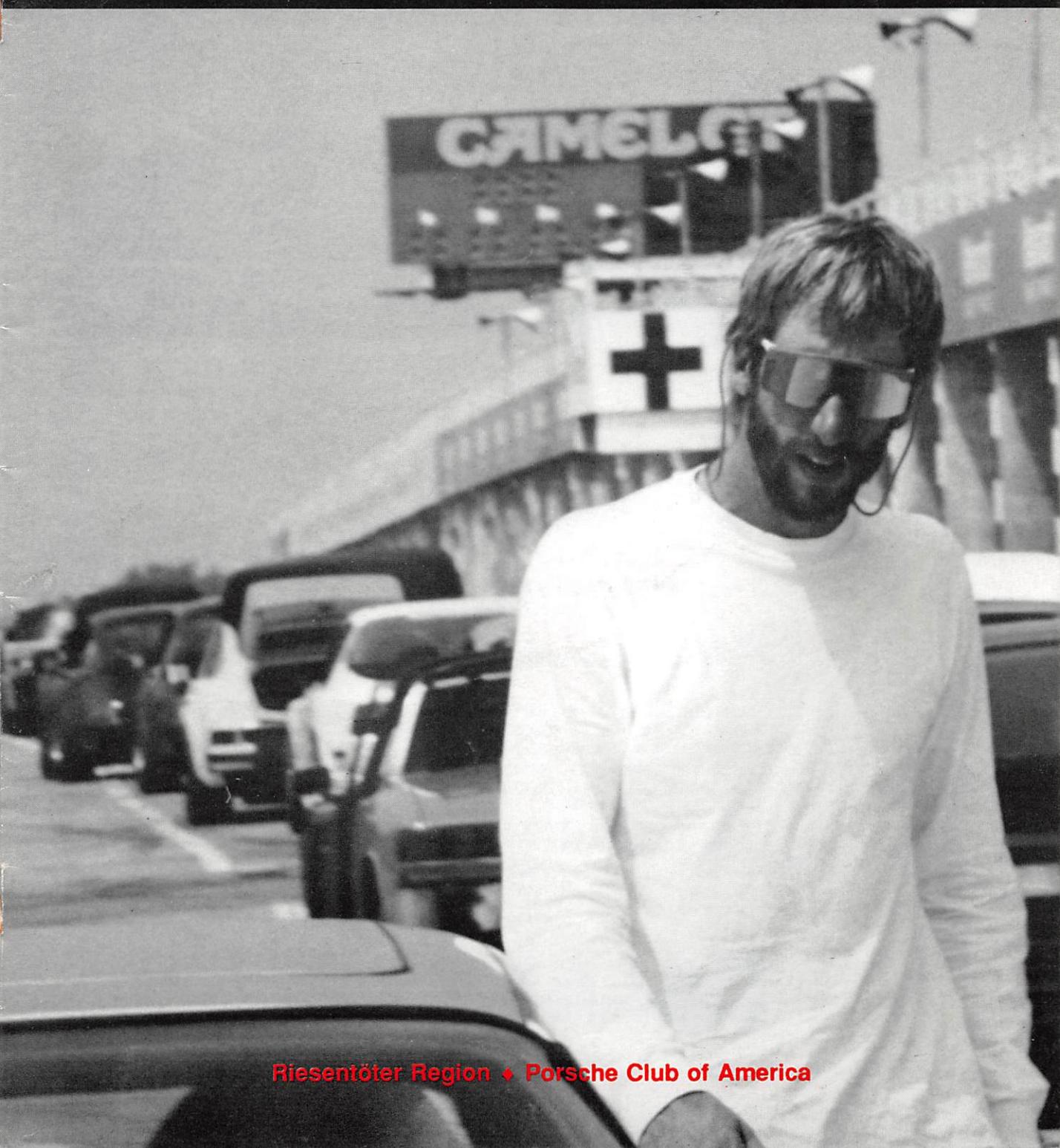


DER GASSER

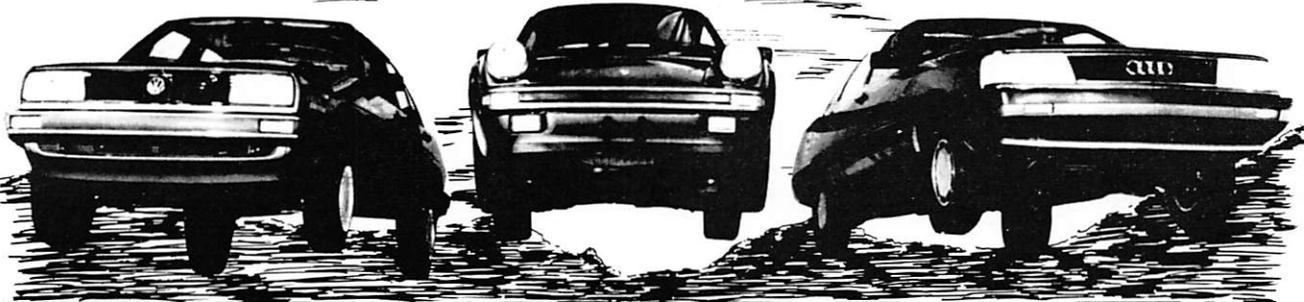


AUGUST 1991



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PRESIDENT'S MESSAGE

"Mamma said there'd be days like this, there'd be days like this my mamma said...."

The Glen was a mixed event. It was bright and sunny every day and it was very hot all 3 days. Things went pretty well until mid Sunday when the event was stopped due to an accident. Bob Lamb will present a full report, but overall, the RCA and medical crew did a stellar job (the admin group was a tad anal retentive but that only affects me, so no big deal). Lamb and Russo did an excellent job working with the track people and as to expected, our members all responded with "what can I do to help". As the facts currently stand, it was an accident and we all know, accidents happen. As Lamb is fond of quoting, "you are safer at one of our events than on the road". I still agree with him 100%.

One would think in this poor economy, I would have had hundreds of applicants for the job posting last month. So far, zip. Where are all those people that mutter about what a swell job they could do? We are trying to get some new blood here. Some good candidates better step forward soon or you will be stuck with me again.

As expected, the Perlers did an excellent job at the Vintage Grand Prix. There was a good turnout - both from the club, as well as spectators. In fact, we seemed to have the largest turnout of the clubs. Maybe this will be a good sign and the race will happen next year.

I'm sure all who attended this months meeting are going to produce some 1st class photos for John's contest. Sorry we didn't have any tires or cameras to give away. At the last minute, two of the tire companies canceled due to schedule conflicts. One was our good friend and long time supporter, John Baker from Leitzinger's. With Bridgestone out, Greg, our main man in the Wilmington NTW store and the guy putting it all together, decided to postpone it until later in the year. Don't worry, the tire raffle will happen. And, Coopette can only win 1 set! Aside from the Parade, there are 2 events next month - the Picnic and the meeting. The Picnic will have something for just about everyone so come on out. By the way, our beer contact moved to Florida. One of the things that keeps the price so low is Tony Bonanni getting most of the food and Strohs donating the beer and ice. So if you know someone

that would like to donate some beer/ice/soda, please contact the Perlers.

And while begging, keep St Christopher's Autocross in mind. We still need some sponsors - HINT HINT. Remember, either prizes, items to sell there, or even good old cash is most welcome.

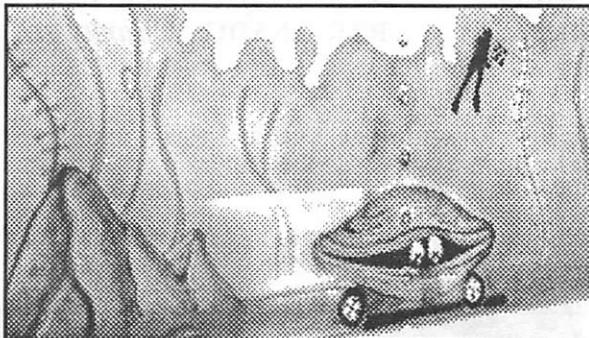
Well, another month is slowly fading into history. It's not too late for you to become part of it. See you at the events. ❏

Bill

CAR SHOW

31st August
Cross Keys Place
Rt. 313 and 611 Bypass Doylestown

Call Bill O'Connell to sign up. We're looking to make this a good show of our cars. The shopping center owners have nearly 20 shopping centers in the Philadelphia area - this may be a source for a future AX site. We also intend to use this event to kick off publicity for our Charity AX. For the faint of heart, this is a car show, not a concours.



Porsche Submarine?

Up-Comin

AUGUST

- 24 Tech Session, Rosemont Porsche Audi:
9:00am - 3:00pm
- 25 Annual Picnic, Camp Hideaway
- 28 General Meeting, Audubon Inn:
8:00pm, Tech Quiz and Photo Contest

SEPTEMBER

- 6-8 SVRA Formula 1 Reunion, Watkins
Glen NY
- 13-15 Chesapeake Challenge, see announce-
ment this issue
- 14 Tech Session, Holbert's:
9:00am - 3:00pm
- 20-22 Mid-Ohio Vintage Challenge featuring
Porsche, Lexington OH
- 25 General Meeting, NTW Wilmington:
8:00pm

OCTOBER

- 6 CART Bosch Spark Plug Grand Prix,
PIR Nazareth PA

AX EVENTS:

- Aug 18 RTR Naval Air Dev. Center
- Aug 25 Philly Plymouth Meeting Mall
- Sep 1 Philly GM Plant, Newport DE
- Sep 15 RTR Naval Air Dev. Center
- Sep 22 Philly Plymouth Meeting Mall
- Sep 29 RTR NADC (test & tune)
- Oct 6 RTR NADC - *Charity AX*

AX CONTACTS

RTR (Riesentöter), Lisa and Rex Carle, (215)
363-7044 days

Philly (Phila Region SCCA), Andre Downey
(215) 276-4739

TRACK EVENTS:

- | | | |
|--------------|-------------|---------------|
| Sep 5 | Metro | Lime Rock |
| Sep 7-8 | RTR | Summit Point |
| Sep 21 | NNJR | PIR Nazareth |
| Sep 28-29 | RTR | Pocono |
| Sep 27-28-29 | Metro | Bridgehampton |
| Oct 10-11 | CVR | Lime Rock |
| Oct 18-19-20 | NNJR | Bridgehampton |
| Oct 19-20 | Potomac-RTR | Mid-Ohio |
| Oct 26 | Schatt | Lime Rock |
| Oct 26-27 | ARPCA | Mid-Ohio |
| Nov 1-2 | CVR | Lime Rock |
| Nov 8-9-10 | Fox | Bridgehampton |
| Nov 16-17 | Potomac | Summit Point |

TRACK CONTACTS

ARPCA, Russ Morse, 1501 Penn Ave., Wilkins-
burg PA 15221 (412) 243-5213

CVR (Connecticut Valley), Bob Wolf, 435
Thoreau St., Branford CT 06405 (203) 488-7321

Fox, Ron Fox Enterprises, 51 Tiffany Dr, East
Hanover NJ 07936 (201) 884-1944 eve/weekends

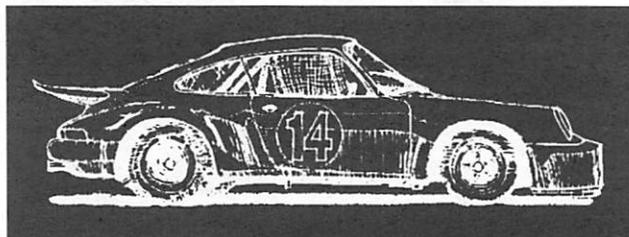
Metro NY, Len Deutch, 345 E. 80th St., Apt.
27J, New York NY 10021 (212) 489-8600 work

NNJR, Ken Geiger or Carol, (201) 337-3883
work, (201) 327-9029 home

Potomac, Ed Nork, 1029 N. Stuart St. #207,
Arlington VA 22201 (703) 527-1006

RTR (Riesentöter), Bill Miller (609) 486-0465

Schatt (Schattenbaum), Tina Tuccillo (215)
492-7541 work, (609) 883-9747 after 7pm



AUGUST MEETING

TECH QUIZ

PHOTOGRAPHY CONTEST

WEDNESDAY, AUGUST 28 8:00pm

AUDUBON INN

Match you know how with the best techno wizards in PCA
Bill and Debbie Cooper will again subject us to the latest Parade Tech Quiz
Prepare to be humbled - Does you your mate/friend know more about your favorite car than you?
You will learn some amazing things about your cars and have some fun!

&

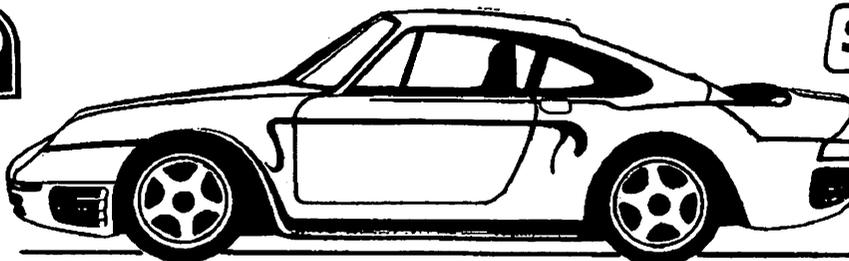
Submit your snapshots - help judge the winning photo
The Peoples Choice will appear on the first full color cover of **DERGASSER**
You don't have to be a pro to win this contest!

DIRECTIONS to Audubon Inn:

From King of Prussia turnpike exit
Rt. 202 south to the Rt. 422 exit
follow this to the Oaks exit
Right at the light onto Egypt Rd. (towards Norristown)
Left at the next light (Parkside Ave.) and left into the parking lot
If you get to Rt. 363, turn around and come back

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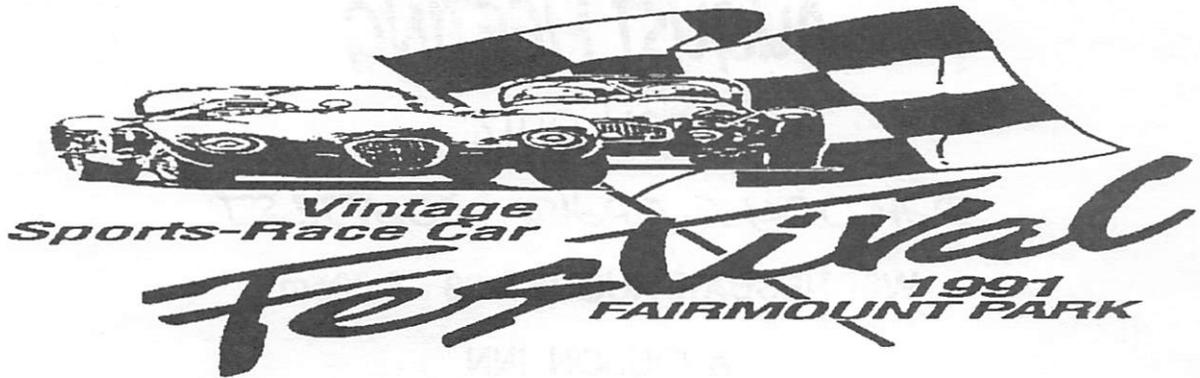


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Jim Hartman

Sunday, beautiful Sunday, but not at the drag strip. Untold beauty - at least in the form of race cars - unveiled itself at Memorial Hall, Fairmount Park on June 30. A sea of historic and vintage race cars festooned pit alley, while 20 area car clubs displayed some of their marque's best. One could argue about favorites, but the Al Holbert Lowenbrau 962 had to have been on everyone's list.

In between browsing the hard iron, a ticket holder could participate in an automobile art show, which included some tantalizing watercolors and oils of racing. A guest could also fantasize on new cars at dealer tents featuring Mercedes Benz, Ferrari, Alfa, Lotus, Jaguar, Lexus and Acura cars. The younger set could even witness remote controlled car racing.

The event concluded with a reenactment of the Fairmount Park races of 1908-1911. Such venerable racers as Mercedes returned to roadway actually traversed over 80 years ago. The race circuit around Memorial Hall will be the site of the 1992 race among the Vintage Sports Car Club of America pre-1960 cars.

The Porsche Club has to be proud of its participation in the event. It offered hospitality under a tent which in itself was a treat given the 95 degree sunshine. Some 45 members displayed cars, too. Most pride should be for the many members who volunteered time and energy in putting on the vintage event and in manning the Porsche tent. No other single car marque club offered so much toward making the event happen. ❖

Barbara and Dennis Perler

On Sunday, June 30th, Riesentöter did its part to make the festival a big success. Forty five Porsches (ours and

other clubs) represented the largest showing of any marque. We held a hospitality tent open until 5pm which sold goodie store items and showed videos of high speed track and autocross events. Special thanks are due to Bud Mauger for lending us his generator and to John Crowley for his VCR; the Carles, Williamsons and O'Connells for their videos; and to all the workers who gave their time - Don Applestein, the Coopers, John Crowley, Doris Robinson, the John Dietterle and Suki, Steve and Donna Siegel, the Wegers and Joe McElroy. Dozens of membership applications were passed out to interested visitors. Incidentally, several inquiries raised the question why there wasn't a single 928 in our 45 car showing? We want you 928 owners to know you were missed (next time, please come out and join us). ❖

Dick
HORRIGAN

PORSCHE

BMW

AUDI

VOLKSWAGEN

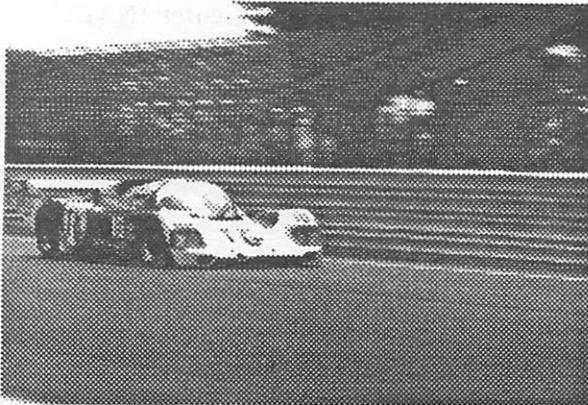
SUBARU

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215-777-1500

ON TRACK

Bob Lamb

Our next event is at Summit Point September 7 and 8. On September 28 and 29, we will be at Pocono. Applications for both of these events were in the July Der Gasser.



GORDON'S 962

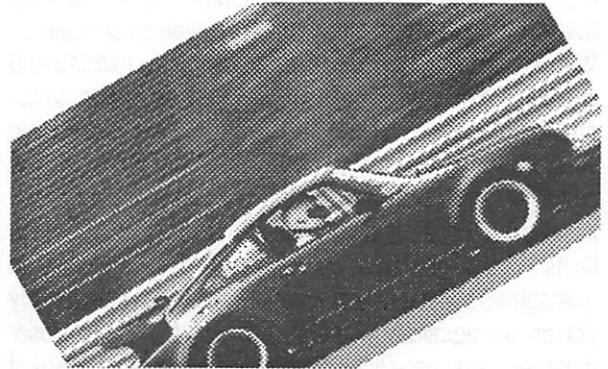
We will again be jointly promoting an event at Mid-Ohio with the Potomac Region. The dates will be October 19 and 20. The cost of the Mid-Ohio event is \$120. You may use a Riesentöter application form. Send it along with a check for \$120, payable to Potomac PCA, to Ed Nork, 1029 N. Stuart Street, #207, Arlington, VA 22201.



Nice Numbers Peter - see page 17

Our July event at the Glen was going very well until the middle of the last day, when we experienced a one-car incident with a guardrail. Unfortunately, the driver and the instructor were both injured and required hospital care. We regret the incident and wish a speedy recovery to those involved.

In retrospect, it should be kept in mind that PCA events at race tracks have an extraordinary safety record nationally and regionally. There is every reason to believe this incident was an unusual occurrence. ❖



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AUTCROSSINGS

Lisa Carle

After a two month hiatus we are gearing up for our next event, August 18th at the Naval Air Development Center, Warminster. As always, we are planning an exciting and challenging course to test your driving prowess. Come out and join us, rain or shine. Don't let a rainy forecast keep you away; there is lots to be learned from driving in wet conditions. You will have to be more aware of the traction limits of your car and of how your actions affect these limits. Times generally are slower (2-3 seconds on an average 45 second course), but a wet surface can actually act as an equalizer of sorts, bringing the times closer together as super-sticky tires are exchanged for street (rain) tires, and all that horsepower must be more slowly applied. Competition can be much more intense on a rainy day.

As a change of pace, we would like to try running the September 15th event without using a heat system. Cars will run in numerical order straight through, with half the group running and half working at a time. This method may take a little longer to run, but it was suggested as a way to improve the current system. We'll see how this works out, and if the majority likes it better than heats, we can consider continuing with it.

Please stay tuned for word on the September 29th practice session. This date conflicts with the newly added Pocono driver education event, and therefore may end up being rescheduled to a time later in the Fall. Final word next month.

Please don't forget our Annual Charity Autocross for St. Christopher's Hospital for Children, set for Sunday October 6th at the NADC. You will find a Sponsor Signup Sheet in this issue, please use it to help us raise more funds for the kids. Have your sponsors list their names and contributions and bring your collected monies to the event. Last year, Joe Zglinicki was our top fundraiser with \$200 collected from coworkers and friends. I was able to collect \$90 from coworkers, and my company matched its employees' contributions. Most people I approached were eager to contribute when told that St. Chris' was benefiting; several even had personal stories about this special hospital. The only way to make this event a great financial

success is through the work of all of our members. Please help. 🚦

**Next Event: Sunday August 18
Naval Air Development Center (NADC)
Street & Jacksonville Roads
Warminster PA**

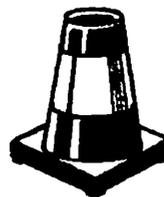
Registration opens 9:00am

**Directions:
From Exit 27 (Willowgrove) PA Turnpike
Take Rt. 611 North
Right on Blair Mill Road
Right on County Line Road
Left on Jacksonville Road
Cross Street Road, proceed onto base
Look for signs on the left**

**Next Event: Sunday September 15
Naval Air Development Center (NADC)
Street & Jacksonville Roads
Warminster PA**

Registration opens 9:00am

**Directions:
From Exit 27 (Willowgrove) PA Turnpike
Take Rt. 611 North
Right on Blair Mill Road
Right on County Line Road
Left on Jacksonville Road
Cross Street Road, proceed onto base
Look for signs on the left**



TWEKS

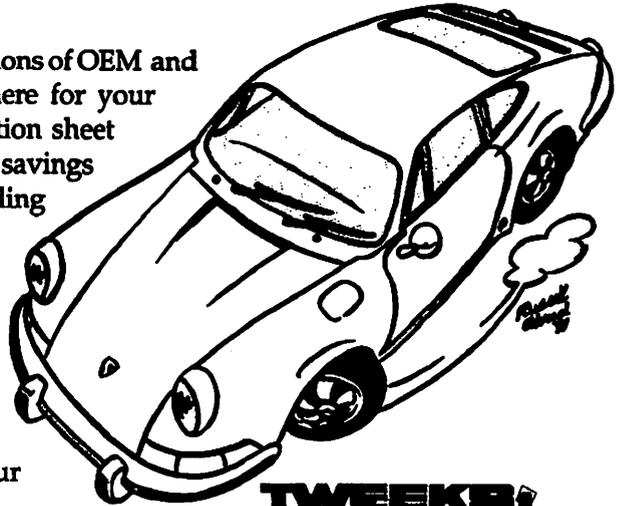
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To Be Continued.....



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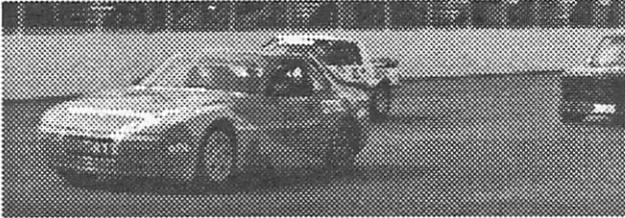
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NEWS MOTORSPORT NEWS MOTORSPORT NEWS

Riesentöter's domination continued at the July 20-21 EMRA sprint races at New Hampshire International Speedway. Saturday in STGT class Dave Donohue placed 1st with D.R. Snyder a conservative 4th in the first Big Bore race. Darwin Ottolini, while leading in the Small Bore race, retired early due to high engine temperatures.

EMRA Racing Action



Sunday's race in Big Bore saw Dave Donohue again winning STGT with D.R. Snyder moving up to 3rd. In the small bore race Darwin Ottolini, after minor adjustments to his lubrication and ignition systems, won the E-Production race, lapping the other competitors.

All Porsches entered returned with trophies. ❖

Marene Kohler & Sandra Sos

GET IN THE RACE WITH NNJR FOR THE BOSCH SPARK PLUG GRAND PRIX

Join NNJR/PCA in welcoming the CART
Indy Cars for their second East Coast visit this year.

WHEN: October 4 - 5 - 6
WHERE: Pennsylvania Int'l. Raceway, Nazareth, PA
(about 50 miles from Morristown, NJ, just off I-78)

- * General admission tickets, pit & paddock passes for Friday, Saturday & Sunday
- * Turn 4 Hospitality Suite Saturday & Sunday, at Pit Entrance, offering a spectacular view of turns 3 & 4 (see map on next page)
- * Two closed-circuit TV monitors in the suite
- * Continental breakfast, plus chicken & rib buffet Sunday
- * Beer & soda

If you attended last year, or would like to go this year, now is your chance to see Indy Car racing - up close!! Come join in the camaraderie characteristic of owning a Porsche. Let's show our pride, interest and power of PCA by "being there" this fall.

REGISTRATION IS OPEN NOW AND CLOSES SEPT. 20. Don't delay!

COST: \$90.00 per person, adults
\$65.00 per person, children 15 years & under

If you would like reserved grandstand tickets (see map on next page) in addition to the above package, the following is offered:

GRANDSTAND #8 - \$30.00 per person (10% discount for children 15 years & younger)
GRANDSTAND #2 - \$50.00 per person

Call Steve & Laura Kaweck at (201) 728-1552 for more information, or mail your check, payable to NNJR/PCA, and reservation to:

Laura Kaweck * 38 Rolling Ridge Rd. * West Milford, NJ 07480

Please reserve _____ hospitality suite packages in my name for the PIR Indy Car Race.
in addition, please reserve _____ tickets in Grandstand #8
in addition, please reserve _____ tickets in Grandstand #2

Enclosed is my check for \$ _____

Name _____
Address: _____

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RTR ANNUAL FAMILY PICNIC

SUNDAY, AUGUST 25

RAIN OR SHINE - NOON TILL 7:00PM

CAMP HIDEAWAY, ARCOLA PA

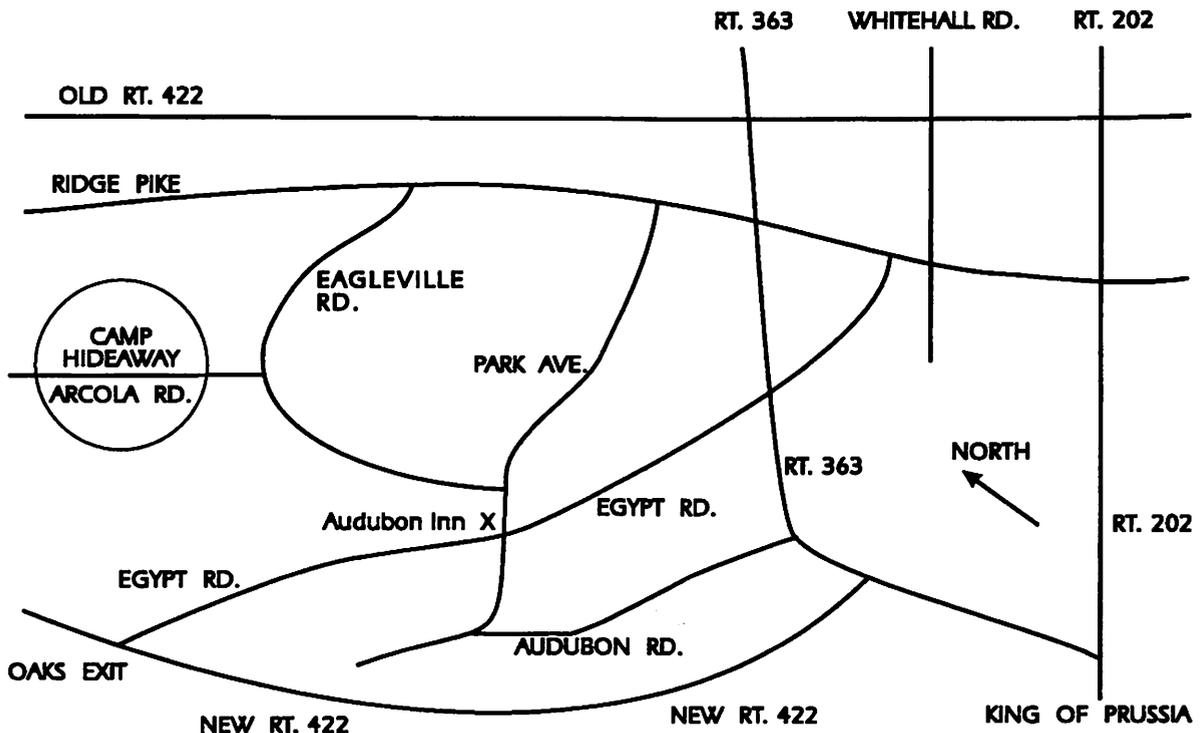
COST: \$5 PER ADULT OR \$10 PER CAR

SAVE SUNDAY, AUGUST 25! THE ANNUAL PICNIC WILL ONCE AGAIN BE HELD AT CAMP HIDEAWAY!
LOOK FORWARD TO THE FOLLOWING EVENTS OF THE DAY:

- ▶ TONY BONANNI'S SCRUMPTIOUS BURGERS AND HOTDOGS
- ▶ WONDERFUL LIBATIONS OF BEER AND SODA
- ▶ GUARDED SWIMMING POOL FROM 1:00-7:00
- ▶ SOFTBALL - B.Y.O. GLOVES
- ▶ VOLLEYBALL SKIRMISH
- ▶ DELICIOUS DESERTS BAKEOFF - BRING YOUR BEST RECIPE DELIGHT
- ▶ PEOPLE'S CHOICE AWARD FOR THE MOST GORGEOUS PORSCHE

YOU WON'T WANT TO MISS THIS SPECTACULAR OUTING TO CAMP HIDEAWAY!
IF YOU WOULD LIKE TO VOLUNTEER, WE SURE COULD USE YOUR HELP.

PLEASE RSVP BY AUGUST 21 TO DENNIS AND BARBARA PERLER 644-8140.



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Get it in Gear!

Vern Lyle

Would all those folks with a sloppy feel in their 911 gear shifter raise their hands? This common malady is due to internal aging of the transmission certainly, but lots can be done to eliminate the slop before you ever think about skipping some mortgage payments to get the trans rebuilt.

There are three places where nylon or plastic bushings are used between your shift hand and the input shaft to the transmission, and excess wear in any one of them can make your gear changes less than precise, no matter how smooth you try to be. And believe it or not, they are all relatively inexpensive and easy to replace.

The first, or closest to you, is a ball socket at the bottom of the shift lever itself. If it goes, the movement of the lever is not transmitted very accurately.

Just to the rear of the shift lever is a guide for the shift tube that directs your efforts in a straight line. There is a circular nylon bushing in this guide that can also wear, making any move toward another gear pretty chancey.

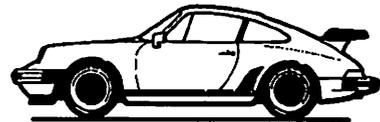
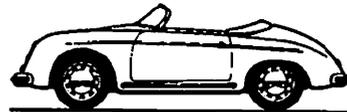
^Finally, there are two sliding bushings in the shift coupler that actually provide a bit of play in the system - which is necessary. You can get the first two bushings at your dealer, but as far as I know, these rear shift coupler bushings are only available from Automotion, 3535 Kifer Rd, Santa Clara, CA 95051, (800) 777-8881.

Remove the three bolts holding the shift plate to the floor and the two smaller ones which hold up the metal shift tube guide. Note where this attaches to the tunnel. Lift the whole thing out of the car, and pop the socket off the ball on the end of the shifter, and replace with a new one. Save the old one, you never know.

Then slip the metal guide off the front of the shift tube after removing the nospiece with an Allen wrench. The removal of this bushing from the guide is the worst part of the whole project, except for installing the new one in its place! Put the guide in a vise and use pliers or channel locks to deform the bushing. It's not real difficult, just one of those jobs that makes you sweat. Put all this back together.

Remove the cover over the rear end of the shift tube (in front of the back seats) and mark the location of the coupler before you remove it. Carefully put this in a vise and support it properly while you drive out the large pin that goes through the bushings. Put in the new bushings and you won't believe the difference.

Adjust the location of the coupler if necessary, to properly select all slots and to ensure a full "throw" into all gear positions. This is described in your Haynes Manual, page 108 for shifters up to '71, and page 122 for '72-on. Basically, you turn the input shaft to the right, the shift lever (in neutral) to the left, and tighten the clamping bolt. ☞



CHASE & HECKMAN, Inc. is a full service Insurance Agency/Brokerage featuring markets for Commercial, Life, Homeowners, and Automobile coverage including Exotics. New for 1991, we are pleased to announce an association with American Collectors Insurance. Please call John Heckman for details, or see him at the next club function.

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Riesentöter WERKSTAT

Bill Dougherty

Before getting into this month's tech stuff, I want to thank all the volunteers that made grid tech at the Glen work so well. The track opened later than expected on Friday so we had a late start. For awhile it looked grim with three lanes at tech and a line the length of the garage and out of sight around the corner. But it moved quickly thanks to lots of help. A record number of entrants passed tech and we still managed to keep on schedule. After Friday, the next two days looked easy! Thank you all for making it happen for all participants. Bob Lamb and Bob Russo will surely qualify for the "Grace Under Pressure" award. We thank them for continuous major effort on behalf of the club.

Onwards.... Technical lessons from The Glen 1991.... Check all fluid levels between runs, especially on dual driver cars. Oil can be consumed at a higher rate on track than on the street. Check coolant, but be very cautious removing the expansion tank cap. (Check your owners manual). Check tire pressures. Take advantage of long straights to check gauges. Don't take chances with temperature or pressure. Come in and check it out.

If you are progressing through the green and into blue run groups and are "hooked" on driver education then it is time to seriously consider 5/6 point harnesses for both seats. Consider harnesses as a higher priority than sway bars, sticky tires and other stuff. Safety first, all else can follow.

A ball joint broke on a 1987 911. (62,000 miles). A very unusual failure. It broke flush, slightly recessed at the bottom of the LF strut. It was cracked for a while before it broke. The bad news is that a very careful check of the front end would not have revealed this problem due to its' location. Why it broke is conjecture. It does demonstrate that even a newer car can break in an area we would least expect. Tech inspections are no joke, a rubber stamp, nor a slap job. A well conducted inspection will hopefully catch most deficiencies. But, it is impossible to catch all. Owners of higher mileage or older cars should seriously consider replacing critical parts as a part of a program of preventive maintenance. Ball joints and tie rods should be near the top of this list. Any odd sensation in steering or braking needs to be investigated. Do

yourself a favor. It usually costs less to fix things before they break than afterwards. Binding clutch cables, additional tension on the accelerator cable.... signs something is going wrong. New rattles on bumps, vibrations that weren't there last week.... your car is trying to tell you something!

Perhaps due to higher than usual ambient temperature there were several instances of boiled brake fluid - vaporization, air bubbles, no brake pedal. That'll get your attention! All these cars were running fresh fluid. If yours is a dual driver car or you're hard on brakes, switch to AP550 racing brake fluid. AP550 has a significantly higher dry boiling point than Castrol LMA. It must be bled more frequently, as it is more hygroscopic. This worked for the cars in question. If Summit is as hot as the Glen, this may be the way to go if you're having spongy pedal problems. AP550 is available from Pegasus, BAT-Mocal, Reed Racing, and others.

Motor sports are inherently dangerous. So is cycling, sailing, windsurfing and many other outdoor activities. Prudence reduces the risks, the danger. The prudent mariner reduces sail in advance of heavy weather. The boat's gear is in shape to sustain additional stress and strain. It's ready. The prudent Porsche driver understands the limitations of car and self, and is ready: preparation and safety.



HAS MOVED TO

149 OLD LANCASTER RD.
IN
DEVON

NEAR
DEVON STATION

(215) 964-0477

Two recent repair jobs here at the shop point to some emphatic cautions. These "cases" could have happened to any of us because there were no real extremes involved. A 1986-944 turbo started to run hot close to home. Just hit the red coming up the driveway.... made it? Wrong. Next morning the engine wouldn't crank. Water in the cylinders, and the turbo coolant pump kept up the pressure, even filling the intercooler via the intake system! Blown head gasket, head was reusable luckily! Point: water cooled Porsches don't want to be overheated, not even a little. It's taking too much of a chance of serious damage. Carry spare coolant and oil so no matter the hour or location you can possibly save the ship, and not be tempted to limp home.

Next: in this period of thunderstorms and big puddles, **DO NOT** drive through high water. The water cooled cars air intake to the engine is low behind the front bumper. Hitting a deep puddle at any speed over a crawl can force water into the intake manifold. This causes a hydrolocked engine - the pistons are going up and down, intake valves are opening and closing, at say 2000 rpm! A deluge enters the cylinders and whammo: Alloy meets ocean. Water does not compress well.... Somethings got to give - exit #4 connecting rod out the side of the engine. We've all plowed into water at one time or another.... same for running home close to the red zone.... Sounds like a bad idea in a Porsche. ❏

Coming up: Tech Sessions

Rosemont Porsche-Audi - Saturday, August 24 - 9:00am to 3:00pm

Holbert's Porsche-Audi - Saturday, September 14 - 9:00am to 3:00pm

Recommended reading:

The Owners Manual in the glove box - seriously!

Uniform Tire Quality Grading Chart

Customer Service phone numbers for tire manufactures

Timing mark identification for early 911 cars

[ed.- all the above, except the Owners Manual, somewhere in this issue!

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Budget Report

January 1, 1991 to June 30, 1991

Starting Balance: \$12,644.24

Ending Balance: \$14,265.30



Budget vs. Actual for January - June, 1991

<u>Category</u>	<u>Type</u>	<u>Budget</u>	<u>Actual</u>	<u>Difference</u>
AUTOCROSS	Income	\$1,500.00	\$903.00	(\$597.00)
DER GASSER ADS	Income	\$6,200.00	\$6,680.00	\$480.00
GOODIE STORE	Income	\$3,045.00	\$2,278.00	(\$767.00)
INTEREST INCOME	Income	\$396.00	\$315.15	(\$80.85)
MEETINGS	Income	\$392.00	\$415.00	\$23.00
MEMBERSHIP	Income	\$105.00	\$165.00	\$60.00
PCA REIMBURSEMENT	Income	\$7,500.00	\$5,656.00	(\$1,844.00)
RALLY	Income	\$275.00	\$290.00	\$15.00
SOCIAL - XMAS PARTY	Income			\$0.00
SOCIAL MISC	Income	\$0.00	\$901.74	\$901.74
TECHNICAL	Income			\$0.00
TRACK EVENTS	Income	\$27,000.00	\$26,540.00	(\$460.00)
UNALLOCATED INCOME	Income			\$0.00
Total Income		\$46,413.00	\$44,143.89	(\$2,269.11)
AUTOCROSS SITE\FOOD	Expense	\$720.00	\$115.09	\$604.91
AUTOCROSS TROPHIES	Expense	\$555.00	\$2,081.02	(\$1,531.02)
DER GASSER MISC	Expense	\$170.00	\$218.30	(\$48.30)
DER GASSER POSTAGE	Expense	\$2,912.00	\$2,621.09	\$290.91
DER GASSER PRINTING	Expense	\$8,190.00	\$7,038.68	\$1,151.32
GOODIE STORE BUYS	Expense	\$2,920.00	\$2,289.66	\$630.34
MEETINGS	Expense	\$300.00	\$450.00	\$(150.00)
MEMBERSHIP	Expense	\$235.00	\$70.56	\$164.44
POSTAGE MISC	Expense	\$58.00	\$34.00	\$24.00
RALLY	Expense	\$275.00	\$261.07	\$13.93
SOCIAL - PICNIC	Expense	\$0.00	\$500.00	(\$500.00)
SOCIAL - XMAS PARTY	Expense	\$100.00	\$248.26	(\$148.26)
SOCIAL MISC	Expense	\$2,400.00	\$1720.79	\$679.21
TECHNICAL	Expense	\$600.00	\$388.05	\$211.95
TRACK EVENTS	Expense	\$21,900.00	\$24,355.73	(\$2,455.73)
UNALLOCATED	Expense	\$500.00	\$130.53	\$369.47
Total Expense		\$41,830.00	\$42,522.83	(\$692.83)
Total of Income minus Expense		\$4,583.00	\$1,621.06	(\$2,961.94)

AT FULL SONG

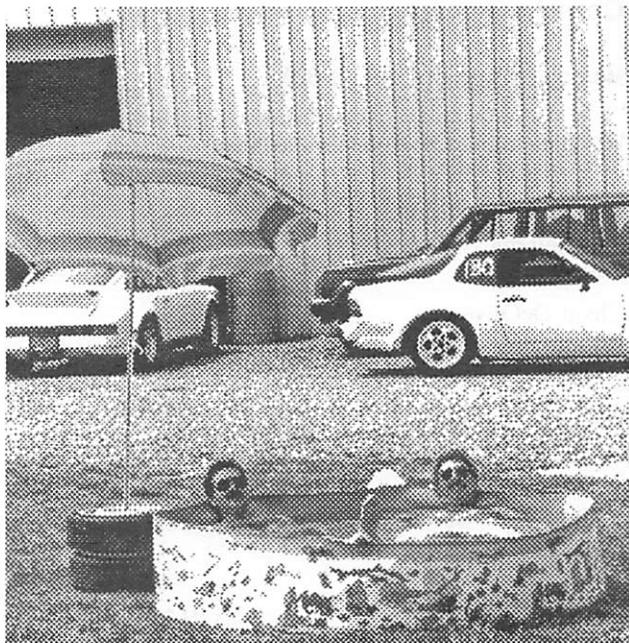
John Williamson

The dog days of summer are upon us (actually I have no idea what this means - but it sounds good in a literary context - I'm using the term "literary" loosely for all you critics out there!). I was fortunate to be able to attend our track event at the Glen. Thanks to my good friend Jeff Brok, who was foolish enough to let me drive his car (again), I kept my hand on the wheel another year. Progress continues to be made on the red dumpster, albeit at a slow pace, but the tub is almost done and the engine progressing - maybe Pocono!

I'm thoroughly convinced that our PCA Driver Education events are the best kept secret in the world. I think Axel Shield, an RTR 911 and Barber Saab pilot, touched upon my personal fascination with these events in an article published in the **New York Times**. Axel, if my memory serves me correctly, described how driving a car near the limit (or the driver's) on the track was an escape from the hectic pressures of our everyday lives. The intense concentration required lap after lap to brake, shift, apex, accelerate and track out properly, forces one to leave the everyday pressures of job, family, etc., behind. I'm sure someone would outlaw these events if they knew how much fun we have!

It's unfortunate that someone was injured at our Glen event. The fact that this happened at our event is somewhat ironic in the face of comments from some that Riesentöter is comprised of safety zealots. Bill Dougherty, who has an extensive background with the Penske Racing organization, is our current Tech Chairman and has spent a considerable amount of time in analyzing and recommending changes to move our pre-event tech sessions and requirements into the 90's. Please understand, we were among the most stringent and safety conscious before Bill's efforts. The bottom line is to become a better driver, have fun - safe fun, and I believe our Track Events provide that.

Back on the brighter side. It was brutally hot at the Glen this year. Rumored to be 104° at the track on Saturday. I polished off 1 quart of Gatorade by noon, and 2 quarts between 1 and 4pm. The photo on this page depicts another solution to the heat! My only question is how do you fit an umbrella and a wading pool in a 944 or 911?



Mike and Tom - Cooling off at the Glen!

The point of this whole column, is that Porsches are meant to be driven. Whether your cup of tea is Track Events, Autocrosses, Hillclimbs, Rallies, or some combination of the above. Get behind the wheel. There's no better way to learn how to drive your car competently, and competitively, than at a Riesentöter club event.

On the home front I continue to learn how to use the new club computer system. The only limitations I can talk about now are operator, not equipment! Hopefully the scanned in photos this issue turned out OK. There are a lot of different variables to play with, so it may take awhile to get it right. Bear with me. However, if Riesentöter is to move into the forefront of PCA newsletters (we now have the technology), and I'm not saying we have to, more people will have to get involved and help out. Jim Hartman has been a big help this year as Advertising Manager. Bill O'Connell has taken by and large all the photos (doesn't anyone else own a camera?). Someone to maintain the mailing list and print the labels would be a big help. This club is what we make it, and a little time each month from more members will only make it better! 🚗

P.S. Don't forget to bring your pictures to the August meeting. The winning photo will end up on the first full color cover of **DERGASSER!**

MEMREVS

Connie Sweigart

Membership as of 8/1/91 is 824

Welcome to the following new members:

Karl & Robert Burns Philadelphia	84 944
Cleon DeOliveira Wilmington	87 928
Gary Hess West Chester	73 914
John & Tamme Ann Hoey Drexel Hill	74 914
Steve & Chris Franck Glen Mills	75 914-6
Murly & Barbara Munn Chalfont	90 911 C2
David & Edward O'Connor Elkins Park	64 356C
Richard Rabuse Narberth	76 911S
Philip Ruth Holland	64 356C
Bruce Shankin Buckingham	88 911
Orville Wally Philadelphia	80 911SC Weissach

IT SEEMS TO DISAPPEAR

Joe McGilloyay

Way back in 1969, a certain German automobile maker began installing rear glass with a grid of very small wires etched into the inside surface. This was standard equipment on every car, and this same automobile maker went on to sell more sedans in more countries than any other in history.

By the early seventies, these rear defoggers were becoming dysfunctional at an alarming rate, at least in the U.S. Someone (I don't know who) determined that (I don't know how) the owners of these cars were using common household glass cleaners, most of which contained ammonia. Well, as we all know, ammonia does not like copper. You guessed it - the copper wires were disintegrated by the ammonia.

Sometime around 1972, a service bulletin was issued stating that all service personnel were to advise customers that ammonia based glass cleaners were a no-no on the inside rear windows. Four-ought (read 0000) steel wool was an acceptable cleaning alternative. Since then, I have been using 0000 steel wool to clean the glass on every car I've owned. Logic sometimes dictates that when something is good in a given application, it may also find usefulness in another. So if the stuff works well on the inside of glass...

So now we find ourselves in the nineties and most people are still using some sort of liquid glass cleaner. Ever notice how baked on splatter from insects, bird droppings, grime, etc. are next to impossible to remove? Try some four-ought straight from the hardware store. It gets it all. Oh, and don't forget headlights, fog lights, and driving lights. Keep a couple of pads in the door pocket, glove box, or wherever. It takes up little space, makes no mess, and it leaves glass so clean...✚

ARTS and CRAFTS BY THE NUMBERS

31

Jerry Weger

Having participated in Track Events and Autocrosses for six years it occurs to me that there is a problem that desperately needs a solution. We all know that in order to participate it is necessary to anoint your Porsche with numbers. This is so you can be easily identified for praise (rare) or admonishment (not so rare).

Before you go to a track event you will be informed of your number. This will come in your registration packet. Some regions use two numbers, others use three, but universally you must mark your car so that it is legible from a distance. Five inch or larger numbers are usually requested.

The easiest way to do this is with white shoe polish artfully smeared on your rear quarter panel windows. This is the quick and dirty way. It is also, by far, the tackiest. Suppose that a Kodak moment occurs, like you get to pass someone, and suppose the person was Dave Donohue, (and then you woke up) and then suppose that the pass took place where a photograph was taken and suppose you wanted that photograph enlarged for your trophy wall. Terrific! A beautiful action picture of your very expensive Carrera 2 Turbo with drippy white shoe polish running down the window. Isn't that special? which leads me to....

Magnetic numbers. Much better looking, by far, but there are problems - such as they tend to go away. Imagine that you are blasting down the straight at the Glen in excess of 130mph and your magnetic numbers blow off. This can, and often does happen, and I bet you if you do get them back they will not be in pristine condition, having been run over repeatedly by everyone else in that session. This happens for several reasons, the most common - they don't stick real well to repaired or repainted areas. In other words they are great Bondo detectors. They are fine if you want to spend the money for a set (remember your numbers will change with each event) and your car is a virgin. Just be careful putting them on and off, as they, and the paint, must be dust free. Careless removal or realignment can lead to scratches. Which leads me to....

Sticky Vinyl numbers. These are great since they don't blow off and are relatively inexpensive which is a help

since you can't reuse them. They have one big disadvantage - paint can be removed on the way off. Normally you are pretty safe with a factory paint job but some repainted cars are vulnerable to this kind of damage. If you have any doubts don't use conventional vinyl numbers with their industrial strength adhesive. Which leads me to the.....

Solution! Use vinyl shelf paper. No kidding, this is it folks. If you can stop laughing here is how it's done.

Materials List

1. Vinyl shelf paper with low tack adhesive. Made by a variety of manufacturers such as Rubbermaid. Costs about \$2 a roll at K-Mart. White or a nice floral pattern will do.
2. A template kit. I got mine at Staples for under \$5. Comes in a variety of styles and sizes.
3. An Xacto knife with spare blades, available at hobby stores everywhere. In an emergency a razor blade will do.
4. Some wax paper.

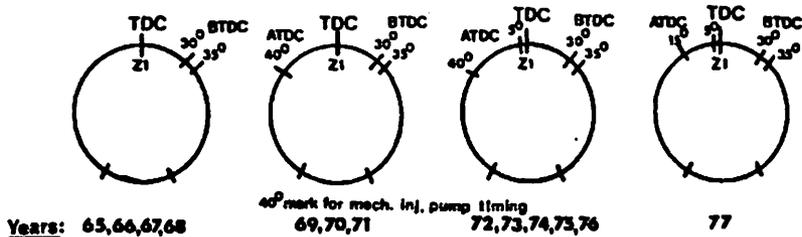
Lay the shelf paper onto the wax paper. On top of that place the appropriate template. Carefully cut thru the vinyl paper, using the template as a guide. A light touch is in order. Be careful and never cut towards meat. You should now have a darn good looking vinyl number. It will stay on the wax paper until you apply it to the car where it will stick nicely and yet be easily removable. If you are real careful you might be able to reuse it. All this for an outlay of under \$10. Let me know if this works out. If you are not coordinated enough to cut the numbers - consider pulling out of the track event. ☹

[ed.- some observations from Jerry's experience at the Glen. 1) place the sticky side of the shelf paper on the waxy side of the wax paper. If you don't, the adhesive stays on the wax paper and your numbers blow off just like the magnetic ones! 2) keep in mind which side sticks to the car. If you don't you just might reverse the template causing the number to be backwards. It was a rare treat to see Jerry cutting his fresh new numbers with my pocket knife to fix a backward #1 !!]

Ignition Timing and Dwell Angle Specs reprinted from Porsche Technical Bulletin No. 77-01

Ignition timing must be set according to specifications and markings on crankshaft pulley, as given in following table:

Pulley markings - PORSCHE 911

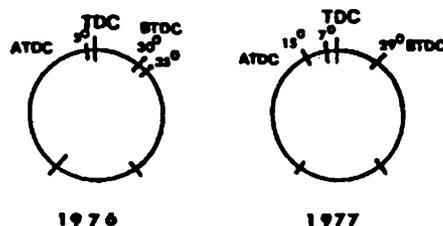


NOTE:

All ignition timing adjustments and checking should be made with engine at operating temperature.

Model Year	Model	Ignition Timing	Dwell Angle
1965/66/67	911	30° BTDC at 6000 RPM	38° ± 3°
1967	911S	30° BTDC at 6000 RPM	38° ± 3°
1968	911/911L	30° BTDC at 6000 RPM	38° ± 3°
1969	911T	35° BTDC at 6000 RPM	40° ± 3°
1969	911E	30° BTDC at 6000 RPM	38° ± 3°
1969	911S	30° BTDC at 6000 RPM	38° ± 3°
1970/71	911T	35° BTDC at 6000 RPM	40° ± 3° - Marelli Distributor 38° ± 3° - Bosch Distributor
1970/71	911E	30° BTDC at 6000 RPM	38° ± 3°
1970/71	911S	30° BTDC at 6000 RPM	38° ± 3°
1972/73	911T	5° ATDC at Idle	37° ± 3° - Marelli Distributor 38° ± 3° - Bosch Distributor
1972/73	911E	5° ATDC at Idle	38° ± 3°
1972/73	911S	5° ATDC at Idle	38° ± 3°
1974	911	5° ATDC at Idle	37° ± 3° - Marelli Distributor 38° ± 3° - Bosch Distributor
1974	911S	5° ATDC at Idle	37° ± 3° - Marelli Distributor 38° ± 3° - Bosch Distributor
1975	911S	5° ATDC at Idle	38° ± 3°
1976	911S	5° ATDC at Idle	37° ± 3° - Marelli Distributor 38° ± 3° - Bosch Distributor
1977	911S	TDC ± 2° (49 States) Hose on 15° ATDC ± 2° (Calif.) Hose on	38° ± 3°

Pulley markings - PORSCHE TURBO



Model Year	Model	Ignition Timing	Dwell Angle
1976	Turbo	5° ATDC - Hose on	N/A
1977	Turbo	7° ± 2° ATDC - Hose on	N/A

**Riesentöter/Potomac PCA DRIVER EDUCATION
MID-OHIO SPORTS CAR COURSE
LEXINGTON, OHIO
OCTOBER 19-20, 1991
SATURDAY AND SUNDAY**

COST: \$120 per driver. Make checks payable to Potomac PCA

REQUIREMENTS: Valid driver's license; PCA member; Porsches only; minimum age 18; one novice driver per car.

ENTRY DATE: August 1. No earlier postmarks. No metered mail.

SEND TO: Ed Nork, 1029 N. Stuart Street, #207, Arlington, VA 22201.

REFUNDS: Refundable if notification received prior to Oct. 5. Call (703) 527-1006.

OTHER: Registration materials and information on accommodations near the track will be mailed 3 weeks before the event.

First Driver

Last Name _____
 First Name, Initial _____
 Street _____
 City _____
 State, Zip _____
 Home Phone # _____
 Work Phone # _____
 PCA Region _____
 Porsche Model _____ Year _____
 Preferred Car Number 1st _____ 2nd _____

Second Driver

Last Name _____
 First Name, Initial _____
 Street _____
 City _____
 State, Zip _____
 Home Phone # _____
 Work Phone # _____
 PCA Region _____
 Porsche Model _____ Year _____
 3rd _____

First Driver Experience

Years this car _____ Other Porsches _____
 Last school: when _____ where _____
 What run group? Beginner/Inter/Adv/Inst
 # Events this track _____ All tracks _____
 Other high speed experience _____

Second Driver Experience

Year this car _____ Other Porsches _____
 Last school: when _____ where _____
 What run group? Beginner/Inter/Adv/Inst
 # Events this track _____ All tracks _____
 Other high speed experience _____

COMPLETE ONLY IF AN INSTRUCTOR

Regions for which you instruct: _____

 Tracks where you have instructed: _____

 Instructors' schools attended: _____

COMPLETE ONLY IF AN INSTRUCTOR

Regions for which you instruct: _____

 Tracks where you have instructed: _____

 Instructors' schools attended: _____

Riesentöter/Potomac Region reserves the right to decline any application

I plan to attend Sat _____ Sun _____

UTQG: Uniform Tire Quality Grading

Courtesy: TELETIRE/RTR WERKSTAT

All tires are tested and graded by their manufacturers in accordance with procedures established under Federal law by the National Highway Traffic Safety Administration (NHTSA).

The ratings, in code, are embossed on the sidewall. If you look carefully, you'll see a number and two letters, usually rather small and easy to overlook. The numbers are from 040 to 350. The letters are A, B or C. Like this: 100BA, or 250AA, or 080BC.

The number indicates the relative tread life. The higher the number, the longer the wear. Because of variables in driving habits, terrain and the mechanical condition of the vehicle, mileage obtained by any two drivers may vary by several thousand miles. Under the same conditions, however, a 170 tire should give you 70% more tread life than a 100 tire.

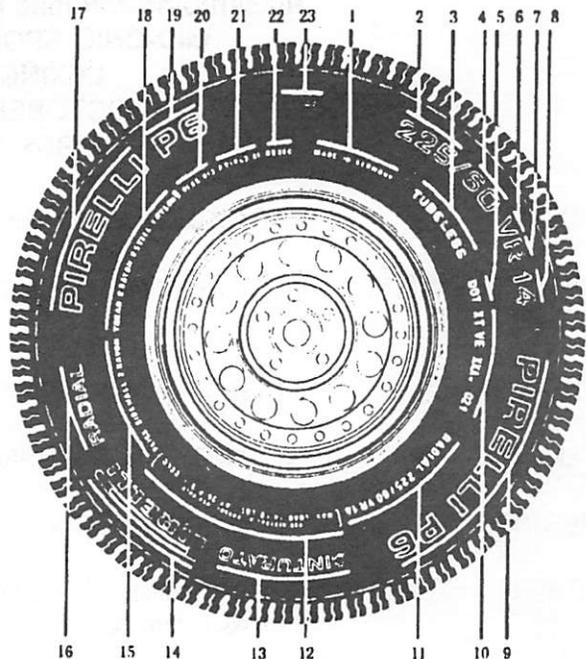
The first letter, A, B or C, indicates relative skid resistance on wet pavement. A is best. C meets Federal quality standards.

The second letter, also A, B or C, indicates resistance to internal heat build-up at highway speeds. This may not sound important but A says it's a superior tire.

Don't judge a tire's quality only by how long it wears. A tire rated 140AA is preferable to one rated 160BC or even 160BB.

Tire Manufacturers' Customer Service Phone Numbers

BF Goodrich	800-231-5893
Bridgestone	800-847-3272
Continental	800-338-6186
Dunlop	800-548-4714
Firestone	800-356-4644
Fulda	800-347-3545
Goodyear	800-321-2136
Michelin	Contact you your local dealer
Pirelli	800-327-2442
Semperit	800-526-0326
Yokohama	800-722-9888



1. Country of origin.
2. Cross section of tire in mm.
3. Tube type or tubeless.
4. Aspect ratio (78 is narrow, 60 is wide).
5. Signifies DOT compliance.
6. Speed rated above 130 mph.
7. R for radial construction.
8. Wheel diameter in inches.
9. Tire brand and line.
10. Who made it, where, when.
11. Cosmetic repeats.
12. Maximum tire pressure and load.
13. Tire line (Cinturato means belted).
14. Tire brand (trademark).
15. Sidewall construction.
16. Cosmetic repeat.
17. Brand (cosmetic repeat).
18. Tread construction.
19. Tire line.
20. European standards code.
21. Patent number, Italy.
22. Mold identification.
23. UTQG (treadwear 170, wet traction "A", temperature "A").

PORSCHE

MODEL YEAR 1992

*Porsche 968 Coupe and Cabriolet
Porsche 911 Targa and Cabriolet
Carrera 2 Coupe,
Porsche 911 Targa and Cabriolet
Carrera 4 Coupe,
*Porsche 911 America Roadster
Porsche 911 Turbo
Porsche 928 S4 and 928 GT
*New Models

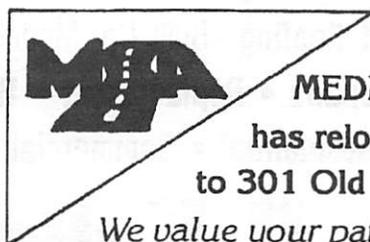
PORSCHE 968

BODY STYLE: • Design elements reflect Porsche styling of 911 and 959 • Large round headlights

• Arrow-like hood profile • Fenders raised above hood line • Driving/fog lights integrated in front spoiler • Double-slotted front grille opening introduced on the 959 • New integrated design, energy absorbing front and rear bumper covers • Rear spoiler 959-inspired (Coupe) • Near zero-lift aerodynamics (Coupe) • New 5-spoke Turbo-design wheels • New design side-view mirrors **ENGINE:** • Porsche Variocam™ electric/hydraulic variable valve timing system, cam timing controlled/integrated within Motronic engine management system for improved torque, horsepower and emissions performance • 236 bhp at 6,200 rpm • 225 ft. lbs. of torque at 4,100 rpm • 3.0 liter, four cylinders **TRANSMISSION:** New six-speed close-ratio manual gearbox or Tiptronic® Dual function transmission **PERFORMANCE:** Top track speed is 156 mph for six-speed manual, 153 mph for Tiptronic® **OPTIONS:** • Coupe can be ordered with sports chassis package that includes stiffer suspension, 17-inch wheels and larger front brakes • New audio system with 2 boosters, 8 loudspeakers and a compact disc changer **AVAILABILITY:** Both Coupe and Cabriolet due in U.S. in November 1991.

PORSCHE 911 AMERICA ROADSTER **NAME:** The 911 America Roadster derives its name from the very limited edition 1952 356 America Roadster. This new model commemorates the 40th anniversary of Porsche's first road racing victories in the United States. **BODYWORK:** • Wide front and rear fenders like 911 Turbo • New side-view mirror design • Available only as Cabriolet • New 5-spoke Turbo-design wheels **ENGINE:** • 3.6 liter normally aspirated six-cylinder engine • 247 bhp at 6,100 rpm • 268 ft. lbs. of torque at 4,800 rpm **TRANSMISSION:** Five-speed manual or Tiptronic™ Dual Function **CHASSIS:** Suspension and brakes from 911 Turbo model • Independent coil springs front and rear • 7J x 17 front wheels with 205/50 ZR17 tires • 9J x 17 rear wheels with 255/40 ZR17 tires **AVAILABILITY:** Due in U.S. in November 1991

PORSCHE 911 CARRERA MODELS **BODYWORK:** • New side-view mirror design • New 5-spoke Turbo-design wheels **AVAILABILITY:** Due in U.S. early fall 1991



MEDIA STATION AUTOMOTIVE

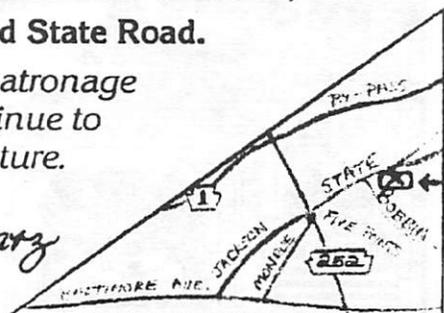
has relocated — in Media,
to 301 Old State Road.

*We value your patronage
and hope to continue to
serve you in the future.*

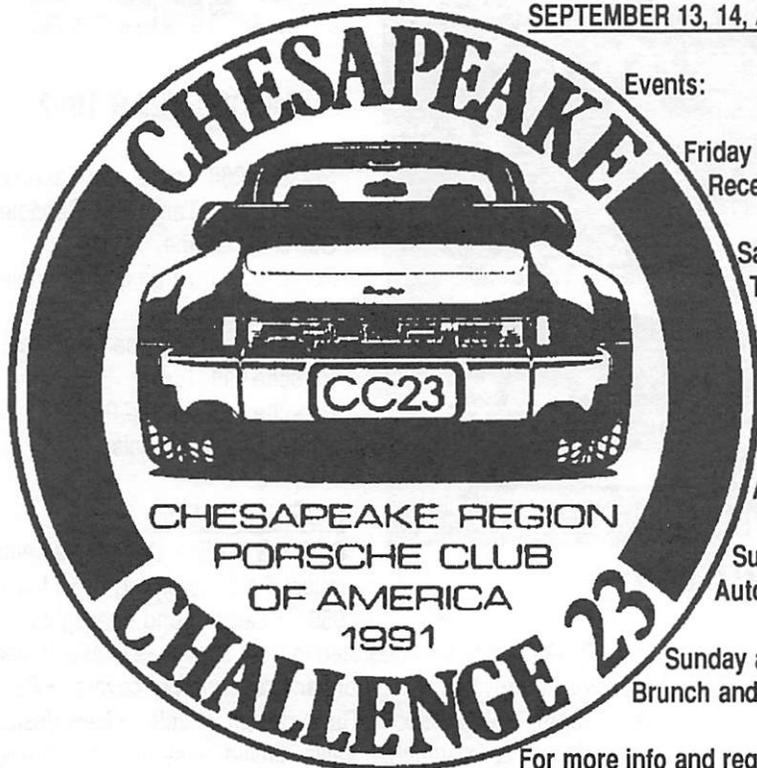
Sincerely,

Paul H. Schwarz

(215) 565-5535



SEPTEMBER 13, 14, AND 15, 1991



Events:

Friday night:
Reception

Saturday morning:
Top only Concours

Saturday afternoon:
Scenic, low pressure rally

Saturday evening:
Awards Banquet

Sunday morning:
Autocross at Fort Meade Bravo Lot

Sunday afternoon:
Brunch and Awards

For more info and registration packet contact
Kevin Buehler at 301-381-4266 or Fax at 301-549-3552

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EXEC MINUTES

The meeting was held at the home of Janet and Jerry Weger. Present were Bill and Ms. Vicky O'Connell, Bill and Marge Dougherty, John, Kathy & Jaybird Williamson, Rex and Lisa Carle, Janet and Jerry, Debbie and Bill Cooper, Barb & Dennis Perler, John Crowley, Bob Russo, Mark Terlecky, Don and Linda Applestein.

President: Bill O'Connell

Bill feels it prudent to use an amplifier for controlling fractious club members rather than his usual death threats and so we will try the autocross amplifier before purchasing something new.

1992 club officers were again discussed and decisions made. Our recommendations will be published at a later date.

Vice President: John Crowley

Meetings planned to date: July - Photography talk with Bill O'Connell and Vern Lyle; Aug. - tech quiz; Sept. - NTW in Wilmington.

Treasurer: Don Applestein

The bottom line to date is \$14,000 and Watkins Glen will bring in a profit. The unallocated funds are healthy although we are down to \$500 due to the computer purchase. A big thanks goes to John Crowley who donated a very large amount of software to the club.

Social: Barbara & Dennis Perler

Unfortunately, the Audubon Inn did not hold our Nov. 2 reservation for Oktoberfest and so inquiries will be made at some of the local German clubs to secure a new location. Thanks go to Tony Bonanni in advance for again donating much of the food for the annual picnic - especially the condiments for the wienies! The price for the picnic will be \$5 per adult. Barb and Dennis thanked all who helped out at the vintage car show and made sure that workers were reimbursed for their entrance fee. We sold lots of cameras provided by Bill O'Connell and gained a good deal of interest in the club.

Cross: Rex & Lisa Carle

Christopher's Hospital will issue a press release for the AX that we do on their behalf. Thanks go to John Crowley for the advertising flyers that get distributed at SCCA AX's.

Tech: Bill Dougherty

With the consumption of 4 1/2 cases of soda, 5 dozen donuts, and a helluva lotta pizza, 27 people had a pretty good time at the Holbert Tech session - and, incidentally, worked on cars.

We collected enough money to tip the Holbert's people \$50 apiece. The Rosemont dealership has been sold but it is likely that we may still hold tech sessions there. CORRECTIONS TO LAST MONTHS MINUTES - SNELL 80 HELMETS ARE STILL APPROVED FOR THIS YEAR. SNELL 85'S WILL BE NEEDED FOR 1992. The last revision of the tech form was shown and approved as corrected. **Bill's report lasted only 15 minutes - obviously he was not feeling well.**

Rally: John Kingham

No Report

Track: Bob Lamb

In absentia: With 167 entrants, the Glen event is filled and there is a waiting list. We will experiment by running a half day of the short course on Friday and voting whether or not to use this course again on Sunday. Bud Grocki, a professional driver - turned - Photographer will be on hand to take action photos and raise money for an injured SCCA driver.

Membership: Connie Sweigart

Several people have signed up for events without their membership being official. This will be rectified.

Der Gasser: John Williamson

John is learning to use the computer and finds it an enormous help, especially the scanner. Yet to be mastered is the use of the scanner for photos, but this is being worked upon.

Goody Store: Mark Terlecky

Inventory is depleted so Mark is ordering items such as cleaning products, track shirts, oil filters, and Xmas cards. Everyone likes the "Giant Killer T-shirts so he'll work on that. A sale of old merchandise is being planned.

Past President: Bob Russo

A seriously lengthy dialogue did break out over the PCA racing series with exec members and guests alike trying frantically to terminate this discussion and so, to Bob Russo, (you all remember him) goes the Dubious Distinction Award for the month, the executive times-up timer! (We did however, vote to support this series and will offer to run a race at one of our track events. This will most likely take place on the last half day of a three day event.)

Minutes are subject to approval at the next exec meeting. Respectively submitted by Janet Long Weger. ☛

GARAGE SALES

72 911E Targa, Blue/black interior, restored top, new carpet, new SS brake lines, new tires, new batteries, original injectors, 110K miles. Excellent condition, \$12,000 OBO. Joe (215) 691-8759 eves. 8/91

73 Carrera RS replica, flawlessly restored, "PA Show Winner", a must see vehicle, Jack (215) 663-9368. 8/91

76 911S, Brown, clean, original, very little use last three years, \$11,500. Bill Dougherty 692-6039 workdays. 9/91

82 911SC Coupe, white, F/R spoilers, F/R adj sways, F/R turbo bars, 930 master cylinder, big frt. oil cooler, cool brakes, H-1's, Carrera tens, SSI exhaust, new 1-3rd synchros, short shift + more!, 69K miles, this is "55 Sux" you know how well it runs at the track, ex-Bonnani car, \$18,500. Stuart Boreen, Bethlehem PA (215) 758-8664 D/N before 10pm. 8/91

85 911 Carrera Coupe, showroom condition, Prussian blue metallic, navy leather interior, loaded, whale tail, alarm, garaged, etc., \$20,000. Rick Stys (215) 699-9343. 8/91pd.

89 911 Carrera Coupe, Baltic Blue/Cashmere, 16" alloys, sunroof, factory alarm, PWR windows/locks, all records, low mileage, absolutely pristine! \$39,900. Joe Botta, 109 Arbor Place, Bryn Mawr, PA 19010. (215) 527-5874 eves. 9/91

79 930 Turbo, Silver metallic, black full leather, U.S. model, 19K original miles, updated chain tensioners, very clean, outstanding original condition, \$31,000. Kevin M. Ream (814) 355-1899. 8/91

87 930, black w/ red; or **89 944 Turbo S**, red w/ black. One must go, yes - these are the the times that try men's hearts. Tony Bonanni 834-1509 (W), 828-9469 (H). 8/91

76 912E Coupe, air conditioning, electric sunroof, alloys, low mileage - 68K, solid, straight car priced to sell at \$9900. Jim Perrin, P.O. Box 387, Pennsville NJ 08070 (609) 935-7123. 9/91

'75 Guards Red 914; 1.8 liter, Weber carbs; new tires, brake pads, rotors, shocks, springs and struts; rust free, new paint, excellent condition inside and out. \$6,000 firm. Call 672-0263. 8/91pd.

87 944S, Stone gray metallic, 42K miles, has had 42K service with new belts/clutch/water pump, meticulously maintained, many updates, just about perfect. \$17,500, offers considered. Jerry Weger (215) 649-6618. 8/91

88 944 Turbo S, Maraschino red/beige P-cloth, ABS, new RE 71's, S/R, Reno w/Hi-Fi sound, cruise, 13K miles, factory

warranty until 8/91, like new \$34,500. Will consider quality 4-door sedan trade +/- cash. William G. Cooper, 19 Jacqueline Circle, Richboro PA 18954 (215) 364-2466. 8/91

356 rebuilt motor, ser. # 606461, 1720cc pistons, "C" rods, balanced, rebuilt carbs and heater boxes, zero miles, never ran, first time offered at \$4750. Ben (215) 355-6772 after 6pm. 9/91

911 Parts, rotary A/C compressor, \$350; Yamaha YCT-605 tuner/cassette player, \$200; rear trailing arms (bananas), \$150/pr.; Bilstein inserts for Boge front struts, \$100/pr.; FOB Debbie Cooper, 19 Jacqueline Circle, Richboro PA 18954 (215) 364-2466. 8/91

Bell Helmet, size 7 1/4, 85 Snell rating (needs paint), \$50; Bell Racestar single ply Nomex III **racing suit**, size large (red/white/black), \$50; OMP racing suit, 3 ply Nomex III, size 54 (red/white), Porsche embroidery, \$200; Lap board (black with white letters) \$10; Accutrak stop watch \$15; Seiko stop watch \$15. Jon or Morris (215) 561-6200. 8/91

Gotti Alloy "5 Spoke" Wheels, four 8x16 autocross or track wheels. Make Ms Vicki happy, make these wheels go away. Bill 640-1675. 8/91

911 Wheels, two 6x15 Fuch alloys in very good condition, \$300. Tony Checkowski 584-0776. 9/91

911 C2/C4 Factory Wheels and RE 71's, perfect condition, including painted caps, less than 2000 miles, 205/55 on 6J 16's front and 255/50 8J 16's rear, \$2500. Rich Cole (215) 279-8270 days, (215) 379-2486 eves. 8/91

Four 7x15 five spoke **wheels**; four Pirelli 205/60 HR 15 **tires**; two Bell Star **helmets** 6 7/8 and 7 1/4; one 100 MPH **bra** for 911; everything like new, make offer. Lester (215) 860-1025. 9/91

Tires, four (4) Potenza RE71Rs, 205/50vr15 with only 8 Ohio laps on them, great for AX's, Cookie Cutter rim available. Bob (215) 873-8891 eves. 9/91

Yokohama tires, four 225x50x16-008R-TU (15% each; two 245x45x16-008R-road racing (10% each. George (800) 992-0275. 9/91

Wanted

Rear calipers for 68 912. R. Bogert (215) 395-86 8/91

Autocross
St. Clair
Chambers
10/91

Executive Committee and Appointed Positions

PRESIDENT

Bill O'Connell
2801 Stoneham Drive
West Chester, PA 19382
640-1675 (H)

EDITOR

John Williamson
362 Thatcher Circle
Harleysville, PA 19438
256-9599

TRACK EVENTS

Bob Lamb
21 Rebel Road
Radnor, PA 19087
687-4828 (H)

PAST PRESIDENT

Bob Russo
400 W. Monument
Hatboro, PA 19040
674-4756 (H)

AUTOCROSS

Lisa and Rex Carle
2 Allison Drive
Coatesville, PA 19320
363-7044 (W), 384-7539 (H)

TECHNICAL

Bill Dougherty
614 Westtown Road
West Chester, PA 19382
692-6039 (W)

VICE PRESIDENT

John Crowley
316 Jefferson Avenue
Bristol, PA 19007
943-9520 (H), 785-6110 (W)

SOCIAL

Barbara and Dennis Perler
1523 Leopard Way
Berwyn, PA 19312
644-8140 (H), 761-3208 (W)

MEMBERSHIP

Connie Sweigart
1004 Broad Street
Perkasie, PA 18944
249-9138 (H)

SECRETARY

Janet Long Weger
130 Tunbridge Circle
Haverford, PA 19041
649-6618 (H)

TREASURER

Don Applestein
11 Furness Lane
Wallingford, PA 19086
565-5716 (H)

HISTORIAN

Debbie Cooper
19 Jacqueline Circle
Richboro, PA 18954
364-2466 (H)

RALLY

John Kingham
3303 Keswick Way
West Chester, PA 19382
251-9181 (H)

GOODY STORE

Mark Terlecky
12 Cobblestone Dr.
Paoli, PA 19301
296-5641 (H)

TRACK REGISTRAR

Bill Miller
5330 Laurel Avenue
Pennsauken, NJ 08109
(609) 486-0465 (H)

DERGASSER STAFF

Photographer:

Bill O'Connell
2801 Stoneham Drive
West Chester, PA 19382
640-1675 (H)

Advertising Manager:

Jim Hartman
1157 Pugh Road
Wayne, PA 19087
293-1916 (H), 687-4801 (W)



Deadline for submitting articles and photos for publication is the monthly meeting (last Wednesday of the month), for publication in the following month's issue.

ADDRESS CHANGES should be sent to the attention of the editor.

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