

# DER GASSER

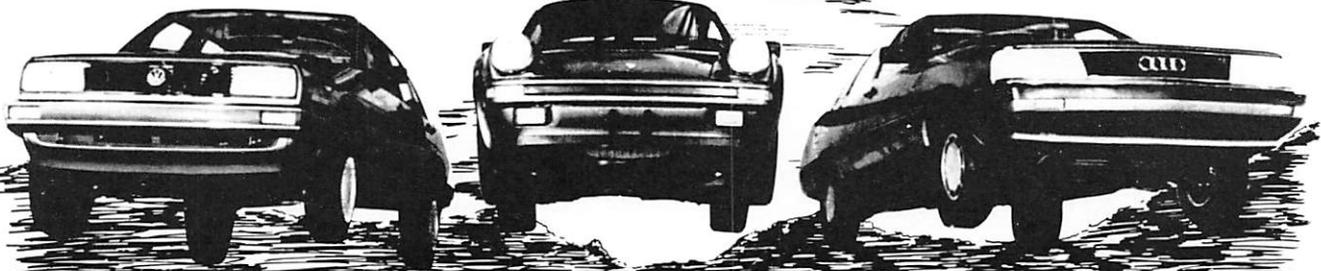


JANUARY 1991



Riesentöter Region ♦ Porsche Club of America

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# PRESIDENT'S MESSAGE

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Well, did everyone get that new C4 Turbo Cab they wanted from Santa? I'm sitting here, keyboard in hand on Christmas Eve, hoping that my human spell checker gets the hint. If I have a permanent ear to ear grin at the Jan meeting you'll know I pulled it off. I suspect by now the gifts have all been put away or exchanged and visions of Porsche Club events are returning. You won't be disappointed. Last year was a huge success and the Holiday dinner was one of, if not the, best ever. There is an article describing it to make those that didn't attend question their decision.

The master plan for the year is unfolding even as I write this. Most, if not all, of the '91 exec has their activities either set in place (like our very organized track chair), or well under way. As I'm sure you expect, the year will be chock full of events to satisfy most with social, autocross, track, etc, etc. I hope to see a lot of new faces out there this year. Time for some of you to try an event. Don't worry about feeling left out or not part of the 'clique'. The only real inner circle you need worry about is the one you already belong to - the region!

What about the car raffle, you ask? Now that we let the loony in charge again, will he run another one? Read the article titled "Car Raffle for 91, Fact or Fiction".

I would be remiss if I failed to mention the excitement stirred up by the former editor, Mr Lyle, with his autocross vs track event article. The way I view it is; Riesentöter is a large region and its members have different ideas on what they like to do within it, from attending every event held to doing nothing but reading Der Gasser and/or Pano. One of the nice things about this region is you can do as much or as little as you please. Some members don't understand those that choose not to attend anything but there is NO requirement for anyone to attend anything, plain and simple! The people that pick an activity and declare that the

only one worth doing if you're a real man/woman have lost sight of the goal of the region and PCA as a whole - that being friendship and camaraderie. This means that those that assume they are 'real race car' drivers because they attend track events and anything less is pond scum is just as wrong as the autocrossers or anyone else that feel that way. To each their own. In reality there is no best. Its what you want to do, nothing more, nothing less. Yes, there is a large thrill to be had when you are learning car control on the race track at speed but believe me, as one that can't autocross worth a damn, I fully appreciate the skill it takes to cut a winning line thru that sea of orange cones. So let's all be big boys and girls and put this to bed. Come out and play at whatever gives YOU that warm and fuzzy feeling and don't worry about what the others are doing.

On to a brighter subject. For all of you that were worried about me going to jail as a spy after having my film confiscated at the Navy base while trying to get the year end autocross trophy pictures. The case is closed, and the film was returned untouched with a letter of apology from the base for the over zealous actions by the guards. Of course we can't do anything about the position I was forced to shoot from which gave me less than desirable pictures but at least I won't be going to the big house or shot at sunrise.

There is also a plea for people to continue what Bob started last year with his call for involvement. We are pretty big now and it's time to start expanding on the size of the committees. Please give it some serious thought. The major focus continues to be enjoyable events.

Get set for a great year and I will see about 700 or 800 of you at the January meeting, right?

Bill

## Up-Comin

### JANUARY

- 30 General Meeting, Audubon Inn:  
Restoration - Bruce Baker and Paul  
Johnston; see page 3

### FEBRUARY

- 3 Track Clinic II, Paul Johnston Enter-  
prises: Don Cox; see page 17  
23 Tech Session, Dougherty Automotive;  
9:00am - 3:00pm  
27 General Meeting, Paul Johnston En-  
terprises: Vendor Appreciation Night

### MARCH

- 27 General Meeting, Audubon Inn:  
Insurance and Legal Issues - John  
Heckman and ????

### JULY

- 28-4 Porsche Parade 1991 at Boston,  
Massachusetts



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# JANUARY MEETING AUDUBON INN

**FEATURING:** Bruce Baker and Paul Johnston

**TOPIC:** More Than You Thought There Was To Porsche Restoration

**FORMAT:** Slides and Questions & Answers (bring questions, lots of them)

Bruce is the founder of Auto Research and Paul is the owner of Johnston Enterprises, two of the premier restoration shops in the area. These two craftsmen bring combined experience of more years and more cars than either will admit to, most of it having been with Porsches. Both have served as Concours d'Elegance judges and have spent time on the track. Their experience ranges from restoring rust buckets to show condition to... replicating the factory's latest hot rod modifications, usually with some twists of their own.

Bruce has been restoring cars most recently for the vintage race circuit. He will speak about the differences between restoration for the track versus show. Paul will speak about RUST, vis a vis how to properly deal with it. With these topics as starters, the floor will be opened for Porsche specific questions, 356 to 930... 914 to C4. These two speakers were brought together briefly many years ago as coworkers and have remained friends even as "competitors", and are now willing to share their knowledge and experience with the club, so come out and be entertained and educated.

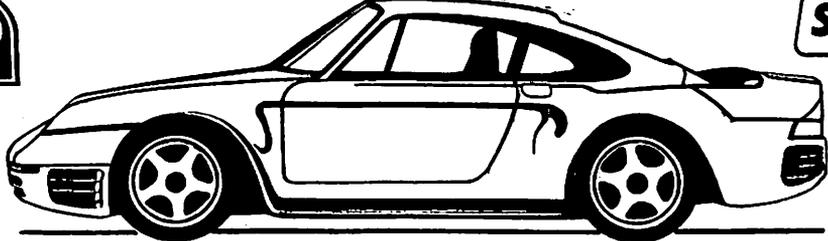
## **DIRECTIONS to Audubon Inn:**

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.

From Norristown - take Ridge Pike toward Collegeville, go left onto Egypt Rd., right onto Parkside Ave., and left into the parking lot. If you miss Egypt Rd., go left on Rt. 363, and right onto Egypt Rd. at the light.

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## HANDLING BASICS

There are two terms generally used to describe the handling characteristics of a car. A Porsche can exhibit either of these characteristics at different speeds.

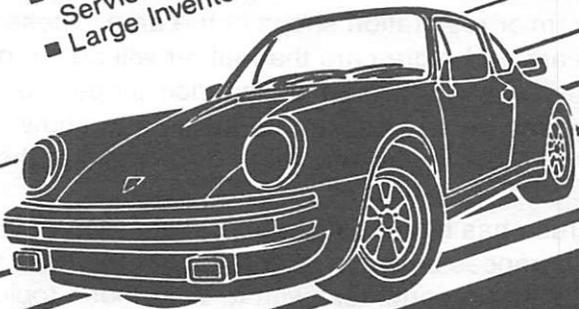
**OVERSTEER:** Often referred to as 'loose', the car wants to over-respond to your steering inputs. The rear end of the car feels light, and slides to the outside of the turn.

**UNDERSTEER:** Often called 'push', the car feels under-responsive to your steering inputs, and wants to continue straight ahead.

The handling of a car is described as neutral when the car feels balanced and responsive to the drivers inputs. The driver feels relaxed and in control. The table below can be used as a guide to help adjust your car's handling balance. All of these factors interrelate, and any given change may produce the opposite effect intended.

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Rear tire pressure	Lower	Higher
Front tire width	Larger	Smaller
Rear tire width	Smaller	Larger
Front track	Wider	Narrower
Rear track	Narrower	Wider
Front wheel camber	More negative	More positive
Rear wheel camber	More positive	More negative
Front shock setting	Softer	Harder
Rear shock setting	Harder	Softer
Front sway bar	Thinner or adjust to lengthen arm	Thicker or adjust to shorten arm
Rear sway bar	Thicker or adjust to shorten arm	Thinner or adjust to lengthen arm
Front spring rate	Lighter (smaller diameter torsion bar or spring wire)	Heavier (larger diameter torsion bar or spring wire)
Rear spring rate	Heavier (larger diameter torsion bar or spring wire)	Lighter (smaller diameter torsion bar or spring wire)
Front spoiler	Larger	Smaller
Rear spoiler	Smaller, or less angle	Larger, or more angle

Table courtesy of AUTOMOTION

IT WAS A VERY GOOD YEAR

By

James P. Hartman

Much like the champagnes many of you enjoyed on New Year's Eve, the finances of the club in 1990 could be characterized as being a very good year. The regular financial statement for the year follows, and shows that the club began the year with \$8,307.00, gained \$4,357.24 through the year, and closed the year with \$12,664.24 in the bank.

A review of the activities, ranked by receipts, and what they produced and consumed follows:

	RECEIPTS	DISBURSEMENTS	GAIN/<LOSS>
	-----	-----	-----
Track Events	\$ 49,250.00	\$ 40,127.53 (a)	\$ 9,122.47
<u>Der Gasser</u>	18,033.50 (b)	14,809.15	3,224.35
Goody Store	6,122.46	6,660.07	<537.61>
Social	5,727.30 (c)	13,056.53	<7,329.23>
Autocross	4,655.00	3,986.66	668.34
Treasury	875.42 (d)	111.45	763.97
Meetings	706.59	1,165.28	<458.69>
Rally	261.00	167.82	93.18
Technical	237.00	827.15	<590.15>
Membership	160.00	759.39	<599.39>
	-----	-----	-----
TOTALS	\$ 86,028.27	\$ 81,671.03	\$ 4,357.24
	=====	=====	=====

- (a) Includes a \$500 deposit for 1991 Summit Point event.
- (b) \$10,173.50 of reimbursements from PCA national added to advertising revenues.
- (c). Subsidies for all social programs approved by Executive Committee.
- (d) An interest bearing account was established in 1990.

The strength of the track program and a high level of reimbursements from PCA national allowed the club to enjoy several subsidized social events. Also, the club enjoyed some investments for the future. The investments included cones and equipment for the autocross program, torque wrenches and other gear for technical sessions, and dealer boards to promote membership.

[Attached Financial Statement for the year ending December 31]

Riesentoter Region, Porsche Club of America  
 Financial Statement  
 For the Year Ending 31-Dec-90

RECEIPTS

NATIONAL REIMBURSEMENTS	\$10,173.50
ADVERTISING	\$7,860.00
GOODY STORE	\$6,122.46
MEMBER PAYMENTS - CLUB ACTIVITIES	\$60,996.89
MISCELLANEOUS	\$875.42
TOTAL RECEIPTS	\$86,028.27

DISBURSEMENTS

DER GASSER	\$14,809.15
GOODY STORE	\$6,660.07
CLUB FUNCTIONS	\$14,981.20
CLUB CAR ACTIVITIES	\$45,109.16
MISCELLANEOUS	\$111.45
TOTAL DISBURSEMENTS	\$81,671.03

NET CASH GAIN (LOSS) \$4,357.24

CASH BALANCE AS OF 12/31/89	\$8,307.00
+NET CASH GAIN (LOSS)	\$4,357.24
ENDING CASH BALANCE	\$12,664.24

# 24 Heures du Mans

by Bill O'Connell

It evokes thoughts of road racing as it should be, long tracks, on regular roads. This race to most is a race of heroes. It's very demanding not only because of the time, but the track is 13.6 KM (8.5 miles) which makes it very hard to memorize. Running at night at over 200mph you don't get a second chance if you forget where you are.

Last year, the Circuit de la Sarthe was bathed in problems due to battles with FISA over sanctioning. In the end, they installed 2 chicanes along the famed Mulsanne Straight to cut speeds but the 58th running was not an official race. Speeds over 215 were still reached but the chicanes took their toll with the extra shifts and braking required.

I won't dwell on the results. By now you know the Brun Porsche was running a strong second with a good chance to win and expired in a puff of smoke just 16 min prior to the end. This gave Jag 1st and 2nd, and Porsche had to settle for 3rd, 4th, 8th thru 16th, 19th, 24th, & 26th out of 28 finishers. To say the grid was overwhelming Porsche would be an understatement. It is amazing when you realize the 962 is an old race car, yet still runs with the best of the new breed. None of the Porsches were 'factory' cars and they still did better than the best Nissan and Toyota could muster.

Some background on our trip. While living in Stuttgart as a teen, I attended the '64 German Grand Prix at Solitude with Jimmy Clark, Jack Brabham, Innes Ireland, Mike Spence, Graham Hill, Joe Siffert, and of course, Ecurie Maarsbergen in a Porsche. This got me addicted to racing. Over the years I attended F1, Camel GT, etc at Watkins Glen, Pocono, Summit Point, etc, and even made it to Speed Weeks in the Bahamas. After the Bahama trip, I started lobbying for a trip to the Great One. Vicki relented when I agreed to spend the following week in England

(my chance to see the Morgan factory, and as a side benefit, meet Charles Morgan).

We arrived in Paris early Friday and became another statistic in the French Police books. We took a short detour for some photos and in less than 1 hour, the car was opened with a blunt tool and Vicki's purse as well as some very expensive camera equipment went away. The purse was returned minus some cash and credit cards, the camera equipment was not. So much for paying extra for a car with a trunk. We spent the rest of the day replacing AMEX cards and checks and obtaining a new rental car. After all that fun, we got to Le Mans about 11 pm. Stopped at the info office and got a B&B room in a very old home in town for \$40 for 2 nights. It was so late we didn't bother going to the Germany Region party at the track. Early Sat morning we headed out to the track and picked up our Press Passes. Than off to the Nikon tent to borrow some equipment. They were great and in exchange for my passport, they lent me a \$6,000 lens along with some other stuff to make up for what was surely now being sold as 'used but in great condition' on some street corner.

About 3:30 pm we went to the tower for the start, which is a party. Just minutes prior, the track was still littered with hundreds of people wandering around and having a good time. About 3:55 the track is cleared and the real party begins. The race is started with 5 people standing in the center of the track and 49 cars driving around them.

After the start we made our way to the Porsche factory tent. There was a set fee of about \$180 which gave you parking, grandstand seats, and a place to eat, drink and watch the race on TV. We talked to Ilse Nadele, the worldwide PCA coordinator, and she noted that the factory felt a Porsche could win this year. Manfred Jantke, the Director of Public Relations, gave periodic

continued ▶

## continued ▶ 24 Heures

race standings, letting everyone know where the Porsches stood. Given that it was very hot, this was a great way to relax.

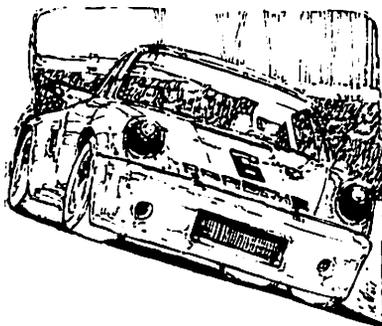
But, you can't stay in the tent forever so off we went for a walk around the track, not a task to be taken lightly with 50 lbs of camera gear and a blazing sun. I went out to the Armco just before the famous Dunlop Bridge (Vicki declined, after a car came apart in front of us, throwing body parts all over). Seeing a 962 fill your viewfinder at over 100 mph will take your breath away! One minute they are entering the turn and all of a sudden all you see is car, than with a roar it is gone and the next one is coming. We continued our trek down the Mulsanne to the Germany Region campsite. They welcomed us with some good fresh German beer right from the keg and some burgers. Seems this crew has been going there for quite some time now. The region is made up of Americans in the service and English speaking folks that live in Germany for whatever reason. Great crew.

After our break, we continued our journey down the track in the dark. About midnight we drove back to the room for some sleep. I got up at 5, leaving Vicki to sleep and to give her time to do some touristy things in Old Le Mans. The sun came up over the track like a big orange ball. And speaking of orange balls, just before sunrise, Weavers pink RLR Porsche punctured a tire at about 200 mph by the chicane. He tried to nurse the car back to get it fixed but the tire came off the rim tearing part of the body off. As he entered the pits the turbo oil tube was ripped off and the car caught on fire. That got everyone's attention! The car was retired and the team mascot, a pink panther, was hung in the garage for failing its good luck mission.

As the day wore on, more cars fell victim to various ills. Many of the mechanical problems and especially the gearbox and transmission woes were blamed on the extra shifting the

chicanes required. It was estimated that they added 200+ shifts over the course of the race, as well as a lot of brake wear. About 3pm, we went back up to the tower to watch the end. We kept hoping the Porsche would snare the Jag but about 3:44 disaster struck, the motor blew up dashing the hopes of a Porsche win. With the Alpha 962C 7 laps down and the Joest 962C 9 laps down there just wasn't enough time left (laps take about 3.5 minutes each).

The last lap actually happened about 3:55 when the Jags lined up in order and passed the finish line. At that point the fans started rushing the track and try as they might, the workers couldn't keep the race going. The front straight became one lane while workers with yellow flags tried to keep the cars out of the crowd. By the time they came around again the straight was completely filled with people and they were forced to stop some 100 yards from the line. We were amazed at the way people just ran onto the track with cars at speed coming toward them. It seems this tradition started a few years ago and gets worse each year (it could be worse I guess, they haven't learned about burning cars in a bog like they used to do at Watkins Glen).



Once it was over I was surprised at how short it seemed. There are so many diversions, German beer halls, sponsor tents, the carnival by the Dunlop bridge, etc that the time really does fly. Although after talking to some of the drivers and crew, they don't agree. It is without a doubt the best racing show going and there is only 6 1/2 months till the next one. I haven't figured out what the bribe will be for the 59th running but be sure I fully intend to go. Anyone interested in a really great trip to France? If there is enough response, Ms Vicki will set it up. We have also discussed having a separate tour of Old Le Mans and the area for those with spouses/travel mates that would like to see the area but have no desire to watch cars for 24 hours (why, I can't imagine but there may be some).

# PCA Racing Series

excerpts from an article by Bob Moir published in the December NNJR Porscheforum

There is a good possibility that a PCA Racing Program will come into being. Alan Friedman, National PCA Safety Chairman, has been hard at work, attempting to formulate such a program.

Alan recently sent the following information out to all Zone Reps and I would like to pass it along to you. Presently it is a rather broad vision, but goes something like this:

- A PCA Racing Series, organized and run by a separate motorsports division of PCA.

- The races would be organized and operated by personnel from the National motorsports division, not by individual regions.

- A three to five race series, in each major sector of the U.S., with the first races in 1992. [ed. the idea is not to replace the Regions track events - but to provide a logical progression for those who want to get into racing, and can't afford the other venues available]

- All costs would be covered by entrants, through an extra annual dues (e.g., \$50) and race entry fees (e.g., comparable to vintage race entry fees at \$150-\$200).

- The governing philosophy: identical to the formula which has made vintage racing so appealing - clean racing in beautiful cars (Porsches, of course!), with stiff sanctions for damaging your own car or causing damage to another car.

CLASSES - ideas include:

1. Several Production car classes, which would accommodate most, if not all, road Porsches ever built, with minimal showroom-stock type modifications, and classes based on factory horsepower-to-weight. This is the overwhelmingly popular series in Great Britain.

2. Possibly a couple of "run what you bring" modified classes, like Parade Competition Rules M2 or M3.

3. Possibly a specialty car/race car class.

LICENSING: Nothing definite yet, but certainly all our PCA driver education events are providing a large cadre of trained race track drivers and instructors.

GOALS: A quality program, with professional organization and a comfortable philosophy, one which will add to PCA's spectrum of quality activities for Porsche enthusiasts, and get Porsches back onto U.S. race tracks in the U.S.'s first real marque racing.

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# AT FULL SONG

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by John Williamson

My first newsletter is now in your hands, and for the most part, excepting cosmetics and poor grammar, should look a lot like it did before. The headings of our regular monthly features (e.g., President's Message, Up-Comin, Garage Sales, etc.) remain unchanged because "if it's not broke, don't fix it". However, it wouldn't be right to use Vern's moniker "Rap at Idle" for my column, since it really belongs to him, and seems to have lately affected the blood pressure of some club members! What you see at the top of the page is the best I could come up with, I only had around six months to think of something. Don't be surprised if I decide to change it.

My first order of business is to announce two appointments to the **DERGASSER** staff. This job has really become too big for one person, and Vern deserves a heartfelt thanks from the club for the hard work he put in over the last two years. Along these lines, Jim Hartman and Bill O'Connell have volunteered to help with the newsletter this year. Jim is the new Advertising Manager, and requests for commercial advertising should be sent to him (classified ads will continue to be sent to me). Bill is the new staff photographer, a position he has really filled unofficially in the past!

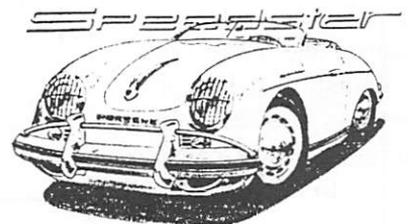
Jim is currently evaluating our advertising rates and we plan to make appropriate recommendations at the January Exec meeting. Bill is working out the details of a club photography contest, with the winner possibly getting their photo on a full color cover of **DERGASSER**. Stay tuned for details.

Several members have remarked that the recent focus of the newsletter has been on Autocrossing, to the exclusion of track events. I'm not sure if this was really the case, but I personally enjoy both of these driving events (at least I did before I placed my car on a pedestal - I mean jack stands - in my garage), and welcome articles

about both. If you don't like the content of the newsletter, you can change it by submitting articles for publication. "Do-it-Yourself" articles on suspension and engine tuning, concours preparation, autocrossing secrets, etc. would be appreciated. If anyone out there has something to share, please send it in.

The proposed PCA Racing Series looks like a great idea to me. It seems like a logical progression from our current driving schools, and a low cost (is there such a Porsche?) way to get involved in racing. In September I went to Watkins Glen for the Serengeti Cup Vintage races with several other club members, and if the PCA racing series only slightly resembles this, I can't wait. Despite the fact that it poured rain all day long, you were surrounded by some of the most impressive racing machinery ever produced, and the paddock was a true carnival of sights and sounds.

Speaking of carnivals, the Porsche Parade this year is being held in Boston. Did you remember to send your application in? Also, the Philadelphia Vintage Grand Prix Association will be staging their first race event June 29-30. Judging from the Press Party/Historic Race Car Show held September 30th you don't want to miss this one. Membership in the Grand Prix association is still open, and all levels of membership will receive a '91 VIP weekend package; a \$50.00 plus value (2 pairs of passes, official program and poster). Give Jim Hartman a call (phone numbers are listed inside the back cover) if you're interested. ❖



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## THE SOCIAL SCENE

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as seen by social secretary Paul Sybil

### Dateline Oktoberfest:

Chef Butch of the Audubon Inn prepared outstanding German Eats; truly great tasting when paired with Michelob Draft! Over 80 Porsche Pushers attended this event, and were entertained by auctioneer Maro Baldi (aka Bob Russo), who raised over \$300 for the club treasury through the purchases made.

### Dateline Holiday/Awards Banquet:

The staff at the Bay Pony Inn did an outstanding job serving 170 Porsche Pushers who attended this event. Initially the Inn asked us to limit the party to 140, but we didn't want to say no to anyone, so... . Kudos to Mike Malley and Kim Gabel and the staff at the Bay Pony Inn. Meals all came out perfectly prepared... to the point where there was a distinction between rare and medium rare prime rib orders. Mark your calendars for a repeat performance next year at the Bay Pony; Saturday, December 14, 1991.

We wish to thank those firms who supported this event with door prizes... Auto Research Associates, Dougherty Automotive Services, Holbert Porsche Audi, Moore Motors Porsche Audi, YBH Porsche Audi and especially Leitzinger Motorsports for the tires (John Baker pulled the winning tickets and Linda Patton and Barbara Perler were the tire winners).

Awards were presented to the following individuals for their accomplishments this past year:

- ◆ High Speed Driver - **Gordon Nagle**, signifying the most improved track event driver.
- ◆ Mighty Nitto - **Bob Koerbel**, for "making the most of a bad situation" by selling his burned-out 911 to the Tattered Helmet award shoe-in Paul Margaritis.

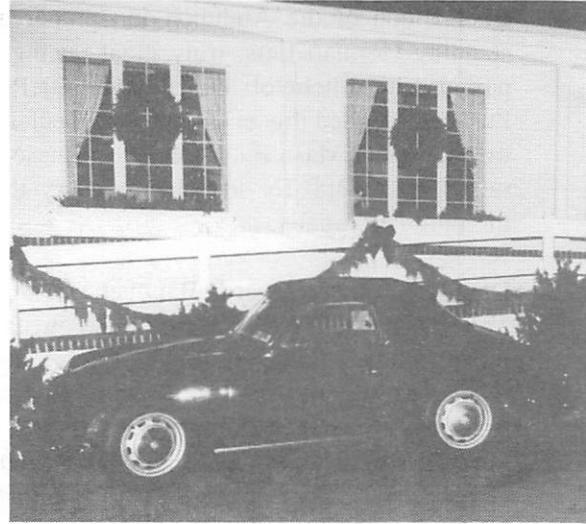
- ◆ Broken Crankshaft - **Dennis Angelisanti**, most improved novice autocrosser.
- ◆ Tattered Helmet - **Sybil Margaritis**, the first female recipient, presented to the member who manages to distinguish them self in some less than glorious manner, Sybil's feat was marrying Paul who threatens to permanently retire this award.
- ◆ Riesentöter Award - **Bob Russo**, presented to the person who performs the most meritorious service to the club, and who best embodies the "Spirit of Riesentöter". A popular decision with the crowd, as evidenced by a long standing ovation.
- ◆ Fossil Shirts - presented to those with 20 or more years of club membership:
  - Bob and Carol Koerbel**
  - Bruce Baker**
  - Bob and Maria Holland**
  - Nick and Patricia Imperato**
  - Connie Sweigart**
  - Wayne and Bonnie Flegler**

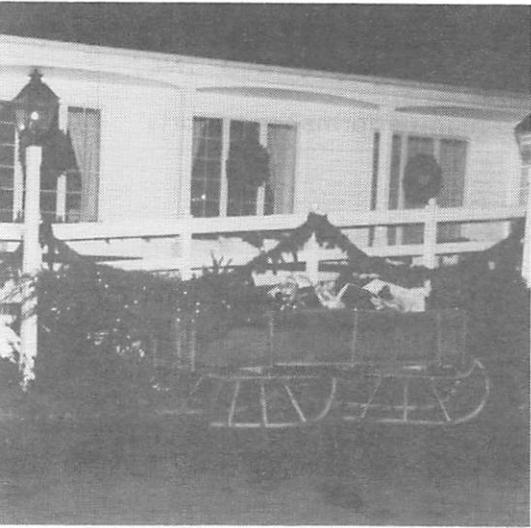
Speeches were kept to a minimum, since everyone wanted a chance to trip the light fantastic!



"The Tattered Lady"

# HOLIDAY BANQUET



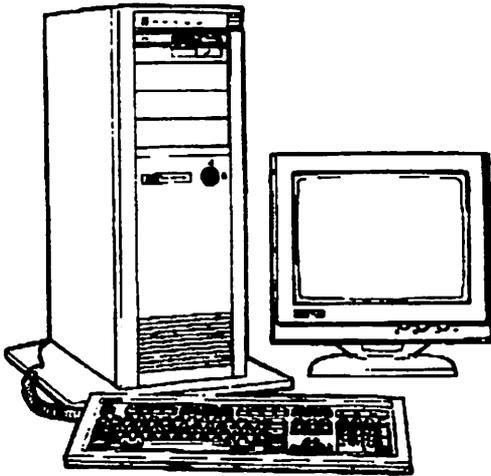


## CAR RAFFLE FOR '91, FACT OR FICTION? by Bill O'Connell

That is a good question and the answer will be left up to you, the members. St Christopher's is a very worthy cause and I'm game for another crack at it after letting it rest for a year. Do I have any takers for assistance in running it? This is not a small matter because if we do it, there will be a committee to insure success instead of running it on the fly. Having run two of them, I know a lot more now and feel with support it can be done but I'll need help.

Some options to think about if it is done: What kind of car? 944? 944 Cab? C2? Maybe 2 cars? Something like a 944 Cab and a Audi 80/90 Quattro - sun-n-snow team? How many tickets? How much per ticket? Lower priced tickets seem to fare poorly but would \$100 tickets be a real flop? Prices of the cars have gone up quite a bit since the first one so this is a major concern.

Well, as I said, it's up to you. Let me know how you feel about it.



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# WELCOME

by John Williamson

## Membership as of 12/1/90 is 804

Welcome to the following new members:

John Beidler Washington Crossing	83 944
James & Thomas DiSante Coatesville	87 930
Regina Foster Harleysville	76 914
Andrei & Sandra Grecu Leesport	86 944 Turbo
Michael & Suchinda Heavener Bryn Mawr	83 944
James & Alice Jacobson USS Kitty Hawk - from Hawaii	86 911
Jack Kleiner Richboro	74 911S
Joseph & Mary Kroger Malvern	91 911 C4
Salvatore & Josephine Leone Jamison	84 930
Steven Midgett Devon	86 944
Ronald Oliano Philadelphia	89 911 C4
Michael & Susie Peters Wyomissing	87 911
Sandra Snyder Alburtis	88 924S

Brad Wily  
Reading 86 944 Turbo

Fran Young  
Philadelphia - from Palmetto 87 911

1990 in retrospect was a good year with 150 new members joining our region. Don Galbraith won the membership contest with eight new members to his credit, and Riesentöter placed near the top in the National contest. I said early in the year that any success in increasing the size of our region would be due to the involvement of the membership at large, and everyone came through in a big way. Please continue and give your support to Connie in the coming year.

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## TRACK CLINIC II

DATE: Sunday, February 3, 1991

PLACE: Johnston Enterprises LTD  
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(215) 696-2164

TIME: 12:30 P.M.

For the **Novice Driver**: Learn more about high speed driver education. If you've thought about trying track events, here's your chance to find out what it's all about.

Time: 12:30 - 1:30.

For the **Experienced Driver**: Expand your knowledge of vehicle dynamics, high speed driving technique and theory. Time: 2:00 - 4:00.

### GUEST SPEAKER - DON COX

Don Cox received a Bachelors Degree in Mechanical Engineering from General Motors Institute in 1963. Upon graduation, he joined Chevrolet Engineering's R&D Tech Center in Warren, Michigan. For the next 5-6 years, he worked on a variety of special projects for competition applications. Some of the projects were: developing aerodynamic concepts leading to the design of wings on Jim Hall's Chaparalls, aluminum monocoque sports car chassis, automatic transmissions for racing, aluminum Chevrolet racing engines, ground effects associated with Jim Hall's vacuum cleaner car. In the late 60's, he was assigned to the Chevrolet Trans Am Racing Program. He became acquainted with Mark Donahue and Roger Penske, who were campaigning a Camaro. In late 1969, he joined Penske Racing as Engineer and Team Manager. From 1970-1976, Penske participated in Trans Am, Can-Am, Indianapolis Car and Nascar Racing. As Team Engineer, Don was heavily involved in the development of cars in each of these series. Of particular interest to us was his effort with the Porsche 917.

In the late 70's, Don became active in Detroit Diesel Franchise operations while continuing part-time with Penske Racing. In recent years, when Penske's team campaigned 2 cars but occasionally a third for 500 mile races, Don was the 3rd car's crew chief and in 1987, won the Indy 500 with Al Unser, Sr. driving. Today, he owns a Detroit Diesel Engine franchise in Hartford, Connecticut. He has participated in many PCA driving events and is the 1991 Chief Instructor for Connecticut Valley Region.

---

### ADVANCED REGISTRATION REQUIRED

Name \_\_\_\_\_

Address \_\_\_\_\_  
\_\_\_\_\_

Phone \_\_\_\_\_

Region \_\_\_\_\_

Car \_\_\_\_\_ Year \_\_\_\_\_ Model \_\_\_\_\_

Track Experience

\_\_\_\_\_ None  
\_\_\_\_\_ Autocross \_\_\_\_\_ # of Events

Drivers Ed

\_\_\_\_\_ # of Events  
\_\_\_\_\_ Instructor

Please return to Johnston Enterprises LTD by January 15

---

# ON TRACK

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by Bob Lamb

Last January, we held our first track clinic. There were several purposes. We wanted to have a special meeting devoted to explaining track events to those who had never attended one. Next, we wanted an educational and entertaining session for experienced track drivers.

The event was so well attended that we've decided to do it again. Last year, the featured presentation focused on driving. Bob Russo did a splendid job. This year, the featured speaker will be Don Cox, who, for a number of years, was team manager and engineer for Penske Racing. He will focus on vehicle dynamics: tires, brakes, suspension, etc. We will also have another introductory session for prospective track participants.

You should already have received a flyer on this event. We encourage you to attend. There is also an announcement elsewhere in this issue.

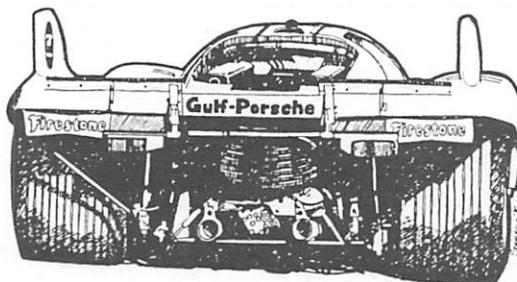
Our schedule is shaping up nicely this year. We have three dates and are contemplating a fourth in the fall.

In a recent **Panorama**, it was announced that PCA National is evaluating the possibility of a wheel to wheel racing series. As I understand the idea, they are thinking of a series of races with rules patterned after various vintage racing organizations. The key element of the rules is limited passing and severe penalties for spinning out and metal to metal contact. The concern is both for driver safety and automobile preservation. I have been asked what I thought about this idea and what effect it might have on our track events. If the national officers choose to conduct a race series with vintage type rules, I do not have a problem with that. I personally have no interest in participating, but I suspect that there are some who would be interested. I have been a fan of auto racing of all types for 30 years. I enjoy watching both live and on T.V. However,

I am not interested in the time or money required to personally participate.

As for us changing the basic format of PCA Regional Driver Education Events, I do not see any connection between a national racing series and regional track events. They are entirely different entities. The purpose of the Drivers Education Program is safe learning and safe play with high performance cars. Race tracks provide a safe and legal place to drive at speed. While there is no formal competition, there is clearly the opportunity to demonstrate and explore comparative driving skills. The idea of grouping participants by driving experience, not car potential, really works in practice. There are more differences in driving skill than there are differences in car capability. Beginning drivers may not believe this, but after some number of events, I believe they will. Improving driving skills is not that easy. It takes time, effort and a willingness to learn.

Regional Drivers Education Events are serving a need and continue to be well patronized. My attitude is, if it isn't broken, don't fix it. ❏



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# EXEC MINUTES

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The November meeting was held at the home of Janet and Jerry Weger. In attendance were Vern Lyle, Paul and Sybil Margaritis, Jim Hartman, Bob Russo, Debbie and Bill Cooper, Lisa and Rex Carle, John Williamson, Betsi Marsh, Bill O'Connell, and Janet and Jerry Weger.

## CHAIRMAN REPORTS

### President: Bob Russo

The shop of Duschon Newman in Schuylkill Haven was visited and approved as a site for Tech inspections. The Rolls Royce club has elected to buy their own pylons instead of renting them from us.

### Social: Paul & Sybil Margaritis

Wine glasses will be given as banquet favors. Two sets of Bridgestone tires will be given as door prizes. One set was donated by Leitzinger Motorsports and in appreciation John Baker and his wife will be our guests at the banquet. Other door prizes are being obtained. The Pianist for the banquet is having dental problems but this, hopefully, will not affect her hands skills and she probably will be available to entertain us.

### Treasurer: Jim Hartman

The club banquet subsidy, based on the maximum capacity of 140 people will be \$5400. The balance remaining after the banquet and the Nov. Der Gasser payment will be approximately \$14,300.

### Autocross: Lisa & Rex Carle

The year end autocross trophies will cost about \$550 and will be presented at the banquet.

### Membership: John Williamson

The final three dealership boards for Media Station Automotive, Dick Horrigan Porsche and Knopf Porsche have been ordered.

### Tech: Jerry Weger

No report.

### Track Report: Bob Russo

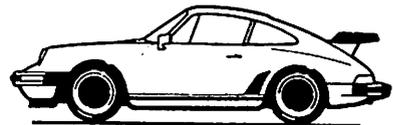
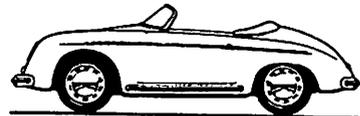
We have confirmed dates for April - Pocono, June - Summit Point and July - Watkins Glen events.

### General:

Paul reported that monthly meetings will once again be held at the Audubon Inn. He is open to suggestions for meeting topics. The annual auction was discussed and it was agreed to not hold it in conjunction with Oktoberfest next year. At least Bob won't have to compete with a live band! The carry-over meeting will be hosted by the Cooper's in January.

This was the last meeting for two-term president Bob Russo and he thanked all the board members for their cooperation and enthusiasm during his tenure. The board, in turn, thanked Bob for a terrific two years.

Respectfully submitted by Janet Long Weger.



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# LETTERS

Dear Editor,

As a member on and off since the mid-sixties, I've never felt as comfortable with Riesenötter as this past year - "the year of involvement." I think this was primarily due to the guidance of the region by my contemporaries and their supporting cast, and I, for one, applaud their efforts and hope this nucleus continues to "shepherd the flock." Thanks to Bob Russo, et al.

The person responsible for my "involvement" of this letter-writing, however, is another contemporary, Vern Lyle. I refer to his "Final Rap at Idle" in the Nov. Der Gasser. First, not only is Vern to be thanked for his involvement in Der Gasser, but he is also to be congratulated for his conspicuous achievements in autocrossing with both PCA and SCCA on a national level. Now he has made me think - about parking lots with a sea of red cones vs. race tracks, and all the ramifications of each. I attended several autocrosses last year as a spectator, and the same haunting fear came over me - "I'm gonna get lost" - just as I did in the 60's and early 70's. I have yet to get lost on a hillclimb course or at a track event. I've asked several people several times if perhaps lime lines could be laid down to help novices like me with the AX courses so as to be able to concentrate on the turns themselves instead of where the turns are. I was told that "that would make it 'too easy'." Wow - so much for fun. I have had the same feeling about the military - hurry up and wait and not much fun! At least at a track event the concentration on doing a turn correctly can be continued directly on the next lap - and you can see what changes affect what - and the satisfaction of doing a good lap is the reward. To me, track events (and hillclimbs so as not to exclude solo

events) are much more directly related to real street and road conditions than autocrosses, and for those of us who don't "really race," the thrill of the track is about as close as we'll come. Yes, the ego rush of legally breaking the national speed limit in cars meant to do that all the time, on straights, turns, whatever, is there. So, as Vern says, both forms of driver's ed are important, but I disagree with his tone. Should we debate religion or politics? I think we just need to recognize that we're all hooked on the Porsche narcotic, and individuals need to try each means of getting a high to know what "rush" suits him/her best, then get involved!

I feel badly that I'm trapped in the category of people whose names you only see when they've reached a milestone in paying of dues, not "paying their dues."

Thanks, Vern, for making me think, even if we don't agree.

Bruce M. Baker

Dear Editor,

In Reply to Vern's Editorial - A Survey of Why Track Events are More "Fun" than Autocross Events

TRAVEL Usually AX is close to home, especially if you live in Salinas, therefore not requiring lodging in obscure, overpriced, funky motels. What challenge, therefore does this hold? No boring, 6-10 hour drives or tows to East Bumscrew - where you get to meet charming young uneducated farm girls (or boys). Can you get this autocrossing? How about the risk of a 6-10 hour/\$600 tow back in a truck with a guy named "Clyde" and his flea-bitten dog, "Bo"? And cartography skills - you only need

them on the sea o'-cones, not to get there.

CAR PREP Sure, you "set-up" your car for autocrossing - but can you justify anything more than an 85 MPH speedo? Big coolers, dare I say "cool-brakes"? AX hurts the economy - less business to the tire suppliers, parts houses and body shops - when did you get the front of your car sandblasted, in AX. Therefore justifying an overall paint job you so needed and wanted. And did you notice lack of gas company sponsorship at AX? How much do you use minute, by minute? And there isn't a faint, remote need for Nomex anything in AX!

ON TRACK AX gives too much time to relax, resulting in sunburn, etc., and the reading of course maps again and again and again. AX rarely has the added interest of deer-on-course and other bovine incursions, only the occasional "timer malfunctions." And as a plus, you won't get stuck with an "instructor" for more than "a minute." Fortunately, you only need to concentrate while in your car for a minute or so at a time, relieving the constant danger of "cone stress." Generally, with AX you can only give to the club or a charity, and never get the pleasure of buying a section of armco to call your very own. No risk, no fun! In AX, you rarely get a chance to "run into friends" on course! Physical conditioning is approximately the same for both, but track events have been noted to increase the size of certain male anatomical dimensions!

Dr. "Ed" E. Vent, B.S.



continued ▶

## MORE LETTERS

Dear Editor,

It is the year 2090, exactly 100 years since the Great Schism. I am going to tell a tale told to me by my great great grandfather, Gerry Weger, while I was sitting in the passenger seat of his vintage Porsche 944 Turbo. A car that is still depreciating, I might add. Not many people remember that historic event so I feel it is my duty to share the unbelievable story.

It all started when noted autocrosser, Nerv Elyl, also known as Conehead the Barbarian, a man capable of driving thru an autocross course backwards - faster than most people could forwards, proclaimed, in so many words, that people who attended Track Events were basically pond scum. In the same breath Nerv further proclaimed that in order to be a really good driver one must spend the balance of ones life standing around a hot or possibly cold or possibly wet or more than likely a combination of these elements, parking lot, waiting for a precious three minutes of driving time. It was proclaimed that if one stood around long enough, and in close enough proximity to Nerv, one could become a really good driver, although never quite as good as the Master himself.

Naturally these statements came as a rude awakening to people who attended track events. These poor souls had somehow harbored the delusion that they were skilled drivers, since they were capable of guiding their Porsches at truly fast speeds around some of the most historic race tracks in the world. Imagine their dismay when they found out that their feats paled in comparison to driving in first and second gear on Ikea's parking lot. (It should be noted that at the time of the Schism it was rumored that Mr. Elyl's vehicle was not equipped

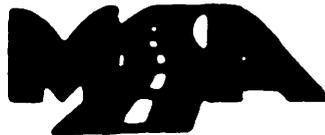
with a 3rd, 4th, let alone 5th gear.)

Naturally the resulting debates soon turned ugly as everyone felt that their manhood and in some cases womanhood was being threatened. Some of the Trackies felt that Conehead took great delight in all this uproar. In fact it was suggested that Nerv even received a small plaque for his trouble, similar to the thousands he had received while gratifying his ego on the parking lot.

Back to 2090, as I consider all that happened 100 years ago, it occurs to me that the whole brouhaha was

pretty silly and wasn't it too bad that the primitive minds of that time allowed themselves to get so worked up over something so unimportant. After all both factions could have happily participated in each others activities with no ill will, and everyone could have been wearing a silly grin at the end of a day at play. Those were the days when fossil fuels were plentiful and talk was cheap. Nuff Said.

Reggie Weger



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December 26, 1990

**TENTATIVE  
1991 TRACK SCHEDULE**

<u>DATE</u>	<u>SPONSORING CLUB</u>	<u>LOCATION</u>
MARCH 9-10	POTOMAC	SUMMIT POINT
MARCH 28-29-30	METRO NY	LIME ROCK
MARCH 29-30	POTOMAC	SUMMIT POINT
APRIL 20-21	RIESENTOTER	POCONO
MAY 10	SCHATTENBAUM	LIME ROCK
MAY 10-11-12	METRO NY	BRIDGEHAMPTON I
MAY 27	POTOMAC	SUMMIT POINT
JUNE 6	METRO NY	LIME ROCK
JUNE 27-28-29	METRO NY	BRIDGEHAMPTON II
JULY 8-9	SCHATTENBAUM	WATKINS GLEN
JULY 19-20-21	RIESENTOTER	WATKINS GLEN
JULY 26	SCHATTENBAUM	LIME ROCK
AUGUST 15-16-17	METRO NY	BRIDGEHAMPTON III
AUGUST 24-25	POTOMAC	SUMMIT POINT
SEPTEMBER 5	METRO NY	LIME ROCK
SEPTEMBER 7-8	RIESENTOTER	SUMMIT POINT
SEPTEMBER 27-28-29	METRO NY	BRIDGEHAMPTON IV
OCTOBER 26	SCHATTENBAUM	LIME ROCK
NOVEMBER 16-17	POTOMAC	SUMMIT POINT

## Tech Tip

by Steve Conston, Golden Gate Nugget

### WARNING!

If you are using Ferodo AF asbestos free compound or M compound brake pads for high speed events, check them regularly.

I have had a set of these pads disintegrate due to heat buildup after only short (though hard) usage. The pads start to flake and result in gradual loss of braking surface. AUTOMOTION has sent my pads back to Ferodo for failure analysis and has learned that these pads should not be used for high speed events without adequate brake cooling. Since all manufacturers are switching to an asbestos free pad design, anyone driving a 914 with a front air dam on the track should be concerned with brake cooling and should remove the splash shields and add brake ducting. Other cars do not have as severe a problem.

AUTOMOTION recommends the use of Ferodo DS-11 compound for track driving (these pads should NEVER be used on the street).

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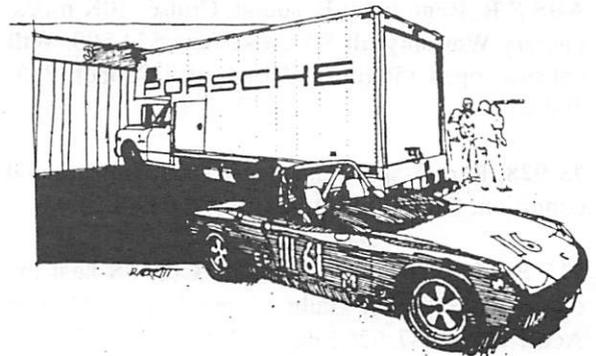
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# GARAGE SALES

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**63 356 1600S Coupe**, blue-grey, 47K miles; new interior, tires, shocks, brakes and front end; many extras; excellent condition, \$13,500. Fred (215) 434-8778 days, (215) 797-9298 eves.

**64 356 SC Coupe**, #217107, red, black interior, restoration by Bruce Baker 1981-2, very original car, completely rebuilt engine, new Solex's, same owner since 1970. Norm Robinson (215) 649-6822 days, (215) 525-7185 eves.

**84 911 Carrera**, Ruby metallic, tan leather interior, excellent condition, BBS wheels, 70K miles, \$24,000. Jeff Brok (301) 263-1863.

**86 911 Turbo-look Carrera Targa**, silver, black interior, excellent condition, 25K miles, \$37,000. Walter Kristick (215) 962-0166 days, (215) 688-8347 eves.

**90 911 Carrera 4 Targa**, Baltic Blue, beige leather, new, available for sale or lease. Norm Robinson (215) 649-6820.

**81 924 Weissach** commemorative limited edition (#268 of 400), metallic sandalwood, beige/brown interior, 5 spd, sun roof, power windows/mirrors/antenna, AC, sony stereo; very well maintained, inspected, \$3900. Paul Freeman (215) 834-4031 days, (215) 969-8487 eves.

**88 944 Turbo "S"**, Maraschino red/beige P-cloth, ABS S/R, Reno w/Hi-Fi sound, Cruise, 10K miles, Factory Warranty till 8/91, like new \$34,500. Will consider open 356 trade +/- cash. Bill Cooper (215) 362-2770.

**78 928**, Red, 5-speed, all power, 81K miles, good condition, \$9,500 OBO. (215) 576-0370.

**911 Engine**, 1975 2.7 liter with CIS, SS heat exchangers, 8000 mile Galbraith rebuild, \$4200. John Acuff (215) 687-6262 days, (215) 896-5030 eves.

**Recaro KRXT** black cloth seat w/bracket, \$600; catalytic converter, \$300; SC muffler, \$100. Bill Cooper (215) 362-2770.

**906/911/930 Parts**, Late Turbo style whale tail with OEM rubber & gasket, \$575; Pair black leather sport seats (the big ones), beautiful shape, includes brackets to adapt to early 911, \$1300; Complete 911S braking system; 1 early 911S aluminum rear deck & license plate panel; complete "S" trim package; 1 pair OEM 906 cams w/ Mech Fuel Inj & center oiling; Sport muffler for 911. D.R. Snyder (215) 282-1627.

**924 Parts**, factory sway bars front and rear, 4 - 6x14 factory alloys with 215-60 Comp TA's, A/C complete, front and rear shocks, front and rear brakes, rotors, calipers, drums, spindles and more. Everything from 79 with 40K miles. Nick Plenzick 343-0263.

**Tires**, 2 snow tires, Dunlop 215x60x15, fit all 944 83-89, used one season, cost \$195 - sale \$90 or best offer. Dov (800) 523-3731 days, (215) 757-1047 eves.

**Tires**, 5 Goodyear VR50 "Gatorback", 225 VR50 16, 1 new, 4 with 3500 miles, \$675 or offer. Jim Jandrlich (215) 539-8012.

**Wheels**, four 944 cookie cutters (7x15) with caps, all straight, great track wheels, \$450 OBO. Skip Corey (215) 874-3201.

**911 Wheels**, make a deal on my 16"x7" Fuchs wheels, with or without tires. Nice wheels off a 20,000 mile car. Jim Hartman (215) 293-1916.

**924 Wheels**, factory alloy 4-bolt, set of four mounted with shaved Goodyear NCT Eagles P185/70-R14, Carried as spares for the 1981 USRRC, \$200 OBO. Dick Weiss 278-9640 or fax 278-9642.

## Wanted

Early 911 fiberglass hood; rollbar; 2.2, 2.4, 2.7 core engines for parts. D.R. Snyder (215) 282-1627.

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## TECHNICAL

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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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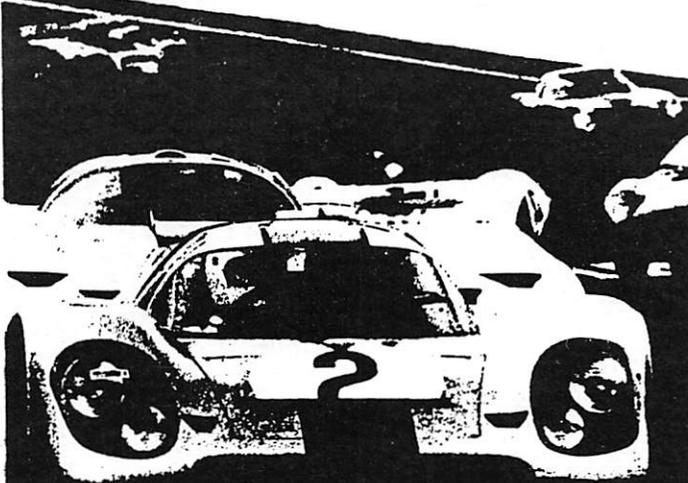
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