

DER GASSER

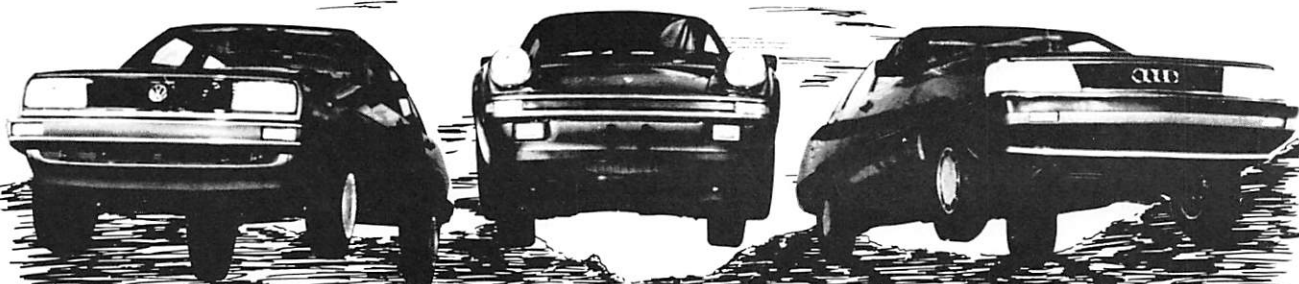


Riesentoter Region PCA

August 90



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President's Message

Bob Russo

For the past few months I have been asking for volunteers for next year's Executive Committee. Well, we finally have a slate to present to the membership, (see next page). Let me review the Bylaws at this time concerning the elections, so everyone is aware of the procedure.

First, the Nominating Committee, consisting of the present President and the three most recent, living past Presidents, announces its recommended slate to the membership at the August meeting. At this time, nominations from the floor are open, and remain so until the end of the September meeting. This is important because it gives anyone the opportunity to nominate a candidate to challenge any position. It is your last chance to volunteer for office. Remember, the "official slate" is only the recommendation of the Nominating Committee.

Elections are held, by secret ballot, at the October meeting. Last year's amendments to the Bylaws now provide for absentee balloting, so that any member can cast a vote whether or not they attend the October meeting. The candidate receiving the most votes is then elected to office.

If you have been putting off volunteering, you still have a chance to help the Club. Don't be bashful!! Have a friend nominate you. Some political competition is good for the Club - it keeps us all on our toes.

Although I've been talking about next year's officers, don't think that this year is over! We still have a lot of great events coming up. One that needs special mention is our Charity Autocross to benefit St. Christopher's Hospital for Children. This is replacing our Car Raffle of the past two years, so we need lots of help financially and physically to make this worthwhile. It will be an "open" event - in other words, any type of car can run. We are advertising it at many locations and at the SCCA events, and are planning on trying to run over 100 cars, so we will need a lot of help on the day of the event. All proceeds will go to St. Chris's. Bridgestone will be donating a complete set of tires to be raffled off to anyone who has made a \$15 donation, whether they run or not! Also, competitors are encouraged to get "sponsorship" (like you get for a walkathon, etc). Make sure you keep your calendar open for September 23 and help us make this an outstanding success. Call the Carle's to volunteer to help or for any information. We are going to need lots of people behind the scenes to pull this off. Don't be shy. Remember 1990 - The Year of Involvement.

Por·sche
(pôr/shə)
is a two
syllable word

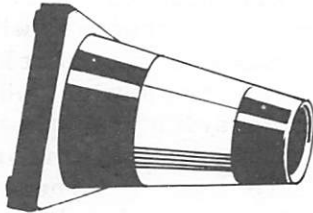
Nominees for 1991 Officers

By the Editor

This year's Nominating Committee consists of Past-Presidents Richard van Zijl, Al Anderson, Bill O'Connell; and President Bob Russo.

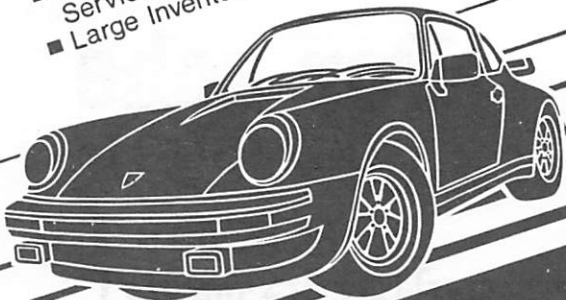
Well, there was supposed to be a slate listed here as soon as it was worked out, but here it is two weeks past the DER GASSER deadline and no slate is in sight.

You can come to the August meeting to find out who the candidates are, but if not, I'm sure they will be listed in the September issue.



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Important Info

By the Editor

The Chesapeake Region will host its annual "Chesapeake Challenge" on September 14-16. This multi-event weekend will include a Concours de Elegance, Rally and Autocross. There will be a Dinner Banquet as well as a Sunday Brunch to close out the exciting weekend. Major sponsors include Bridgestone, Valvoline and Dunlop, who will be on hand to answer questions and show their products. Secured, covered parking is available at the Towson Sheraton which will be Challenge headquarters. Call Dennis Howard 301-781-6145 eves.

The Potomac Region Swap Meet has been rescheduled for September 16, at the Electrodyne facility in Alexandria, VA.

AUGUST MEETING, WEDNESDAY 29TH

HOLBERT'S PORSCHE, THE OLD FACILITY

VINCE EVANS
AND A 356 SHOW (???)

That's right, gang, it's time for Uncle Vince to weave his tales of what's to come from Porsche, and other assorted bits of interest. Those of you who have attended these meetings in the past know that Vince has the gift of getting all those juicy nuggets of information that we all thrive on.

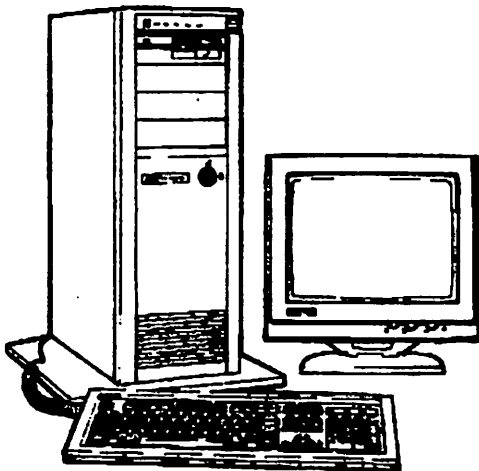
In addition, we are attempting to put together a group of 356s to show you all your roots. I have asked the owners of any and all 356s to contact me about the display, and with luck, we will have a super showing.

One more thing: word has it that Vince will be giving away a Carrera 4 Cab as part of the 50/50. This has not been confirmed yet, so show up and see.

PLEASE NOTE THAT THE MEETING IS AT HOLBERT'S, NOT AT THE AUDUBON INN!!!

DIRECTIONS TO HOLBERT'S PORSCHE-AUDI-VW (THE PREVIOUS FACILITY):

Take Willow Grove exit of PA turnpike, #27. North on Rt 611 about 5 miles. Holbert's old facility is on the right, just after you cross Bristol Road. If you descend a long hill, you missed it and you'll see the new facility - you need to go back to the top of the hill. If you get to Rt 202, you went about two miles too far.



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Up-Comin

AUGUST

- 19 - SCCA AX Plymouth Meeting
- 25-26 - Summit Pt, Potomac
- 26 - Annual Picnic at Camp Hideaway and George Bukovsky Concours
see pages 17 and 18
- 29 - General Meeting at Holbert's old facility: Vince Evans

SEPTEMBER

- 6 - Lime Rock, Metro NY
- 6-7 - Lime Rock, Porscherama
- 9 - BMC AX #6
- 14-16 - Bridgehampton, Ron Fox
- 14-16 - Chesapeake Challenge
- 15-16 - PIR, NNJR
- 16 - Potomac Swap Meet; Electrodyne
- 23 - RTR Charity Autocross and Event #4, see page 12
- 26 - General Meeting, Audubon Inn: Vintage Racing, Bob Akin
- 29-30 - Mid-Ohio, Potomac/RTR, p. 15
- 30 - SCCA AX Plymouth Meeting

OCTOBER

- 7 - RTR Fall Rally
- 13 - Tech Session at YBH Porsche
- 14 - BMC AX #7, Lofland Memorial
- 14 - SCCA AX Plymouth Meeting
- 18-19 - Lime Rock, CVR
- 19-21 - Bridgehampton, NNJR
- 21 - RTR Autocross #5; possibly Porsche/Corvette Challenge
- 21 - Hershey AX
- 26 - Lime Rock, Hudson CH
- 27 - RTR Oktoberfest, Audubon Inn
- 27 - Lime Rock, Schatt
- 26-28 - Bridgehampton, Ron Fox
- 28 - SCCA AX Plymouth Meeting
- 28 - Hershey AX

NOVEMBER

- 9 - Lime Rock, Jersey Shore
- 9-11 - Bridgehampton, Metro NY
- 11 - Hershey AX
- 17-18 - Summit Pt, Potomac
- 25 - Hershey AX

DECEMBER

- 9 - Hershey AX
- 9 - Christmas Banquet, Sunday 4PM
Bay Pony Inn, Lederach

Auto-X 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 Visitors 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, Fred Zetterberg, 203-488-1817

Hudson-Champlain, Frank Ambrosino, 518-664-5289

Jersey Shore, Frank Kerfoot, 201-842-2310

Metro, Mike Allegra, 516-549-3118

Northeast, Don Wolcott, 617-631-4157

NNJR, Bob Winer, 201-292-9681

Potomac, Chuck Perilli, 301-843-3569

Rennsport, Michael Moss, 613-726-0999

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

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

UCR, Bruce Farrow, 416-466-1762

CALLING ALL 356 OWNERS POTENTIAL SHOW AT AUGUST MEETING

We would like to put on a show of 356s for the August meeting at Holbert's, on Wednesday, the 29th, to help some of the newer members get a better feel for the history of Porsche. I will take any and all, from rats to 100 point. This is not a concours, it is intended as an informal show, so the more and varied display we put on, the better the meeting will be. If you have one and are willing to help out by bringing it, please fill out the form below and return it to me ASAP, or give me a call. The information, if received in time, will be printed up and distributed.

Be a good guy/girl and support our efforts to keep the history of Porsche alive. Seeing the cars in real life is so much better than pictures in a book. Plus, there just may be some prizes for those that show!

NAME: _____

ADDRESS: _____

PHONE: (H) _____ (W) _____

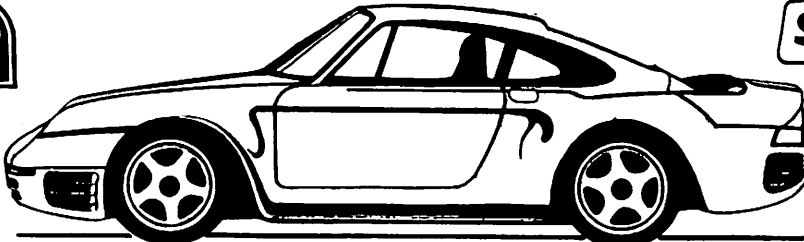
YEAR: _____ MODEL: _____

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Membership Stands at 806 !

By John Williamson

Welcome to these new members:

Dan Haden 59 356A
Philadelphia 58 Conv D

Roman Kujdych 73 911T
Philadelphia

Joseph Lanzillo 86 911 Carrera
Lancaster (Transfer, Central Penn)

Jeffrey Lessin 87 928 S4
Philadelphia

Brian Lord 89 944 Turbo S
Dresher

Wayne Richardson 82 924
Rocky Hill (Dual member with CVR)

Bill Schuman 87 928 S4
Ivyland

Richard Shenk 84 944
Holland (Transfer, Florida Citrus)

Alan Smith 78 911 SC
Phoenixville

John Stewart 77 911S
Palmyra

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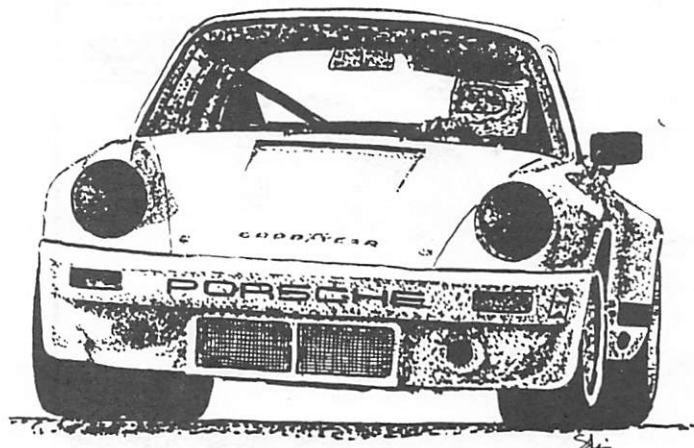
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Exec Committee Minutes

The July meeting was held at the home of Jim and Jan Hartman. In attendance were Bob Lamb, Paul and Sybil Margaritis, Betsi Leidy, Jim Hartman, Janet and Jerry Weger, Vern Lyle, John Williamson, Bill O'Connell, Bill and Debbie Cooper.

Acting as President in Bob Russo's absence was Past and Vice President Bill O'Connell.

Our membership stands at 806. PCA dealer boards have been assigned. We will buy 10 plastic pamphlet holders at \$5 each to place in shops and service centers. Statistics from national indicate that we are now the 8th largest region.

It was requested that in addition to the usual food and drink at the Picnic, we provide more salads and wine for our non-beer-drinking (can you imagine?) members, read Betsi. Free hats and such will be provided by Strohs. The Bake-Off trophies will be from the Goody Store. First place will be an apron, 2nd and 3rd will receive a book. Joe Long will be the head judge, Vicki O'Connell another, and the remaining need to be recruited - its a tough job, but somebody, etc... We will have chocolate and non-chocolate categories. Paul and Sybil will get charcoal, Russo will bring the baseball equipment and Jim Hartman needs to get balls. (Ed. note: that's word for word, folks). DER GASSER for July has published that the Picnic is free. We should note whether this helps participation. The \$5 Concours fee has been waived, but since a show of hands for participation was not taken at the meeting, we don't know how many plan to enter. There will be a trophy for Overall winner and one for People's Choice. Deb and Bill will get these, to be presented at the Picnic. We may get a perpetual trophy later. Bill Cooper belongs

to a club which is a possible alternate Picnic site for '91. Food would cost \$16 per person not including beer, but the facility is free and open until late September.

The Audubon is very excited about having us for Oktoberfest and is providing a Viennese chef. The cost per person, including beer, will be about \$20, for which we will have the following (selected by the Exec): weiner schnitzel, 2 wursts, sauerbraten, purple cabbage, German potato salad and dessert.

Sign-up for the Glen stands at 143. Our gross is \$15,000 and costs are \$9,000 resulting in a profit that allows us to provide a free dinner and a more elaborate menu for the first 123 participants that sign up. All who work Tech will be assured a ticket. Final profit after the dinner, about \$3,500.

Jim Hartman is now the official head of all Car Club activity for the Vintage Grand Prix. The race has spawned an autofest with other marques becoming active. Two fields will be set aside for car display, one for Club cars, one for non-Club cars. Our membership will receive a separate mailing about this event. Profits are to benefit Fairmount Park.

The \$15,000 balance in our treasury prompted more discussion on how to spend the dollars. Since we know of only one helmet donation so far, the purchase of new loaner helmets was again discussed, but no decision was reached.

Jerry Weger suggested we buy a PC for the DER GASSER editor which would pass on to each succeeding editor. Bill O'Connell said he could get the hardware at a great price. This idea met with favor from all, but it was determined that we all think about the entire issue for next months meeting.

Minutes (continued)

Bob Gelles, our National PCA insurance rep has requested that all Club members direct their questions to him and not to our insurance agent.

Vern reminded all Exec members to get their articles in on time.

The Goody Store Proprietress, Sybil (Cyborg to close friends) has ordered fire extinguishers, 10 stop watches, and more brakes. She also must get more t-shirts. Jim Hartman has an "in" with SK Tools and will investigate prices.

No more Tech Sessions are scheduled, but the committee suggested that we have one prior to Mid-Ohio school and one for winterizing. YBH volunteered their shop for fall; Rosemont says we can use the shop anytime.

These minutes subject to approval at the following Exec meeting.

Respectfully submitted by Janet Long Weger.

Financial Report

By James P. Hartman

For the Period Ending 30 June 90

RECEIPTS

National Reimbursements	\$ 5,341.50
Advertising	5,835.00
Goody Store	4,200.41
Member payments, Club activities	35,452.09
Miscellaneous	295.46
TOTAL RECEIPTS	\$51,124.46

Financial (continued)

DISBURSEMENTS

DER GASSER	\$ 8,154.35
Goody Store	4,717.12
Club functions	2,903.83
Club car activities	28,445.02
Miscellaneous	93.95
TOTAL DISBURSEMENTS	\$44,314.27
NET CASH GAIN (LOSS)	\$ 6,810.19
CASH BALANCE (12/31/89)	\$ 8,307.00
+ NET CASH GAIN	6,810.19
ENDING CASH BALANCE	\$15,117.19

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Rap at Idle

By the Editor

If you wondered, like I did, what happened to the Day at the Maple Grove Drags with the Corvette Club, it apparently was a change of date. It was moved earlier than the published August 18 date, and I didn't know about that til after the July issue was in your hands. Next year maybe.

Apologies to one of our Picnic sponsors - it is not Jim, but TIM Kelly who is supplying the ice cold Strohs. Many thanks, too!

Some people actually voiced an objection to the picture of "Bart Simpson's" car on the cover of last issue. Well, I was going to use a shot of someone's 944 cruising down Summit's front straight, but it looked like it was standing still, so I chose another form of humor instead. Don't have a cow, man!

As we said, the PAX Index will be used to determine the winner at our Charity Event on September 23. So just how does that work? Suppose you run a 61.805 in the first group in your 924S and have the fastest time of any C Stock car. Your raw time multiplied by your index of .837 gives you an indexed time of 51.730. If you know who the real fast people are who usually win their class, you can keep track of where you stand throughout the day. If Tom Disque in A Prepared is going to beat your indexed time, you can figure out what he has to run. Since his car is supposed to be faster than yours, his index is a whopping .932. Simply divide your indexed time by his class index and you have the raw time he needs to tie you, 55.505. He has to better that to beat you. Watch the rounding off, sometimes it gets that close! For your info, here

are the regular SCCA autocrossers who normally run very close to the top in the index rankings. In SS, Dave Walter in a red Corvette; in AS, your editor in a white 72 S; for some reason, hardly anyone runs BS; in CS, watch for the Toyotas of Bruce Perry and Allen Kugler, the RX7 of Bob Miller, or the Fiero of Susan Carson (you read that right, ask those guys if she can drive!); Wayne Petel is the class of DS in a Fiat X1/9; ES is between Wayne Smitreski and Andre Downey in VW frontdrivers; and in ASP, our own Rex Carle in that beautiful red 911 on Hoosiers. That may be all the classes in which Porsches will compete, but you could also keep an eye on Jon Milan in a GS Mustang turbo, Brad Klein in a honking Z28 in ESP, and the aforementioned Tom Disque in an AP Lotus Super 7.

This is not to say that no one else can win the PAX, I've seen some strange things happen with course designs that look like they'll favor a power car, and a Rabbit ends up with the PAX win. And my big, by comparison, 911 wins on some tight courses that you'd swear you needed an econobox to even run on. Don't forget the interaction of your particular tire compound with whatever surface you're running that day. We've seen places where slicks don't work, the stickiest BFG doesn't work, but the people on Bridgestones seem to have all the grip they can use. And vice versa. Oh yes, rain. If all the hot dogs got wet and ran 65s, then it dried out, your 924 only needs a 72.3 to beat the Lotus! Seems that most everyone has a chance, as long as you drive the car to its potential, and that's the whole idea of the index system. Uh, sorry, Ladies, but you run with the same index as the men. If more women would autocross regularly, there would be enough data to make a separate index, but that's not happening yet.

Charity Autocross - Sept 23

By Lisa Carle

Everything is coming together for our Charity Autocross, set for September 23, at the Naval Air Development Center, Warminster, PA. We will be running on the closed runway once again, and we're using a design from an SCCA National event; a fast and exciting course.

The event will be run a little differently from our usual events. There will be four "open" heats, which means that you choose when you want to run. However, the heats will be limited to 30 drivers each, so you should come early to ensure you'll get the heat you want. For this event, you may pre-register by calling 215-384-7539 between 7 and 9 pm. This will save you the wait in the registration line. When you call to pre-register, I will ask you to mail me your \$15 entry fee in a check made payable directly to St. Christopher's Hospital. You will need only to pick up your tech form and sign the waiver when you arrive. If you plan to register the day of the event, it will be open from 8:30 to 2:30.

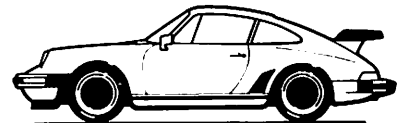
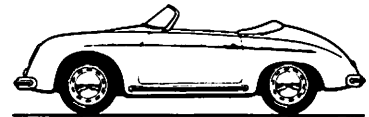
With the open heat system, we will be allowing 30 minutes between run groups for course walk-throughs. We will also need several groups of workers to help the event run smoothly. If you can work the course for a heat or two, please let us know.

A sponsor form can be found on the next page, so that you can recruit your friends and relatives for our cause. Now is the time to pay them back for all the candy sales, magazine subscriptions and Girl Scout cookies. Please help us help St. Chris's. Bring the completed form and the money you've raised to the event with you.

Bridgestone is providing us with a set of tires among other prizes. Everyone who comes and donates at least \$15 will have a chance to win, including all drivers. The drawing will be held at the end of the event (no later than 5pm).

Remember, the class indices that we will be using equalize the cars. You don't have to have the fastest car to be the winner. This will be open to all, from sportscars to family trucksters. Bring whatever you feel most confident driving, and we'll class you properly.

Come to spectate or come to drive the course. What ever you do, please come join us in supporting St. Christopher's Hospital for Children - Sunday, September 23.



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Charity Autocross Sponsorship

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I agree to sponsor _____ as a driver in the Charity Autocross hosted by the Riesentoter Region, Porsche Club of America, and understand that my donation will be made entirely to St. Christopher's Hospital for Children.

The event will be held on Sunday, September 23 at the Naval Air Development Center in Warminster, PA, from 9am til approximately 5pm.

SPONSOR:

AMOUNT

Directions to Autocross Site

The Naval Air Development Center is located on Jacksonville Road at the intersection with Street Road (Rt 132) 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), and go left onto Jacksonville. Cross Street Rd and watch for "PCA" signs on the right. Enter this gate and follow road around to the right, SLOWLY, please.

PAX Index

Also known as Index of Performance, these are the current numbers for all Stock classes: SS .866; AS .847; BS .839; CS .837; DS .829; ES .818; FS .843; GS .821; and in HS .802. Things get a bit tougher in Street Prepared: ASP .880; BSP .878; CSP .867; DSP .842; and ESP .865. In Prepared: AP .932; BP .918; CP .910; DP .912; EP .906; and FP .916. The Modifieds: AM 1.000; BM .990; CM .962; DM .954 and in EM .949. Keep your calculators handy - Good Luck!

Driver's Education

By Bob Lamb

Riesentoter's track event season is over. It seems a little early in the year for this to be true, but track availability sets our schedule. We ran 4 events in five months. It was a very busy time. Again, I want to thank a number of people who conducted our program: Bill Miller, Registrar; Jerry Weger, Tech; Janet Weger, Track Registration; Bill O'Connell, Flag Coordinator; Dave Donohue, Safety; Paul Margaritis, Refreshments, and last but not least, Bob Russo, Chief Instructor for 3 events and Axel Shield, Chief Instructor for 1 event. There is a lot of effort required to conduct a track event and these folks selflessly and tirelessly did what needed to be done. The whole Club in general, and I personally, thank you. I would also like to thank the many instructors from our region as well as others that helped out. Thanks to those who helped with Tech.

From a financial point of view, the season was a great success. At this moment we do not know the exact figures, but it is firmly in the black.

We had a good turnout of beginners this year. We thank you for coming out and hope you found it an enjoyable time. We would like to know how you felt about the experience. We want to encourage any and all participants to let us know not only what you may have enjoyed, but also where you might feel there is room for improvement.

While our program is over for the season, we are jointly promoting an event at Mid-Ohio in September. An application is on the next page.

Mid-Ohio is well-maintained, and as pretty as a country club. The whole track surface has been replaced. If you have not been there, it is a real rhythm and finesse track. If you have been there, it is even better with the new surface. It sounds like a long way away, but it is worth it. Come join us.

Finally, if anyone would like to participate in the running of next year's events, we would like to hear from you. If you find track events fun, come help us organize and run them, and gain some satisfaction as well.

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45	\$229	\$475	\$880	\$1,590

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Registration Form

PCA Potomac/Riesentöter Drivers' Education Mid-Ohio Sports Car Course, Lexington, OH September 29-30, 1990

Name _____ Second Driver _____

(Only ONE novice driver per car)

Telephone Numbers: Work () _____ Home () _____

Address _____
Number and Street City State Zip

PCA Region _____ Indicate preferred number, if desired: _____

Porsche Model _____ Engine Size _____ Year _____ Color _____

Rate Yourself: Novice Beginner Intermediate Advanced (Driver)
(Circle One) Novice Beginner Intermediate Advanced (Second Driver)

Prior PCA Drivers' Ed Experience: Driver* Second Driver*

Number of Drivers' Ed events at Mid-Ohio: _____

Number of Drivers' Ed events at other tracks: _____

1. Watkins Glen _____
2. Summit Point _____
3. Pocono _____
4. Others _____

* Indicate number of events at each track. Circle number if you have instructed at this track.

Indicate any other information pertinent to assessing your driving skill: _____

We Reserve the Right to Refuse any Application

Make check (for \$95 per driver) payable to PCA Potomac. Payment must accompany registration! Fee refundable if notification is given on or before Saturday Sep 22, 1990 by calling (301)843-3569 prior to 10:00 PM. Send registration form and check to:

MO990, c/o Chuck Perilli, 2733 Sprague Drive, Waldorf, MD 20601

I hereby certify that I am a member of the Porsche Club of America and have no known physical or mental problems which might jeopardize myself or others if I participate in this event.

Driver's Signature

Second Driver's Signature

**REGISTRATION OPEN NOW TO POTOMAC OR RIESENTÖTER MEMBERS.
ALL OTHER APPLICATIONS MUST BE POSTMARKED NO EARLIER THAN AUG 10, 1990**

Watkins Glen Report

By Bob Lamb

Anyone interested in performance automobiles has heard of Watkins Glen. In the late forties, races were run through the town streets. In the fifties, a special purpose road course was constructed south of the town. For many years, the United States Grand Prix was held at the Glen. After the track lost the GP, it encountered financial problems and fell into disrepair and receivership. Six years or so ago, a foundation funded by the Corning Glass Works bought the track. The foundation then hired Daytona Motor Speedway, Inc. to manage the facility. Bill France, Jr scheduled a Winston Cup Race and the rest is history. The Glen has returned as a first class track.

On July 21-22, we conducted a driving event at the Glen. We had about 150 entrants. The weather was perfect - warm and cloudy, but no rain. The first day, we started ten minutes late. The course workers were very precise and careful - appropriately so. On Sunday, we started 5 minutes ahead of schedule. The event ran very smoothly. Everybody seemed to have a great time. We got many very positive comments about the event.

The track management and all employees are really interested in car club events. They are able, courteous, cooperative and a pleasure to deal with. The Race Communications Association Flag and Safety Personnel are simply the best there are.

Not only was the event safe and fun, but we had a great meal and social event at the Glen Club Saturday evening. Among other amenities, the Glen has a catering service. Because of the tremendous

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number of registrants, we were able to subsidize a free meal for 126 people. The menu seemed to be well received.

At the end of the day Sunday, a number of people said it was the best event they had ever attended at the Glen. Those of you who stayed home and mowed your lawns in miserable weather don't know what you missed. Track events are a very well-kept secret, not only to the general public, but to Riesentoter members as well.

Unless and until you attend a track event, you will not find out what your Porsche is capable of doing or what you can do with your Porsche.

Most importantly, however, you will miss the fellowship and human interaction with people who are interested in fun things, like you are.

RTR ANNUAL FAMILY PICNIC

SUNDAY, AUGUST 26

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Softball (Waterpumpers vs Returning Champs, Air-Cooled)

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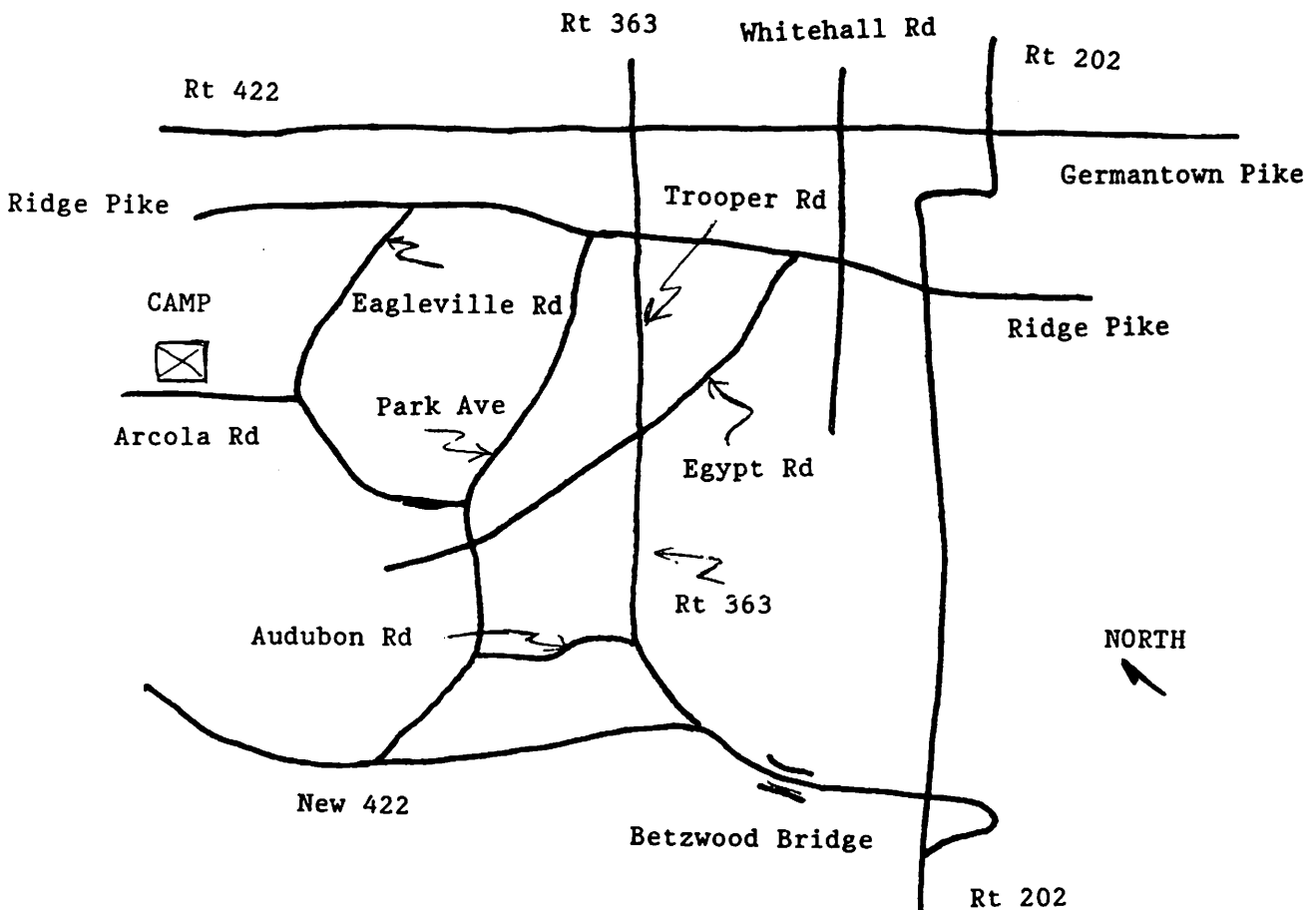
Kabitzing and Socializing

Brew courtesy of Tim Kelly of Stroh's

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For more info, Paul or Sybil Margaritis, 635-4022



Top Only What ?

By the Editor

We are still having a Top Only Concours at the Picnic, despite the underwhelming response so far. If there was some confusion over the \$5 fee, it has been waived, so all you have to do is bring your car. For those of you not familiar with what "Top Only" means, it simply means that the judges will not inspect your wheel wells or the front and rear suspension, and underneath the engine. The contest is all about cleanliness, and to the degree that the head judges decide, it's also about originality. So a clean well-kept street car can compete. Be aware that they will look under carpets, behind things where you can't see in the engine, and anywhere else that a human hand or finger will fit. If it's dirty anywhere, they'll find it. They won't clean it for you, but they will surely point out where your car could stand a little more attention before it can be called clean in a show sense. You will also be able to see the score sheets for each area of your car, so you'll have a work list already made up for your preparation for your next show. As the old saying goes, "nobody loses in a concours", because just prepping your car for a show gets it cleaner than it's ever been, and may even alert you to potential problems that you otherwise may not have uncovered. Here's an old timers tip: everybody spends hours and hours waxing the exterior, and very little time on the inside or the trunk, which count the same amount of points as your paint job. So if you think your car is real clean and could do well under judging, then clean everything you can't see, and bring it on out.

The other show at the Picnic will be People's Choice Judging, and here everybody votes for their favorite car on display. It often comes down to which car the voter would most like to have and that seems OK. For this you don't need to clean the inside of the exhaust pipe or vacuum the dust off the wiring under the dash, just get it clean enough so you won't be embarrassed to have it on display. It obviously is YOUR favorite car, but it could help in the judging if you made it as attractive to other people as possible. Nobody will be opening the lids, it is intended as only a look-don't-touch display. The award goes to the most desirable or lustworthy or best color or whatever else the picnic-goers might dictate. This is pretty low-key competition, but it could give you a taste of what car shows are like.

All in all, it may sound like so much drudgery to clean your car in places no one can see, but there is a certain satisfaction in KNOWING that it is clean way back there. Some people like this kind of competition and go to extremes to "beat the other guy". That's great because it also provides us with beautiful examples of the marque to enjoy. Some people have been known to show their cars successfully, and drive them, too - a real trick.

Give our judges a call, (Debbie and Bill Cooper), and let them know if you will participate in the Top Only event so they can determine what classes to use and how many judges will be required, and how many trophies to order!

People's Choice entrants will be "screened" at the base of the hill, so its got to be clean enough to impress, or you become a no-show.

Tech Quiz Results

Bill & Debbie Cooper

This year the questions came all the way from Monterey. As in the past, Bill went through the Tech Quiz we took at the Porsche Parade and chose those questions to separate the "men from the boys" or "women from the girls".

Approximately 50 brave souls hung in there, answered 30 questions in 30 minutes or less and hoped they'd be one of the recipients of the brass key chains that were awarded. For the women, first place went to Connie Sweigart with a total of 16.5 points, second place went to Betsi Leidy (12.5) and third place went to Lisa Lutz (10). For the men, top honors went to D.R. Synder with a score of 24, second to Larry Herman (He said there should have been more than one token 914 question and he would have done better!) score 22.5, third to Vern Lyle (21.75) and fourth to Paul Margaritis (19.75).

A special thanks to Marge Dougherty and Sybil Margaritis for helping us to score the tests. Our thanks to all of you who participated and maybe next year instead of taking the Tech Quiz in Pennsylvania, you can join us at the 36th Annual Porsche Parade outside of Boston in Danvers, MA.

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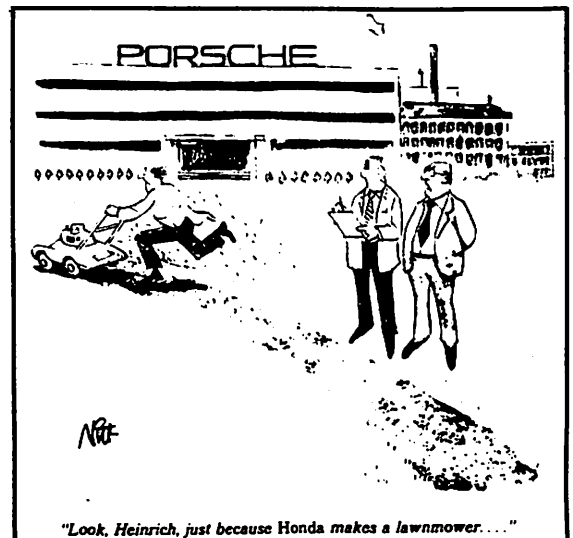
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Tech Loose Ends

By Jerry Weger

First of all, sorry about the lack of a Tech Session before the Summit Point event. There was no time to do it properly. Since the event was oversubscribed, this didn't seem to deter anyone.

Naturally, I received my share of calls asking, "Where can I get my car teched?" OK, I will try and answer, but with the following disclaimer. I am sure that I am leaving someone out and I apologize beforehand: Porsche dealers; any shop advertising in DER GASSER; any commercial shop servicing Porsches.

Remember that having your car as safe as possible is ultimately the owners responsibility, so pick your establishments carefully. There are also Club members authorized to tech your car. If you need help, feel free to call them, but remember it is not their obligation to do so. Sometimes they can be bribed, in fact they can all be bribed, its just that the bribe may vary. Call Bob Patton, Bob Russo, Bill Cooper, John Williamson, or Jerry Weger, phone numbers on page 23.

Another popular question is "What tools will I need at a Tech Session?" Obviously that is somewhat dependent on what you want to accomplish. Dropping a small block Chevy into your 914 will require one or two more tools than I have listed, but at least you could start, if not finish, virtually any project with the following basic tools:

Set of metric combination wrenches,
7 through 19 mm
3/8 drive socket set, 9 thru 19 mm
Selection of quality screwdrivers,
both Phillips and regular
Set of metric allen wrenches

Vise grip pliers; a small ball peen hammer; oil filter wrench; Band aids; and, of course, a tool box.

You are now reasonably equipped, and individual tools can be purchased as needed. You have also spent about \$100 at a place like Sears.

I was really gratified by the amount of help I received both at the Tech Sessions and track events, and I want to thank everyone who pitched in. This really does seem to be the Year of Involvement.

For those of you who have a glimmer of interest but haven't quite taken the plunge, come to any event. You may be surprised at the congeniality of the participants. Nuff said.

Race Car Show - Sept 30

By James P. Hartman

The Philadelphia Vintage Grand Prix, scheduled for June 29-30, 1991, will be unveiled to all of Philadelphia at a gala press party on September 30. The party will be from 1-4pm at the Horticultural Center in Fairmount Park. The highlight will be a collection of pre-70 race cars, including an RSK and maybe another Porsche surprise.

Because of the role the Porsche Club will play in the vintage event, you will be sent an invitation next month to the race car show/party, along with information on how you can join the Philadelphia Vintage Grand Prix Association (PVGPA). PVGPA is running the race and all the attendant activities, and its efforts will directly benefit Fairmount Park.

Voltage Regulators

(By Joe Reid in PORSCHEFORUS, NNJR)

The charging system on an automobile is used to supply energy to the ever-increasing number of electrical devices on a car. Most of the demand is met as it occurs by the alternator or generator, which converts mechanical energy to electrical energy as it is needed. Some electrical energy is converted to chemical energy in the battery, which can be stored for use when the engine is not running. You convert the chemical energy back to electrical energy on demand, when you use the starter or play the radio with the engine off.

The most sophisticated part of the electrical system is the regulator. On 356 and 912 models (through 69), the regulator was mechanical, using relays to physically switch more or less resistance in series with the field coil in the generator, thus controlling the energy output. On all other Porsches, including the 912E, (which is really a 914 in wolf's clothing), an alternator, which is lighter and more efficient than a generator, was used to produce the electricity. The regulator that has always been used with Porsche alternators has no relays, but uses transistors for switching field current, and other solid state devices such as Zenier diodes and thermistors are used to establish control parameters. Solid state regulation is more responsive to varying power requirements caused by load and temperature variations, and the physical characteristics of the regulator gives it greatly increased longevity in relation to the archaic mechanical units.

The weak point of the late type regulator is their sensitivity to

voltage spikes. When current flows through a conductor, a magnetic field is built up around that conductor. When the current is cut off, the energy in the magnetic field collapses back into the wire, acting like a transformer which multiplies the battery voltage, causing a short period voltage spike. Regulators are protected against the 60 to 75 volt spikes that normally occur when the starter or air conditioner clutch is turned off, but externally induced high current spikes such as arc welding might produce, can and have destroyed the solid state devices in the electronic regulators, when the mechanical units would not be damaged under the same conditions.

The battery should be disconnected whenever arc welding is done on any part of the car. A few seconds spent to disconnect the battery might save you \$100+ in diagnosis and replacement expense. Are you listening, homebrew sway bar installers?

Common Sense

Some filler material found in an old NEW YORKER magazine:

Turn the ignition of a car and it will start.

Turn the ignition of a BMW 735i and sensors will calculate the altitude. Factor in any weather changes. Determine the load on the engine. And adjust the car's performance accordingly. - (Advertisement in Car & Driver).

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71 911T Targa; Burgundy/black, Recaros, S package, new Konis and Goodyears, good condition, always garaged, \$11,800. Alan Brecher, 609-751-7233

72 911 RS Copy, GT-1. 3.4/325hp by Hank Clarkson; Krietz/Brightbill custom cage, fire system, (2) five point Sabelts, ATL cell, Aeroquip, twin Holley pumps, SS lines, dual Tilton w/balance bar, Wildwood 4 piston, slotted rotors, Cool Brakes, Sway Away, 22/22 sways, 13 qt front cooler; fresh slicks on 6&8x15 Fuchs, rains on 7&8x15 BBS; all mechanicals new 2/90; bare metal restoration, new rubber goods 3/90. Street legal, inspected, all receipts, have all original parts also. First race, won pole at the Bridge, finished second in 3 hr enduro; very, very fast. With or without open trailer. Call Darwin Ottolini, 215-791-9000 or 367-2102

78 911 SC Targa; Guards Red, blk leather, fact air, new paint and Targa top; 16K on complete engine rebuild, 20K on trans; H4s; exc cond, call Paul, 696-2164 days

TIRES: two 205/55V16, two 225/50V16 Dunlop D4s with only 14,000 miles; perfect for another 16,000 street miles, autocross, or exceptional spares, \$250/set. Dennis Perler, 215-523-4798 days, 644-8140 eves

PARTS 911/944: Blaupunkt Monterey SQR23 cassette/AM-FM stereo, \$200; four black anodized, unpainted factory wheel centers, \$9 each; 84 911 steering wheel, \$75. Call Jim Giranda, 215-970-7259

PARTS: grille from rear lid of 84 Carrera, \$40 including hardware, Steve Siegal, 215-391-1190

PARTS: 944 boxed rockers, new, \$275; 924/944GT fiberglass hood and scoop, \$200; Repco brake pads for 86-88 944 turbo, \$60; black lea 944 steering wheel, \$50; 75 911 black steering wheel, \$50; 911 engine grill, \$10; 911 chrome headlight covers and rear lens, \$10; orig 944 headlights, \$20. Tom Sclafani, 361-3610

PARTS: 911 sheepskins, fit 68-73 cars with headrests, tan color, highest quality, \$475 invested, perfect, unused, \$300; also, brown sisal custom front mats for Targa body only, perfect, unused, \$50. Edward Swain 215-688-4844

TIRES/PARTS: Four BFG Comp T/A R1, 245/50x15, only two AX, 4-5/32; four Yokohama A008RTU 205/50x15 at 3/32, great autocross tire; very low mileage single inlet muffler, distributor and Bosch CD box from 82 911SC; standard 69-73 front bumper. Vern Lyle, 855-0662

TRAILER(S): 1989 16' Metalfab (open) electric brakes, beavertail, ramps, fenders and spare, \$1,500; 1988 enclosed 20' car hauler, elec brakes, tire rack, parts locker, electric winch and spare, \$2,500. Darwin Ottolini, 215-367-2102 or 791-9000

WANTED: four wheels and/or snow tires to fit my 85 1/2 944, factory or custom. Factory wheels from a 1986 or earlier 944 with 23 or 36mm offset, or some 911 wheels will fit. (I have part numbers - stamped on factory wheels). Also need regular non-snow tires. Write with some details, part numbers, and your phone number to Peter J. Smith, 851 N. Providence Rd, Media, PA 19063.

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ADDRESS CHANGES to be sent to John Williamson, Membership Chairman.

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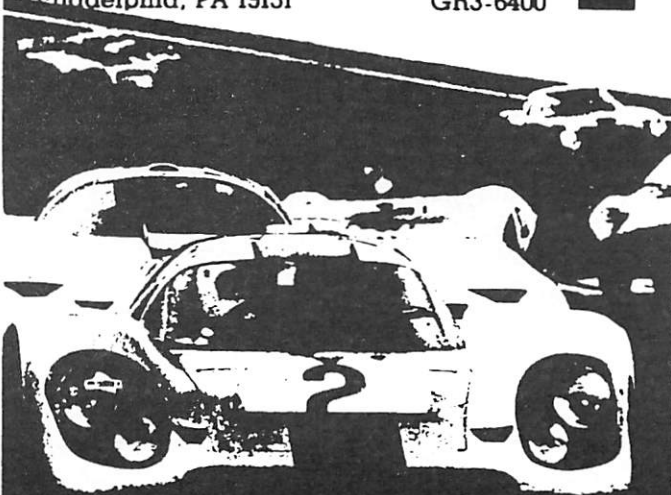


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