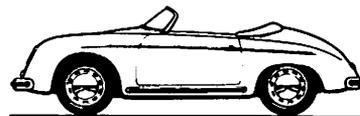
Improved means a car that has 6 to 18 modification points.

Modified means that a car has more than 18 points, or a "stock" car listed in B Class that has more than 6 mod points.

Mod Point Schedule

| | |
|--|---|
| Open exhaust | 1 |
| Drilled brake rotors | 1 |
| Lightening and/or balancing of internal engine parts | 1 |
| "Camber truss" | 1 |
| Higher spring rates | 2 |
| Limited slip differential | 2 |
| Removing parts to lighten car | 2 |

| | |
|---|----|
| Overbore of more than 0.040 | 2 |
| Suspension bushing material other than rubber | 2 |
| Double adj racing shocks | 2 |
| Lowering requiring machining, etc | 4 |
| Lower aspect ratio tires, except where orig equipment | 4 |
| Coilover shock suspension | 4 |
| Changing venturi size or type of induction system | 5 |
| Changing valve size, port shape or dimensions | 5 |
| Cam or cam timing change | 5 |
| Rim width increased more than 1" per side | 5 |
| Engine exchange not conforming to "update" rule | 6 |
| Driver controlled waste gate or modifying standard waste gate to increase boost | 6 |
| Chip changes | 6 |
| Non-stock gearing | 10 |
| Race tires | 18 |
| Aftermarket turbo | 19 |



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Technical Stuff

Jerry Weger

Well, it's March and time to get geared-up for the track and autocross seasons. I hope to see a good turn out at our Tech Session on April 7 at Rosemont Imports. Come at nine o'clock and get a lift!

When you receive your Driver Education packets for the Pocono event I would appreciate it if you would take a minute to review your Tech Forms, so that when you get your car teched there will be no misunderstandings or surprises. There have been some changes that could affect you. Please understand that tech is conducted so that we may maintain the highest possible safety standards. It is for your protection, and the protection of fellow participants. We all strive for safe and educational events so please leave your "attitudes" at home and come willing to play by the rules.

It is now required that all oil lines on the pressure side be equipped with threaded type fittings. In other words, hose clamped and push-on bayonet types are considered inadequate. This primarily affects cars with aftermarket oil coolers. The reason for this is obvious. We just can't take a chance of having one of these fittings fail. At best it will mean interrupting an event to clean up the oil spill that is invariably placed exactly on the line.

I know that some of us waterpumpers have joyfully screwed our fire extinguishers to the plywood backing of our rear seats. Sorry, no good. Thru bolts with large backing washers are OK, but metal to metal is more desirable.

Also, on some late model 944s and 944 turbos there is a less than strong fuel line fitting that deserves attention. This line is on 85 1/2 and up cars. It is on top of the engine where fuel is delivered to the fuel injection rail. This rail is to the side of the valve cover and is shielded by black plastic. An upgraded line is available (#944.110.413.02) and costs about \$25. You will need an open-end 19mm wrench and the new part to affect the fix. Don't let it go - a leak is very possible and the exhaust manifold is close by. Handy hint: replace this line with the engine cold. Some fuel will spill from residual fuel system pressure and you surely don't want to cause the problem that you are trying to avoid. If you need help, see me, with new part in hand, at the Tech Session. Nuff said.

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Driver's Education

Bob Lamb

Nearby is a list of this year's Driver's Education events in the east. From March to November there is hardly a break anywhere. This large number of events is certainly a testimony to their popularity, however, it raises some questions. As a region, how many events should we run? Is the market possibly oversold? In recent years we have run 3-4 events a year, and they usually generated a surplus of money that is used to support other Club activities. Now though, several regions, including ours, are experiencing problems attracting enough participants to cover the costs associated with renting a track and running an event. There are several causes: the tracks are more expensive to rent, and insurance requirements have increased. With so many events to choose from, potential entrants can be very selective. The result is that quality is probably more important than quantity. The timing of an event and its proximity to competing events are important considerations.

This year, we will be running three events. The first is at Pocono on April 21-22. We believe this is a good date and venue for several reasons. It is a good track for beginners, it is nearby and it is early in the season, so it may draw well from other regions, and there are no competing events.

On June 2-3, we are at P.I.R, a one-mile tri-oval in Nazareth. This is a new and different track for us. The facility is beautifully maintained and only an hour and 15 minutes from King of Prussia. The time of year is mild, we have little in the way of competing events and there is interest from other regions due to a curiosity factor.

On July 21-22, we will be at Watkins Glen. The time of year is perfect, and the Glen almost always draws well due to its unique reputation and mystique.

We normally have an event at Summit Point in early August. Earlier this year I contacted Bill Scott and it seems that the only fall date left was the weekend after Thanksgiving, and that was not very attractive. Particularly since Potomac is scheduled there the previous weekend. We will try for a better date in 1991.

In 88 and 89 we ran events at Mid-Ohio. The facility is very attractive and the track is a pleasure to drive. However, it is a long way away. Very few Riesentoters attended. In order to keep from losing money at Mid-Ohio, we need to draw 75% or more participants from out of region. That is tough to do. There were two dates available, but one conflicted with Pocono, and the Exec Committee felt that the other date in October was too late in the year. However, if you want to run at the Mid-Ohio track this year, Potomac has a very nice date late in September. I suspect that you will be able to get into their event.

I share all this to suggest it is not easy to get good track dates, since many clubs compete for them. On the other hand, there are plenty of events at any track you might wish to run. In most cases, the host clubs are looking for out of region participants just as we are for our events. If you have not attended another region's events, you are missing a lot of fun.

We hope to run three quality, safe, educational and profitable events. Please join us.

Track Schedule

| | | |
|--------------|---------------|-------------|
| Mar 30-31 | Lime Rock | Metro NY |
| Mar 31 Apr 1 | Summit Pt | Potomac |
| Apr 6-7-8 | Bridgehampton | NNJR |
| Apr 13-14 | Lime Rock | CVR |
| Apr 21-22 | Pocono | RTR |
| Apr 26-27 | Lime Rock | NNJR |
| Apr 28 | Lime Rock | Hudson CH |
| Apr 28-29 | Charlotte | Car Guys |
| May 11 | Lime Rock | Schatt |
| May 11-12 | Road Atlanta | Potomac |
| May 12 | Lime Rock | CVR |
| May 18-20 | Bridgehampton | Metro NY |
| May 26-27 | Pocono | NNJR |
| Jun 2-3 | Charlotte | Car Guys |
| Jun 2-3 | PIR Nazareth | RTR |
| Jun 8-10 | Bridgehampton | Ron Fox |
| Jun 15-17 | Mosport | NNJR |
| Jun 16-17 | Rockingham | Car Guys |
| Jun 22-24 | Bridgehampton | Metro NY |
| Jul 6-8 | Watkins Glen | Zone 1 |
| Jul 7-8 | Summit Pt | Car Guys |
| Jul 21-22 | Watkins Glen | RTR |
| Jul 23 | Lime Rock | NNJR |
| Jul 25-27 | Watkins Glen | Potomac |
| Jul 27 | Lime Rock | Schatt |
| Aug 11-12 | Rockingham | Car Guys |
| Aug 17-19 | Watkins Glen | NNJR |
| Aug 17-19 | Bridgehampton | Ron Fox |
| Aug 25-26 | Summit Pt | Potomac |
| Aug 29-30 | Lime Rock | NNJR |
| Sep 6 | Lime Rock | Metro NY |
| Sep 7-9 | Lime Rock | Porscherama |
| Sep 8-9 | Charlotte | Car Guys |
| Sep 14-16 | Bridgehampton | Ron Fox |
| Sep 15-16 | PIR | NNJR |
| Sep 28-30 | Bridgehampton | Metro NY |
| Sep 29-30 | Mid-Ohio | Potomac |
| Oct 18-19 | Lime Rock | CVR |
| Oct 19-21 | Bridgehampton | NNJR |
| Oct 25 | Lime Rock | CVR |
| Oct 26 | Lime Rock | Hudson CH |
| Oct 27 | Lime Rock | Schatt |
| Oct 26-28 | Bridgehampton | Ron Fox |
| Oct 27-28 | Roebing Rd | Car Guys |
| Nov 9 | Lime Rock | Jersey SH |
| Nov 9-11 | Bridgehampton | Metro NY |
| Nov 17-18 | Summit Pt | Potomac |

Track Events added

Ron Fox will be holding his ever-popular events again at Bridgehampton. As usual, there will be a block of rooms at Baron's Cove Inn at a discount. For more information about the events or to get on the mailing list, call 201-669-9650 evenings from 8-11



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Rap at Idle

The Editor

It's always a problem of how to best present the calendars of all the various events in the area: but if track is in one place, autocross in another and strictly "PCA" events somewhere else, you have to look in three places to decide what you can do. In this issue, the complete track event schedule is listed, and also the complete autocross schedule as we know them today. You should save this issue if you want to see the season at a glance, because here's what you'll have from now on. The column called Up Comin on page 6 will list ALL area events of interest to our members for a three month period. Club contacts will be listed on that page as well, and you'll have the overall separate season schedules in your hands as you do at this very moment. OK?

Jim Hartman tells us that Purolator oil filters are now available for 911, 928 and 944s at Pep Boys, and the prices resemble those for other cars - reasonable!

Would like to start pushing the SCCA autocross called the Holbert Memorial on May 6 at Plymouth Meeting Mall. This is a charity event with all proceeds going to the scholarship fund established at Lehigh in Al's name. Cars will run in regular SCCA classes but only one trophy will be given - the winner according to the PAX Index of Performance. Everybody has a chance to win, it doesn't count for season points, it makes you feel good to participate and it certainly is a worthy cause.

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Autocross Revisited

By Vern Lyle

I was going to present this at the February meeting, but since there were not many people left when it was my turn to speak, I thought it was better to publish it here so more people could take from it what they will. If anyone did not get a copy of the 10-page handout which describes autocrossing in much more detail, these will again be available at the March meeting.

Since the program was billed as a sort of history of Riesentoter in autocrossing, a few things come to mind. Way back when, maybe before there were pylons, RTR used to run events at a go-kart track near Reading called Christmas Village. They were called gymkhanas then, and the man who was called "King Gymkhana" was Dick Sweigart.

For several years, there was a formal series pitting RTR against NNJR and Schattenbaum regions with team drivers and 50-60 cars every weekend. The competition was so intense that Chuck Walter even brought out a VW Squareback just to get team points - and he beat a few people with that car, too! Skip Chalfont drove a SAAB for awhile; Wayne Flegler taught us something about stagger, running bigger tires on the right side of the car. Bob Koerbel was in a different car every week, Bob McCullen and Bob Patton were in the same cars they have today. And who could forget Dick Miles towing his Speedster with a Bentley! It was during this period that the Broken Crankshaft award got started. Bill Schmidt used to beat up on most everybody with a slightly-improved 4-cyl 912 on Michelin-X tires. When he retired, he passed along his two-piece crank as the trophy for the most improved new autocrosser.

RTR was also involved with a group called the Delaware Valley Sprint Association consisting of 5 or 6 clubs in the area who developed a set of rules and ran great series championships for 12-15 years.

Some of the sites we used were GE in Valley Forge, Bucks and Montco community colleges, the parking lot of the Bazaar of all Nations in Willow Grove, Christmas Village, Cornog, of course, and in the later years, the Montgomeryville Mall. DVSA was eventually replaced by the present SCCA series.

You may think of autocross as dodging pylons and driving at low speeds. It's neither of those. First, it's a lot of fun and most importantly, it is competition - the only truly competitive driving event offered by the Porsche Club. Secondly, as a contest of precision driving, it puts a premium on your ability to analyze a new course that you've never seen before, deciding on a strategy for you and your car to run it as fast as possible, and executing your plan in just three attempts.

You can't throw away the first run to "learn the course", go all out on the second run to "find the limits", then correct everything for the final run. That's a beginner's approach that doesn't work. You have wasted the first two runs and put all the pressure on yourself for the third. People who try this often say, "except for the pylon on the last run, I could have had a 56.7." Approaching it like that - you'll never know. You have to try to be perfect on the very first run, eliminating any mistakes on the other two. In a competitive event, where someone in a comparable car is trying to beat you, there is no room for error.

(continued on next page)

Revisited

(continued)

Most people who come out to try an autocross are several seconds behind the class winner. Most of them think that the difference is in the car - and it's not. It's experience, and it's the difference in attitude. The class winner has realized that the striving for perfection within yourself is the greatest challenge of all, and driving in competition is putting your effort and your skills out in the open for all to see.

It can be very ego-shattering to face the fact that someone in an "inferior" car can drive better than you do. Well, most everybody starts at this point - but the best drivers go on to learn how to get the most out of their car, and more importantly, out of themselves. They can tolerate losing by a few tenths of a second every week because they realize that they are getting better and soon they can challenge for the class win. When you get several experienced people who all think that they are the fastest, that's when you'll see the best driving you'll ever see.

Incidentally, beginners should not worry about "setting up" the car. The driver counts for about 75% in this game, so if your car is in good condition, it is sufficient for a beginning autocrosser. If you think it isn't, have an experienced driver take it out for a couple of runs. He/she will probably go a full second or two faster than your time. Until you find those two seconds in your own driving, you don't need more power or the stickiest tires or larger sway bars or any other demon tweaks. Spend your money on more seat time and your energy on concentration - that's what makes you go fast.

If you think you can already drive like Alain Prost, come out and show us in competition - we'd really like to see it. But if you want to learn how to drive at the absolute limit of acceleration, cornering, braking and concentration 100 percent of the time - get some experience in autocrossing. It will definitely make you a better driver. Even those who think that since they've been to a driver's school at Watkins Glen or to a hillclimb they know how to "race". Maybe especially those people.

Autocrossing is a lot of fun with a good social atmosphere as well, and you don't have to get too serious about it if you don't want to.

The autocross school is on April 8.



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Autocross News

MARCH

24 Test and Tune Hershey
25 Hershey

APRIL

1 Test and Tune Plymouth Meeting
8 PGA School & Event #1
8 Hershey
22 SCCA Plymouth Meeting
28 PGA Malibu Challenge
29 SCCA Plymouth Meeting
29 BMC School

MAY

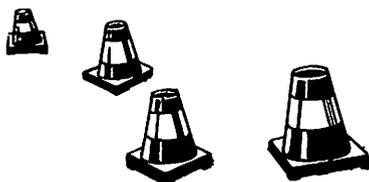
5 BMC #1
5 Towson St, Ches Region
5-6 SCCA Holbert Memorial
13 SCCA Farm Show Harrisburg
19 SCCA York Fairgrounds
20 RTR Event #2
27 SCCA Farm Show Harrisburg

JUNE

3 SCCA Farm Show Harrisburg
3 Pro Solo Pittsburgh
3 CMC Columbus, Ohio
10 SCCA Plymouth Meeting
10 SCCA Farm Show Harrisburg
10 BMC #2
10 CMC New York
17 SCCA Farm Show Harrisburg
17 CMC Richmond
23 Pro Solo Harrisburg
27 SCCA Fort Dix
27 Wee Weissach, Ches Region

JULY

1 SCCA PIR
8 SCCA PIR
15 SCCA Plymouth Meeting
15 BMC #3
21 Test and Tune Farm Show
22 SCCA Farm Show Harrisburg
22 SCCA Ft Dix
28 Test and Tune Farm Show
29 SCCA Farm Show



AUGUST

5 Pro Solo Atlanta
12 RTR Event #3
12 SCCA Div Championship Harrisburg
12 BMC #4
12 Towson State
19 SCCA Plymouth Meeting
19 SCCA Ft Dix

SEPTEMBER

2 RTR Event #4
8-9 BMC #5
8-9 CMC Nationals, Okla
9-16 SCCA SII Nationals, Salina
15-16 Pro Solo Nationals, Salina
23 SCCA Ft Dix
30 SCCA Plymouth Meeting

OCTOBER

7 BMC #6
14 SCCA Plymouth Meeting
21 BMC #6
21 RTR Event #5
21 Hershey
21 SCCA Ft Dix
28 SCCA Plymouth Meeting
28 Hershey

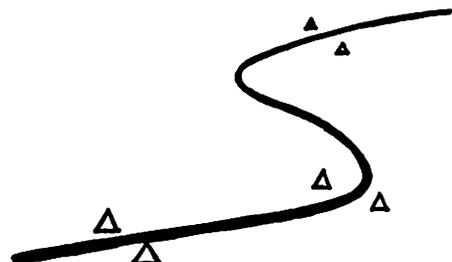
NOVEMBER

4 SCCA Ft Dix
11 Hershey
25 Hershey

DECEMBER

9 Hershey

THIS SCHEDULE IS TENTATIVE: contact somebody before travelling long distances early in the season. Club contacts are listed on page 6. Once the season starts, you will be notified of changes.



Pit Stop

By Denny Waldman

OK, folks, its time for a little history lesson. Many of us love our Porsches so much that we treat them much better than almost any other possession we might have. Always sparkling clean, engines running so smooth that they purr, and usually resting peacefully in a warm, well-secured garage. I, on the other hand, and I know I'm not the only one, drive my car everyday, rain or shine, and drive it as hard as it is meant to be driven (personal opinion, of course). But, whichever school of thought you come from, if asked by a non-Porsche person, how much would you know about your car's heritage? Well, the following should give you some insight. You see, Porsche has "roots". Read on to learn more, there'll be a test on this next month.

In 1947, Porsche was a respected automotive design company. But not an auto manufacturer. Having worked on everything from race cars to tractors to road cars for leading automakers, Ferdinand Anton Ernst Porsche had definite ideas about what a car should be.

Looking around the world, this car did not exist. Cars were too big, too heavy, and they did not let the driver feel in touch with the road. The relied too much on brute strength rather than agility and technology to achieve performance.

The only answer was to build it. A small, light sports car that could cover long distances comfortably. Handcrafted, yet built to endure the rigors of racing. This car was to duplicate as nearly as possible the feel achieved in an open-wheeled racer. Yet serve as durable, everyday transportation.

In the spring of 1948, this car rolled out into the sunshine for the first time. In what would become true Porsche fashion, it ignored virtually every accepted convention of the day. The engine was mounted just ahead of the rear axle. The body was of hand-hammered aluminum. Trim was minimal. It was powered by just 35 hp, yet because of light weight and aerodynamic design, it had a top speed of nearly 85 mph, which was truly impressive for the time.

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69 911T; red/black, very good cond in and out; no rust, new Webers, new tires, always garaged and well maintained, \$9,500. Call Ben, (non-member) 215-233-5914

64 356 SC sunroof coupe, blue/tan, originally a Florida show car, then 1985 Stoddard \$20K "clean up", 1,000 miles since, stored but kept up, easy full concours winner again, \$22,000. Tom Ross, 215-233-4076 or 609-795-7100 days

80 911 SC Turbo Body Cabriolet with boxed rockers and brake vents, conversion done using all new factory parts, Ruf front spoiler with oil cooler, 9 & 11" Gottis with P7s, 34,000 miles, 2nd owner, new clutch and SSI exhaust; black metallic with full tan leather custom interior, Recaro C seats, custom console with remote Escort and Ungo alarm, custom colored gauges, 930S steering wheel, Sony CD player and ABS amps and eight speakers. \$33,500. Call Jeff Meyer for complete details, at 215-683-5920 or 683-5484

84 Carrera coupe; too many cars, this one must go. Ruby red/black, sunroof, spoilers, LSD, cruise, mats and factory alloys - a real beauty! \$26,000 or will consider trade plus cash for right Carrera targa or turbo. Jim Hartman, 215-293-1916

81 911SC Targa; silver, only 40,000 miles, garage kept. Can be seen at Don Galbraith's shop, call him at 644-4911.

74 914 2.0; strong engine and good trans, runs well. Extras include alloy wheels and center console. Needs a clutch and body work. Ideal car for a conversion or restoration project, asking \$2,150. Dick Koschmeder, 215-647-0685 eves

86 911 Ruf-modified 911 Turbo; U.S. model, triple black, pristine cond, absolutely breathtaking power and acceleration; many Ruf features; lowered, LSD, heated seats, sunroof, state of the art Sony, and well over \$1,000 in OEM parts from conversion; garaged in Philadelphia. \$72,000, no triflers, please! Ralph, 215-496-2192 (W), 649-9899 (H)

All major exhaust parts off 17,000 mile U.S. 79 930; excellent cond on heat exchangers and main pipe, perfect for concours restoration. Parts if new \$5,700, price \$2,610; stainless headers, \$350; trombone oil cooler, \$100; (2) 205/55VR16 Comp TA, 3/16 in, \$55 each. Jim Hartman, 215-293-1916

930 sway bars - just in time for the track/autocross season, Weltmeister 22mm front and rear bars, front adapter kit and spherical rod end drop links, never used. Over \$625 list, sacrifice for \$450. John Williamson, 215-640-6195 days, 256-9599 eves

911 Carrera muffler, excellent cond, \$150; Stable Energies camber truss for 911/930, \$125; 30 mm 930 rear torsion bars, new, \$175; used bra for 911, \$25. Larry Herman, 215-646-6302

Muffler and test tube for 86-89 930; complete exhaust system for 78-83 911; also trombone oil cooler for 911; all will be sold very cheaply. Tony Bonanni, 215-828-9469

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