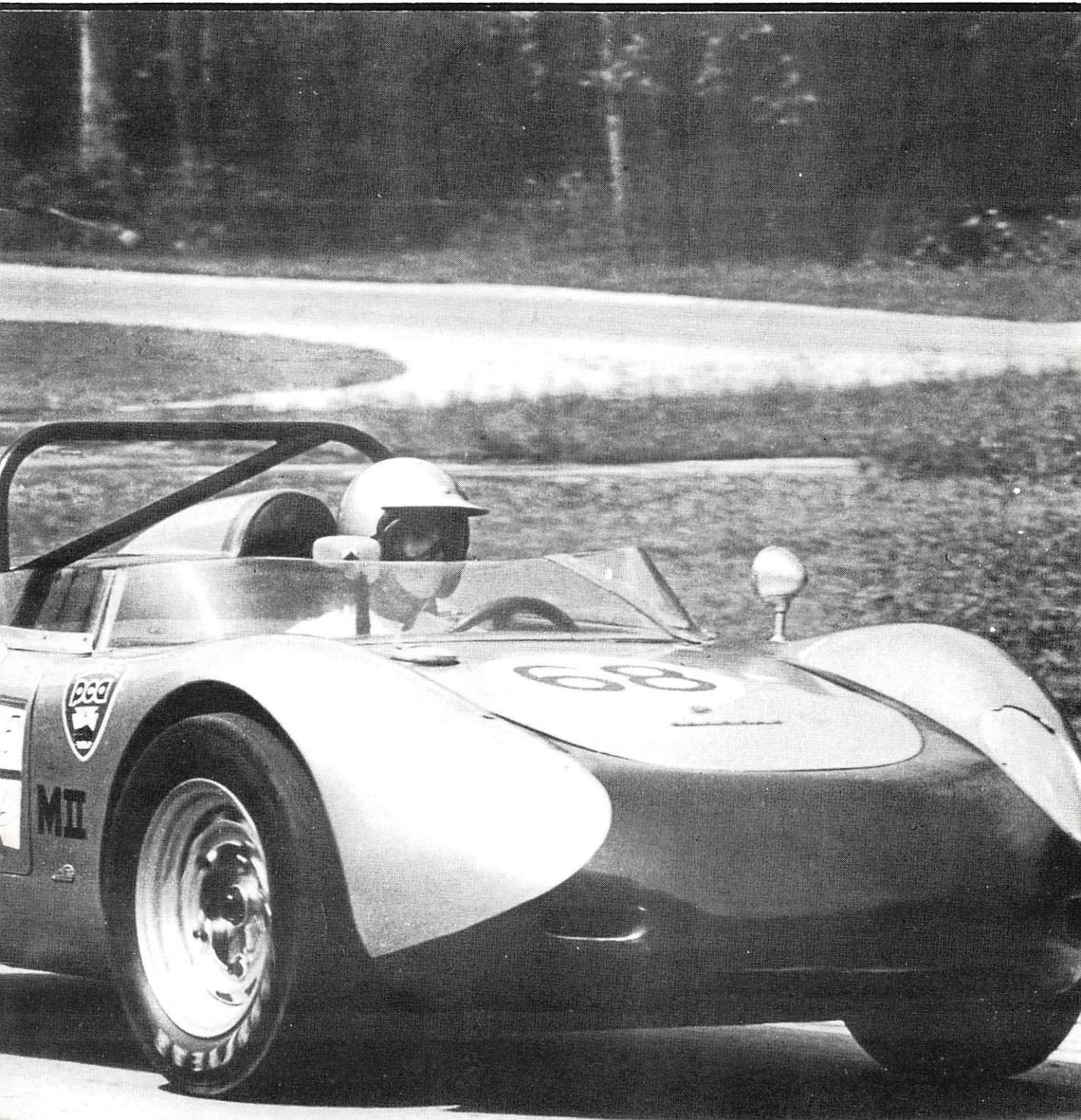


DER GASSER



Riesentöter Region PCA

Feb 89



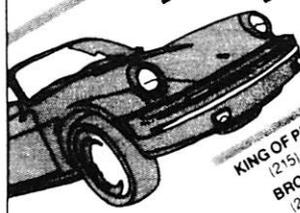
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Important Info

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

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

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

CLASSIFIED ADS are free to RTR members, \$10 per issue to others. Limited to Porsches, their parts, and related items only, please.

For Commercial Advertising Rates, please contact the Editor.

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

COVER: Riesentoter Joan Haas, in the family RSK complete with emblem, that scored many FTD wins in the early 70s autocross series. Photo by Editor. Does anyone remember this track?

President's Message

Bob Russo

I've been in the club going on twenty years and I wish I had a dollar for every time someone asked me "what's a Rye - Ree - Rees-en-tote-er?" I think most of the long time members could probably answer that question, but I wonder how many of the newer club members could? Back in "aught eight" when the Region was first chartered we were known as the Eastern Pennsylvania Region. This was the time when guys named von Trips, von Frankenberg, Behra, Barth, von Hanstein and some locals named Holbert, Penske, Jennings and even some totally amateur PCA members like Horace Ott, Dick Sweigart and Charlie Beidler were driving a funny looking little car against the giants of racing.

These men and their cars with the little motors made reputations for themselves by beating the big guys in the racing game. To honor both the drivers and their Porsches, the members decided to change the name of the Region to Riesentoter - "Giant Killer". Riesentoter Bob Holbert went from Speedsters to 550 Spyders, then on to RSK's and RS 61's, first as an independent, then as a factory driver. But probably the one person who did the most advertising for the rapidly growing Riesentoter Region was none other than the man who became known as "King Carrera" - Bruce Jennings. The fact that Bruce owned and raced more 4-cam Carreras than any other Porsche pilot earned him his nickname. Once Charlie Beidler designed the Riesentoter logo, I don't think Bruce ever ran a car without one on the left front fender. The logo showed up all over the country and I think I even saw one on Bruce's car on the grid at Le

Mans in the film "The Speed Merchants"! As a matter of fact, Carl Ludvigson's ultimate Porsche study, "Porsche - Excellence Was Expected" shows him on page 189, at Bridgehampton in '64 with our logo!

The reputation of Riesentoter drivers continued to grow and the region soon became known as a driver's region. Even our autocrossers were well respected by surrounding regions, and Parade results always had a Riesentoter or two in the top finishing positions.

Several years ago, Vern and Melody Lyle took up screen printing for a while and produced a shirt that you still see at some autocrosses, with Riesentoter spelled out phonetically and a dictionary-like definition - "n. slayer of giants." Anyone showing up with one of those shirts was not to be overlooked, especially when they blew away the competition. Yes, Riesentoters have a long and continuing history as competitors not to be taken lightly - true Giant Killers.

The month of February marks the beginning of the IMSA racing season with the 24 Hours of Daytona on February 4-5. This year will carry a special meaning for us at Holbert Racing and for all Riesentoters. In a ceremony prior to the race, IMSA will retire Al Holbert's number 14, and Bob Holbert (who also raced with that number) will drive the Lowenbrau 962 for 1 or 2 memorial parade laps. I personally feel a great deal of emotion and I think it is a fitting tribute to the most famous of all Riesentoters.

(continued)

Message (continued)

If you can't make it to the Daytona race, you should try to set aside the third weekend in March for the Sebring 12 Hour Classic. This is definitely a race like no other, having a character all it's own! The length makes it truly an endurance race, but one that any fan who is not totally deranged can put up with for the whole contest. The neat thing about Sebring is it's history. You can almost feel and hear and see the faces, men and cars of the past. The Rodriguez brothers in Ferraris, Jim Hall and Hap Sharp in the Chapparals, Elford and Siffert in Porsches. The vintage race before the 12 Hour makes the feeling all too real.

The upcoming year is starting to look good already. The autocross and track chairmen have confirmed contracted dates, the banquet site and date is set, and the car raffle is being organized. I'd say that 1989 is well on its way for the Giant Killer.



Welcome

Jeffrey Brueningsen Coopersburg	76 912E
Robert K. Davis Fort Washington	83 944
James D'Ippolito, Jr. Ardmore	86 944 Turbo
Robert Goehler Macungie	87 944 Turbo
Robert B. Murray Fort Washington	87 911 Carrera
Marilyn M. Shatt Doylestown	83 944
Gene Smigocki Lititz	84 944

Help 'em in

James P. Hartman

Want to help a Porsche owner know about the benefits of the Porsche Club? You can easily do so by picking up a "PCA Awareness" postcard at our meetings, and sticking it under the wiper of a Porsche you see parked somewhere.

The postcard briefs a prospect on club activities and invites return of the card in exchange for a complimentary PANORAMA and info on membership. Based on my own experience, the response rate is excellent - better than 1 out of 2 placed under a wiper blade!

So, all you need do is pick up a couple of cards, slip them under Porsche wipers, and you will enable owners to learn about the club and consider membership.

Next Meeting: Tom Hessert

Lisa Lutz Confer

From his humble beginnings as a Schattenbaum member and PCA instructor in the early 80's, Tom Hessert has emerged as one of the premier road racers in the sport, winning the coveted Camel Lights crown for the 1988 season.

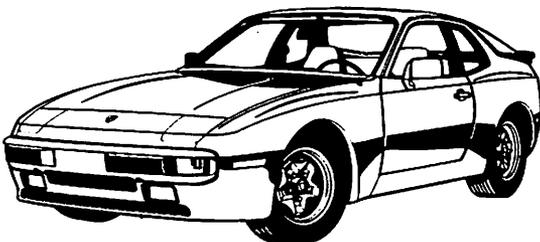
He began the season in his Essex Racing Services Tiga-Chevy, winning Daytona in February. He went on to a second at Miami, another win at Sebring, fourth at Atlanta, first at West Palm Beach, third at Lime Rock, and so on. Some mid-season crashes and mishaps slowed his domination for awhile, but he overcame all to win at Columbus and finish second at Delmar. The end result after 14 grueling races was 186 points, enough to dethrone the series three-time titlist, Jim Downing.

A 944 for \$50?

Bill O'Connell

Once again, we will be running a raffle to benefit St. Christopher's Hospital for Children. It most likely will be for a 944, and similar to last year, only 944 tickets will be sold at \$50 each.

You can count on more information to follow next month, so start saving your pennies.



Tom is a heck of a nice guy and a great story teller. His recount of running the season with two cars (along with David Loring) should prove to be one of our most entertaining meetings of the year.

Tom is sponsored by Cherry Hill Classic Cars, his Jaguar-SAAB dealership in New Jersey. We will be the first to hear of this year's Daytona exploits and how he is preparing for Miami the following week.

We're trying to arrange an informal dinner with Tom before the meeting - call me if you are interested, 272-1080 (days). See you there!

Driver's Ed?

James P. Hartman

Ever wonder what a PCA driver education event is like? Think it might not be safe for you and your precious car to go at high speed on a road race track?

You will find much information and learn that events are extremely safe, by requesting a copy of Riesenrotter's Guide to Driver Education Events. This useful guide was prepared in 86 by member Bob Lamb, and provides answers to many of the questions you may feel embarrassed to ask (e.g. how much does it cost?) Copies of the track layouts at several popular road courses give a hint of the challenge ahead.

Either see the Chief Driving Instructor, Don Galbraith, at a meeting for a copy, or send \$1.50, payable to Riesenrotter PCA to the Membership Chairman.

Up-Comin

February

- 22 - General Meeting, VF Hilton
Tom Hessert, see page 5

March

- 17-19 - Custom Car Show at Civic
Center, see page 15
19 - SCCA Autocross, Hershey Park
29 - General Meeting, VF Hilton

April

- 2 - SCCA Autocross, at Plymouth
Meeting Mall
8 - RTR Tech Session at Holbert's
9 - SCCA Autocross, Hershey
16 - SCCA Autocross, Harrisburg
22 - Swapmeet at Ski Roundtop
22-23 - Riesentoter Driver's School
Mid-Ohio, see page 13 *
23 - SCCA Autocross, Plymouth Mtg
26 - Riesentoter Spring Social
30 - Riesentoter Autocross School

May

- 7 - SCCA Al Holbert Memorial Auto-
cross, Plymouth Meeting Mall
14 - Riesentoter Autocross
14 - SCCA Autocross, Harrisburg
20 - SCCA Autocross, York
21 - SCCA Autocross, Pennsylvania
International Raceway
27 - SCCA Test and Tune, Harrisburg
28 - SCCA Autocross, Harrisburg
30 - General Meeting, VF Hilton

June

- 3 - Porsche/Corvette Challenge XI
at Pocono

December

- 2 - Christmas Banquet

* Complete Driver's Education Event
Schedule on page 12

Club Contacts

AUTOCROSS EVENTS:

Local SCCA eight of ten events at
Plymouth Meeting Mall (behind
IKEA) and two at Pennsylvania Int'l
Raceway - Kim Fleischer, 935-1993

SCCA Harrisburg, Farm Show Complex,
call Lynn DeHart, 717-859-2957

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

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

Pro Solo, a very special game, call
Vern Lyle, 368-1062

Free Lunch?

Prior to the February meeting at
the Hilton, there will be a free
buffet and a one hour open bar for
PCA members, in the lounge called
Touche. You will need to show
your name badge or club membership
card at the door to receive a
"tech" sticker (i.e., technically
OK to participate).

The buffet runs from 5 to 7, and
the open bar is from 6:30 to 7:30.

Our thanks to Betsi Leidy and Ed
Arnold for finding out about this
and making the arrangements for us.



Other People's Events

Vern Lyle

In the Up-comin calendar section, you will find many events listed that are not sponsored by our club, and this is just to let you know what else is going on in the area. Below is a brief rundown of the autocross events with which I am familiar. All of these groups run the same SCCA rules (more later).

Local SCCA - usually over 100 cars, but 2 heats are run in the am and 2 in the afternoon. You don't have a choice, classes in each heat are specified before the season starts, but they do rotate. You will be required to work in some capacity, in the heat before or after yours, or you get no points or trophies. A plaque with region logo is given for your first trophy position of the season, then brass plates are awarded for each event. Overall Fastest Time of Day trophies are no longer given, but all classes are judged on a nationally recognized PAX Index (Professional Autocross). This handicaps each class based on its potential, and basically gives everyone a chance at PAX "FTD". The fastest cars do not always win, the driver who pushes his/her car closest to it's potential does.

SCCA Harrisburg - huge lot, good surface, fast and very challenging courses. They run on a first-come-first-served heat system with over 125 cars. Pre-registration is a good idea. Good-looking trophies with your name and all, that are given out at the following event.

SCCA Hershey - again, open heats, pre-registration encouraged, same type trophies, large area, sticky surface if you remember where the bumps are. Wind blows most of the time, so be prepared.

Gloucester County - just across the Walt Whitman bridge. Big lot and they tend to make two laps around the course in 60 seconds, so you know it's fast. Real laid back atmosphere, cars run in numerical order (40-60), and sometimes you get 4 or 5 runs - this is the way autocross started! That is not to say the competition is any less. Wind blows here, too, but now you have to watch out for the sand that gets blown onto the course. Think about the challenge of a different surface for each run.

Near the end of the year at their charity event called the Lofland Memorial, a huge silver bowl goes to Overall FTD (not PAX), and some others, such as the Turtle Award for slowest time of the day. It's a good time for a good cause.

SCCA rules are sometimes vague. To get you in the ballpark, you can do the following and remain in Stock category: any size DOT tire (except Hoosier) that fits under the fender on the stock size rim; front sway bar can be changed, the rear bar can be changed only if car had one originally; the ride height can be lowered but no machining is allowed; engine to be stock (no smog stuff disconnected). There's more to it, of course. Rulebooks are available for \$5 and are a must so you don't miss anything.

The Street Prepared category allows you to update/backdate, including engine exchanges, transmissions, any induction system, any fender flare, and any wheel, but you must run street tires. If you make just one modification beyond the Stock rules, you are in this group. My advice - don't do it, or do it all.

Exec Committee Minutes

Vicki O'Connell

The January Exec meeting was held on the 13th at Lisa Lutz Confer's. In attendance were: Al Anderson, Rex Carle, Jim Confer, Lisa Lutz Confer, Jim Hartman, Betsi Leidy, Vern Lyle, Sybil Margaritis, Bill O'Connell, Vicki O'Connell, Art Rothe and Bob Russo.

Items discussed:

- Present newest member at the Christmas Banquet with a complete set of DER GASSER and PANORAMA.
- Drag race being looked into.
- Larry Herman will be running the Car Wash this year to benefit Children's Hospital.
- We will once again raffle a 944 for St. Christopher's Hospital for Children. Much greater assistance by the Exec is expected. The car will be displayed at a Hospital Golf Outing, which is expected to generate many more sales.
- All committee chairmen are expected to write monthly articles for DER GASSER.
- All ads and articles must be submitted to Vern by the monthly meeting to be included in the following month's issue.
- Ads from 88 which had not yet been paid have been pulled. Art Rothe to contact these people and discuss payment.
- All committees will provide a budget for the year.
- The 88 Treasurer's report was presented and will be published.
- The 89 Treasurer will prepare a quarterly statement.
- Goodie Store will hold a sale for all the slow moving items. Credit at the Store equal to half the proceeds of the 50/50 will be given instead of cash. The inventory will be calculated using cost where available to determine the value. In that the Store is bigger than ever, more detailed records will be kept.
- It was suggested that entry fees for track events be based on the expected number of drivers, but this seemed too cumbersome to arrange.
- Possible Instructors Schools at Pocono or Summit using professional instructors. One day event (two if required) complete with classroom tests and certificates for those who pass. Fee expected to be \$60 to \$75 per day. Possibility of having clip-on cards to identify instructors. Don Galbraith will be the Chief Instructor for 89.
- Bob Lamb will head the safety Committee.
- Bill O'Connell submitted some proposed By-Law changes. These and any others submitted will be discussed at the next Exec meeting.
- Discussed getting other regions to join in the autocross program, possibly SCCA as well. April 30, May 14 and July 9 will be RTR only, others will be reviewed later.
- Members will be surveyed at the January meeting to see about selling oil at a discount. Suppliers will be checked to see what quantities are required. For most oil, we must beat Pep Boys, etc. or it will not be of much value.
- Quaker State and Valvoline will be contacted to see if they have any interest in being a sponsor for the autocross.
- Jim Hartman now has all the members on his computer. There was some more discussion on the possibility of publishing a member list like other regions do.
- New members will get a welcome letter from Jim. Perhaps they will be called just prior to their first meeting as a reminder.
- Jim will look into dealer boards from National.

Minutes (continued)

- Letters have been sent to Moore, John Wood, and Cherry Hill Porsche dealers to let them know about our region for the car buyers who live in this area. Not an attempt to steal members from other regions, just for those that would normally be in this region.

- Bill O'Connell will look into renting a video camera for our events to record the history of the club. Will need a RESPONSIBLE photographer to use it. Perhaps purchase one but upkeep could present problems.

- Paul Margaritis was appointed Rally Chairman.

Treasury Notes

Al Anderson

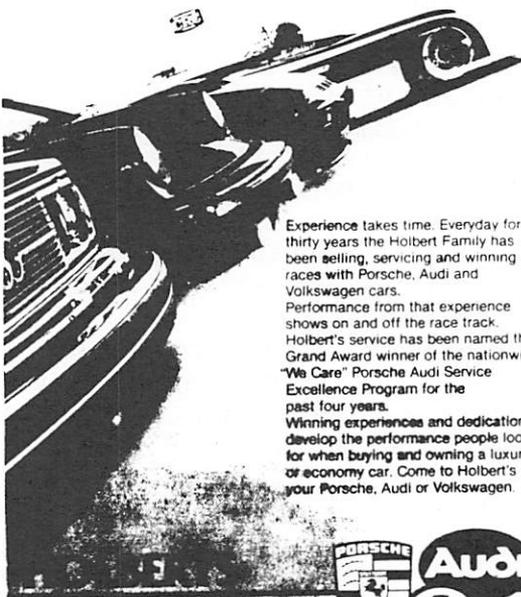
1988 Financial Summary:

	<u>Income</u>	<u>Expense</u>	<u>Net</u>
Starting Balance			\$5,416.95
DER GASSER (a)	5,845.46	14,207.44	(8,361.98)
PCA Subsidies	7,536.50		7,536.50
Meetings	170.00	1,536.14	(1,366.17)
Social (b)	5,268.46	7,480.30	(2,211.84)
Autocross	451.00	440.00	10.40
Charity	37,584.51	37,991.20	(406.69)
Goodie Store (c)	4,578.05	7,012.67	(2,434.62)
Track Events	41,260.00	34,383.52	6,876.48
Membership	165.00	287.63	(122.63)
Miscellaneous	36.12	356.61	(320.49)
Ending Balance	\$102,895.10	\$103,696.14	\$4,615.91

Notes:

- a) DER GASSER expenses include the cost of several flyers that were necessary during the year, printing, postage, etc. Income was reduced by \$3,375.00, the outstanding balance due from advertisers.
- b) Social events were subsidized by the Club, so losses were expected.
- c) The apparent loss in the Goodie Store represents a sizable inventory.

PERFORMANCE FROM EXPERIENCE



Experience takes time. Everyday for thirty years the Holbert Family has been selling, servicing and winning races with Porsche, Audi and Volkswagen cars. Performance from that experience shows on and off the race track. Holbert's service has been named the Grand Award winner of the nationwide "We Care" Porsche Audi Service Excellence Program for the past four years. Winning experiences and dedication develop the performance people look for when buying and owning a luxury or economy car. Come to Holbert's for your Porsche, Audi or Volkswagen.



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Broken Crankshaft

Lisa Carle

On a beautiful day in April last year, I discovered a new love: high performance driving. It was only the second time I had ever driven our Porsche. That is not a reflection on my husband's impression of my driving abilities since Rex rarely drives it on the street either. But he convinced me to give it a try, so I did. By the end of that day, I was fifteen seconds off the pace, but it was FUN. I can honestly say that about every one of the autocrosses in which I competed last year. From the 110 degree day at the Sheraton in July, to the pouring rain of the Porsche/Corvette Challenge. (Even if you do get a little cone juice on your bumper now and then.)

The trophy means a great deal to me, needless to say. All of the time spent watching the Dick Turner video (over and over) must have been worthwhile. Thanks to Betsi for a memorable year of autocross and to everyone involved for your support. Most of all, thanks to you, Rex, for handing over the key and pushing me to try.



Bill Schmidt, just before he broke his famous crankshaft. Circa 1971. Photo by Editor

Rap at Idle

The Editor

I was determined not to overlook any misspelled words in last month's issue, but Bob Akin's name is similar to an old friend's and I goofed. Oh, my Aiken back! Also, I didn't see that "versus" was printed as "verses" on the President's page. At least the Message was harmonious.

Riesentoter had several local SCCA autocross champions who will be out to defend their titles next season. Ron Lego took A Stock in a close battle with Art Rothe - Betsy Leidy and Bob Patton were always close. Mark Schnoerr easily won B Stock in his 928 over Bill Stafford in a Corvette. At the Divisional Finals when Mark's trans was broken, he borrowed Stafford's Corvette and wasted the class the first time he sat in the car! Bob and Judy Kingston bought Mark's 914 and are still getting used to it; Bob with a 4th in C Stock, Judy 3rd in L2. Lisa Carle was second in Ladies 2, and Kim Fleischer won the class, driving an MGB. (Will it be the SC next year?) Don Paterson in the same car won D Street Prepared. I won ASP over a hard-charging Rex Carle and my wife, Melody, who couldn't make many events. Come on out and join us this season.



Autocross 89

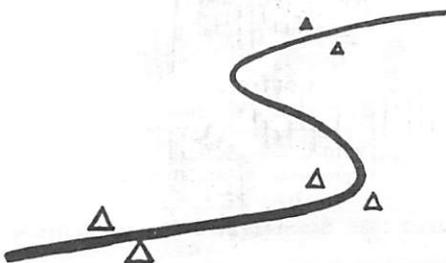
Rex Carle

It's that time of year to start preparing both you and your car for the Riesentoter Autocross Series. Again, we are planning to begin the series with a school for novices as well as for experienced drivers who want to brush up on their skills. We are currently recruiting experienced drivers to be instructors.

We are planning timed runs before and after the school to show your improvement. These times will not count toward the series trophies. Confirmed dates are: April 30 for the school, May 14, June 3 for the Porsche/Corvette Challenge, July 9 and July 30, September 17 and October 15.

There will be five events, with classes for both novice and experienced drivers. We will present event trophies as well as trophies for season champions. Our site is the Delaware County campus of The Pennsylvania State University in Media, PA.

We hope to have as exciting a year as we did in 88 and look forward to a high level of participation and competition. To achieve this we need everyone to come out and join us. So tune it up, get out your stickiest tires and come have some fun challenging yourself and your car. See you in April!

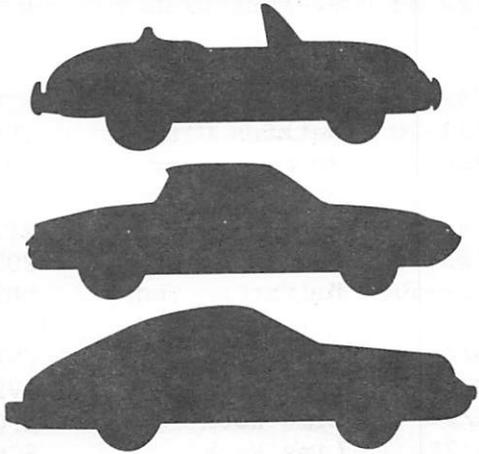


Trivia Time

(Rich Rumble in DER AUSPUFF, from Santa Barbara Region)

What is the only part which is on all cars today, and has been on all cars since the early 1900's? You might call it a repro part, but the same part, whether old or brand new, will fit a Bugatti, a 1988 Porsche, a 1917 Cadillac, a 1960 Alfa Romeo, and even a 1989 Ferrari.

The first person to send me the correct answer, in writing, will win an appropriate prize. Send to Vern Lyle, Box 363, West Point, PA 19486



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Track Dates

<u>DATES</u>	<u>TRACK</u>	<u>REGION</u>
3/12	Summit Point	POT
3/23-25	Lime Rock	CVR
3/31-4/1	Lime Rock	METRO
4/1-2	Summit Point	POT
4/21-22	Lime Rock	CVR
4/22-23	Mid- Ohio *	RTR
4/27-28	Lime Rock	NNJR
4/28-30	Bridgehampton	FOX
4/29-30	Charlotte	BLUE
5/12	Lime Rock	SCHATT
5/12-14	Bridgehampton	METRO
5/13	Lime Rock	CVR
6/23-25	Bridgehampton *	METRO
7/1-2	Summit Point	POT
7/7-9	Watkins Glen	ZONE 1
7/22-23	Watkins Glen *	RTR
7/24-25	Watkins Glen	POT
8/5-6	Summit Point	RTR
8/19-20	Watkins Glen	CVR
8/26-27	Summit Point	POT
9/9-10	Pocono	RTR
9/23-24	Summit Point	POT
9/29-30	Bridgehampton *	METRO
10/19-20	Lime Rock	CVR
10/26	Lime Rock	CVR
10/27	Lime Rock	H-C
10/28	Lime Rock	SCHATT
10/28-29	Mid-Ohio	POT
11/2-4	Lime Rock	CVR
11/10-11	Bridgehampton	METRO
11/18-19	Summit Point	POT

* - Professional Flagging



Club Contacts

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

Ron Fox Enterprises
201-783-7800 days
201-736-9592 evenings

Metro New York, Henry Hammer,
516-421-5139 evenings

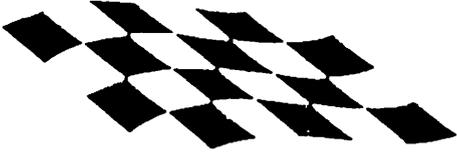
Hudson-Champlain, Frank Ambrosino,
518-377-9292 days

Northern New Jersey, Richard Schmidt, 201-327-2203 days;
201-423-1770, evenings

Potomac Region, T.R. Pierce,
703-370-1994 evenings

Schattenbaum, Pete Tremper,
215-339-6379 days

PORSCHE *Indy* **500**



MAY 26-29, 1989

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CONTACT:
 BRETT JOHNSON, REGISTRAR
 PORSCHE INDY 500
 7510 ALLISONVILLE ROAD
 INDIANAPOLIS, IN 46250
 (317) 841-7677

CUTOFF: May 2, 1989 SPONSORED BY: CENTRAL INDIANA REGION

RIESENTÖTER PCA DRIVER EDUCATION MID-OHIO SPORTS CAR COURSE

April 22 and 23, 1989

SATURDAY AND SUNDAY

COST: \$120.00 per driver. Make checks payable to RIESENTOTER PCA.

REQUIREMENTS: Valid drivers license; Member of PCA; Porsches only; 18 years or older; one novice driver per car.

ENTRY DATE: March 13, 1989, No earlier postmarks. No metered mail.

SEND TO: JIM CONFER, P. O. Box 1631, Southeastern PA 19399

REFUNDS: Registration is refundable if notification is received prior to April 15, 1989
Call 215-692-2264 (days) or 215-687-1339 (evenings)

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

First Driver

Last Name _____
 First Name, Initial _____
 Street _____
 City _____
 State, zip _____
 Home # (____) _____
 Work # (____) _____
 PCA Region _____
 Porsche model _____ Year _____
 Preferred car number 1st _____ 2nd _____

Second Driver

Last Name _____
 First Name, Initial _____
 Street _____
 City _____
 State, zip _____
 Home # (____) _____
 Work # (____) _____
 PCA Region _____
 Modifications _____
 _____ 3rd _____

FIRST DRIVER EXPERIENCE

Years this car _____ Other Porsches _____
 Last school: when? _____ Where _____
 What run group? Beg-Inter-Adv-Instr _____
 # Mid-Ohio events? _____ All tracks _____
 Other High Speed Experience _____

SECOND DRIVER EXPERIENCE

Years this car _____ Other Porsches _____
 Last school: when? _____ Where _____
 What run group? Beg-Inter-Adv-Instr _____
 # Mid-Ohio events? _____ 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:

RIESENTOTER REGION reserves the right to decline any application.

I PLAN TO ATTEND SAT _____ SUN _____

Penske Tours

Debbie Cooper

The response for the tour of the Penske race shop exceeded the number of slots available, so instead of having a lottery, we were able to schedule two tours to accomodate everyone. The notice in DER GASSER was made without any dates, because we had to wait until the race season was over. The tours were held on November 30 and December 19. They differed slightly, since the transporter was off being prepared during the first tour, and the second tour didn't see the paint shop since no painting was going on. We owe Tim Lombardi a great deal of thanks for taking two nights of his free time to show us around.

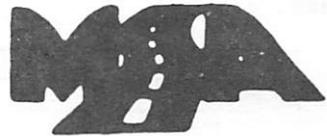
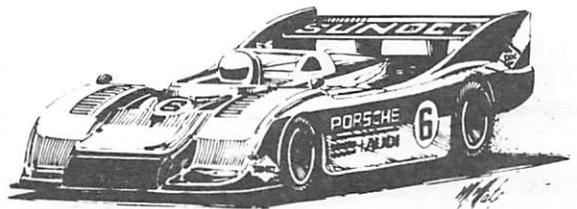
Tim described the two PC-17 chassis with Cosworth V8's being prepared for the Arciero team; their mechanics were working side-by-side with Penske's group to learn the cars from the ground up.

In the dyno room we learned that the team takes three engines for each car and determines which is fastest for that track. Problems sometime limit testing time and Tim told us that once in California, they still had one engine to test and the track was closed. Since Penske owns a car dealership out there, they removed all the cars from the lot, and tested the race car at night! I don't remember if that engine was used in the race or not.)

The race cars have a fresh coat of paint for each race and Tim said that since each coat weighs 15#, the bodies are stripped once they have three coats. On the second tour we walked through the transporter which was freshly painted and outfitted. I think we should all have one to take to the driving events.

Since the successful Penske season had ended, shop activity was at a minimum. Work on the 89 models (PC-18's with Ilmor-Chevy engines) will begin in January when the new chassis are shipped from England.

Hopefully everyone enjoyed the tours. For those of you who couldn't join us - maybe we can do it again sometime.



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Car Show

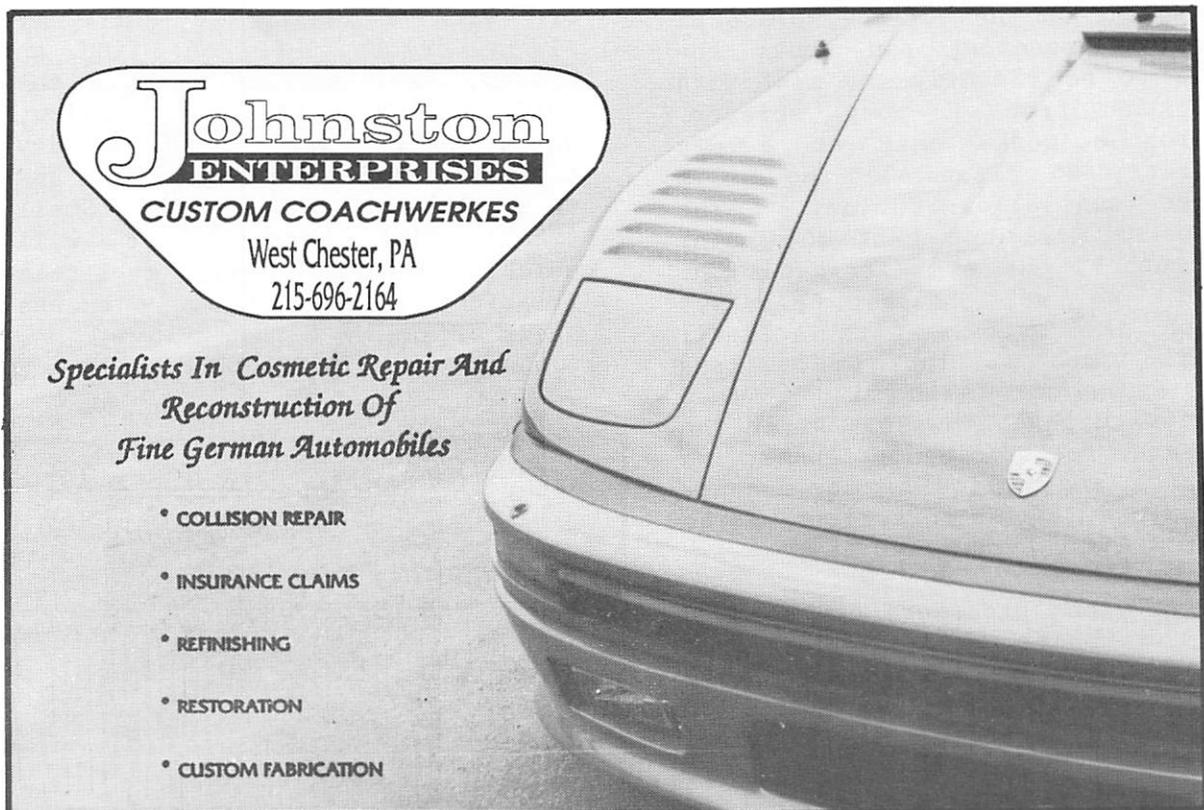
Applications are available for the World of Wheels Custom Car & Van Show, coming to the Philadelphia Civic Center, Friday March 17 through Sunday March 19. Whether you would like to enter on an individual basis or be part of the club's display, we're looking to present a large group of Porsches at this year's show. We're also looking to expand public awareness of our club, and maybe pick up a new member or two.

Entrants for competition will be required to pay a \$35 entry fee. All competition entries receive a trophy, but judging from a personal standpoint on the cars in previous shows and the quality of our cars, I feel we should walk away from this event well received and well rewarded. Those people who have no interest in trophies but welcome

the chance to exhibit their fine machine in a club display can do so free of charge. Everyone is welcome and encouraged to come to the show and support our entries. We also will be needing people to work the display booth.

In my last 4 years of involvement with this Winston Championship Auto Show, I find that it is great exposure and a good time for the kids (young and old). This is one of the largest shows in our area, and since we are one of the largest (and best) clubs in the area, it is only fitting that we contribute to this event.

Interested parties should contact Rick Marshall at 969-8346 for applications and information. Deadline for entry is February 28.



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The advertisement features a black and white photograph of the front of a Porsche car, showing the hood, headlights, and the Porsche crest on the front edge of the hood. The text is overlaid on the left side of the image.

Clean up your act

The trunk or storage area(s), most likely will need a good clean up. Remove all carpet or matting and wipe down the painted surfaces to remove dust; pull the spare, clean the tools and jack, and place in a small bag to avoid recleaning them later. Space-saver spares can be inflated, cleaned and deflated to insure proper cleaning. The trunk should be left locked to prevent leaves and any dust from entering, with just light detailing required prior to judging.

While preparation of fender wells and suspension is not required in a Top-Only event, it somehow seems that a clean car should be entirely clean, so take this for what it's worth. Concentrate on one wheel well at a time - wash carefully with soap and water to remove sand and grit, and flush with plenty of water. If there happens to be any Cosmolene on the surface, place an aluminum roasting pan under the area to be cleaned, and mist with kerosene from a pump sprayer. (Kerosene works best on a dry surface, so clean all the wells first and allow to dry.) The kerosene will not hurt the paint or rubber, but will irritate your skin, so wear rubber gloves.) Brush the surface with a small paint brush to loosen Cosmolene and apply more with mister, then wipe with paper towels. After the surface feels clean, flush with water and liquid detergent. Lemon-based dish detergent works best - Ajax, Lemon Joy, etc.

The previous procedure can be used on the engine as well. In most cases, the best results can be seen with P-21S Car Wash or S-100 Motorcycle Cleaner, both by makers of P-21S Wheel Cleaner. This is sprayed on a warm engine, left to

sit for a few minutes, worked in with a soft brush and then flushed off with water. The P-21S products are less polluting than kerosene and also do not smell like GUNK. Always wipe the engine parts with paper towels or clean rags to prevent water spot damage.

Now for everyone's favorite job, waxing the exterior. The biggest offender to your car is the airborne pollution that lands on the paint. It comes as both dust and acid rain. The surface cannot afford to be without wax for any length of time. Careful polishing can remove small scratches and rings left from minerals in water. Buff-eez is a product that can be used by hand or machine application. Wax can be applied with ease after the surface is clean. Sonax Paintwerk Gloss, Zymol or Harley Carnuba all are fine to use on clean paint. Don't overuse any wax on application. Only a fine film should be buffed off with a cotton tee-shirt or flannel cloth. If you find an uneven, hazy surface, dampen the surface with a towel and follow, while still wet, with a dry t-shirt. Buff the water off and this will blend the wax. Small smears will appear, but will quickly disappear with a little friction, as this is only excess beads of wax.

(John Paterek in PORSCHEFORUS)

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Technical Tidbits

Adjustable Warm-up Regulators (Ray Calvo in RUNDSCHAU). The Nov '85 issue of PANORAMA had an excellent article on modifying your CIS warm-up regulator to make it adjustable. Some interesting points I uncovered when making this mod to my 76 911S:

1) When adjusting the plug up or down to vary the fuel pressure, I found that small adjustments can make a big difference. Go slow and make changes in one-eighth inch increments.

2) If the engine runs rough after initial startup and cuts out as you apply the throttle, it most likely means that the mixture is too lean. Try a richer mixture by moving the plug down into the regulator.

3) If the engine initially has an unstable idle and the engine speed continuously oscillates from below normal idle to above 2000, it is probably rich. Try adjusting the regulator leaner (move plug out).

4) The manuals recommend that adjustments should only be done on a totally cold engine, and this has generally meant only one try before quitting for the night to let everything equilibrate again. One way out of this is to unplug the electrical connection to the warm-up regulator. I could then make about 5-6 adjustment attempts before engine heat would affect the results. As soon as the engine started, I would note how it ran then immediately shut it off. Once I was ready to make a total cold start (like the next night), I would reconnect the plug.

I would caution those owners of catalytic-convertor equipped cars. however - be careful about making

adjustments in the rich direction. Rich mixtures can cause the convertor to run EXTREMELY HOT, and potentially cause damage to any adjacent body parts.

911 Heater Control Cables (Ray Calvo in RUNDSCHAU). I'm sure that there is at least one person who drives a 911 in the winter. In any case, if your car has been driven in bad weather for a couple of years, it might not be a bad idea to do some maintenance on the heater control cables that lead down to the heater valves above the heat exchangers. These wire cables pass through a guide tube (made of plastic) between the center tunnel and each heater valve. The cable passes through a small plastic or rubber plug at the heater valve end of the tube, and is then clamped to the valve flapper. What happens over the years is that the small plug cracks and allows water to enter the guide tube, eventually rusting out the cable.

Replacing these cables is no fun at all, especially at the pull lever end down in the tunnel. Then comes the fun of trying to route them down and out the tunnel. To avoid going through this grief again, I unbolted the cable from the heater valve (careful - this is a small, delicate bolt) and then was able to pull the guide tube off the car. The old tube plug was discarded, then I injected the tube with grease from a grease gun until it was completely filled. A new plug was placed on the end of the tube and it was bolted back into the car. My thought is that even if the plug goes away again, the grease should protect the cable from rusting out. In addition, the cable tension is noticeably reduced.

Garage Sales

83 944 coupe, Guards red/grey-beige very well maintained, owned since new, Saratoga top, custom red Autopower rollbar, Bursch header, Weltmeister bars & springs, Koni gas adjustable, Holbert Cool Brake, Carrera scoop, quick shift, BBS blk ctr 7&8x15, 225/50 Bridgestone RE71s, Blaupunkt. Best offer, Spring's coming! Bill O'Connell, 640-1675

83 944 Carrera; GT-2 race car or track event car. Featured in step by step articles and SCCA driving school. Exceptionally fast and clean. Full cage, fuel cell, best suspension components, \$18,000. Al Anderson, 793-3911

Vern Lyle's 911 CRRRRA; 70 chassis, 82 motor with Webers, all the right suspension stuff, and more. Four Pro Solo and SCCA Divisional wins, and FTD at last two Porsche/Corvette Challenges. Streetable killer car, offers over \$20,000. 661-7011 days, 368-1062 evenings

76 914 2.0, 44mm Webers, Konis, AC, Blaupunkt AM/FM cassette, stainless heater boxes, Pirelli P6, 73,000 mi yellow w/black, best offer. Spare 2.0 case and heads, \$400. Bill McGrink, 609-767-8865

Pete Arnold's 76 930, one of 500 built, recent top overhaul with many, many extras. It goes like a banshee and emits a full throated wail, not the puny whoosh of later turbos. Price negotiable. Call Larry Hohmann, 609-466-9239.

87 924S, red/black int, 5-spd, 16,000 miles, excellent cond, warranted til Oct 89, \$19,500. Bob Haldeman, 256-1377 (H), 466-5937 (W)

86 928, 19,000 miles, automatic; and 86 944 Turbo, 14,000 miles. Both are Stone Grey metallic with burgundy leather, very good condition and will be reasonably priced. For the 944 I have the only set of grey black Panasport spoke wheels (like Minilites of old) in existence. I'll sell either the original wheels or Panasports separately. Craig Rosenfeld, 775-0997

924S/944 ADDCO sway bar. New, never mounted, bolt-on. \$100 obo. Bill O'Connell, 640-1675

Four (4) 205/55VR16 P7's - very little tread left, make an offer. Joe Loscalzo, 584-0308 evenings

Ski Rack; factory model for Targa only, very good condition, make reasonable offer. Call Ed Lynch, 345-9545

Full set of take-off shocks from 87 930, make offer; trombone oil cooler from 82 SC, cheap; two RE71, 255/50x16, new, shaved only 2/32, \$175. Tony Bonnani, 828-9469 (H)

Two Dunlop 205VR16, two 225VR16, fair cond; 356C hood handle, needs crest and replat; new 356 oil cooler; 912 factory service guide, Chilton repair manual, includes VW, 356, 914, 912, 911. Make offer. Jake Jolly, 436-6626

Holbert Cool Brake for 87-up 944S, \$125; Colgan 3-piece bra for 944, used twice, \$60; phone dial wheels for 87-up 944, 2 7x16, 2 8x16, \$1,100 set, consider partial trade for 7x15s; set of struts and rear shocks from 86 944 turbo, used, \$300. Jerry Weger, 649-6618

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