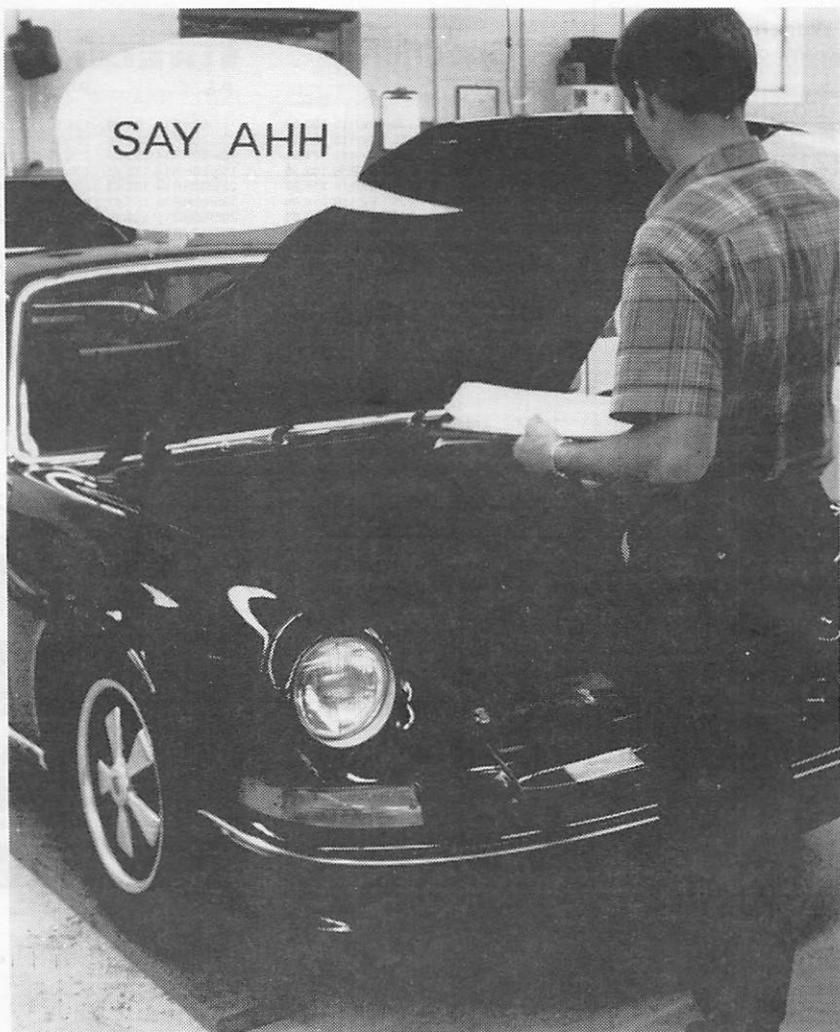


DER GASSER

*Riesentöter Region
Porsche Club of America
Jun 83*



MEETING : JUNE 29

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185/70VR13	94.86	235/60VR15	153.68
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185/70VR15	111.38	205/50VR15	192.96
205/60VR13	111.16	225/50VR15	218.37
195/60VR14	121.65	205/55VR16	215.08
215/60VR14	129.02	225/50VR16	232.85
205/60VR15	135.87	245/50VR15	223.60
215/60VR15	144.11	265/50VR15	240.12

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155-12	33.32	165/70-13	41.01
145-13	33.10	175/70-13	46.11
155-13	35.83	185/70-13	49.32
165-13	38.12	195/70-13	50.29
175-14	48.04	185/70-14	52.99
185-14	50.07	195/70-14	57.24
165-15	44.29	205/70-14	59.78
175/70-12	41.90	185/70R15	54.81

PIRELLI

P-6

P-7

185/60HR13	90.46	195/50VR15	182.43
205/60HR13	113.46	205/50VR15	204.03
185/60HR14	103.69	225/50VR15	231.24
195/60HR14	115.85	205/55VR16	236.06
225/60HR14	136.43	225/50VR16	249.00
195/60HR15	155.67	345/35VR15	325.75
205/60HR15	129.16	265/50VR16	285.02
205/60VR15	148.96		
215/60HR15	150.89		
215/60VR15	170.09		
235/55VR15	192.35		

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205/60HR15	135.01
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COVER: Larry Holbert prepares to judge one of the concour entries at the recent HOLBERTFEST. Photos by editors.

President's Message

Don Galbraith

One of the advantages of being late with my report each month is that my article can have all the latest news. (There are two advantages in total, by the way, the other being that I get to talk to the editors once a month and practice my apologies and promises to do better.)

A few of us had two good days at Pocono practicing for the first PATTS. However, we were fogged out on the big day. This has advantages as well. The main one being that nobody has missed the first PATTS and therefore should not hesitate to sign up for the "new" first PATTS and the Riesentoter Driver's School at Summit Point in mid-July.

We really need strong support from within the club.

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Up Comin'

- June 26 - SCCA Solo II, Plymouth Meeting Mall
29 - Riesentoter Meeting, see page 3
- July 9 - Tech Session at Holbert's , see page 15
10 - SCCA Solo II, Plymouth Meeting Mall
16-17 - Driver's School, Riesentoter at Summit Point
17 - SCCA Pro Solo at Harrisburg Farm Show
24 - SCCA Solo II, Exton Mall
27 - Riesentoter Meeting, Casa Maria
27-28 - Driver's School, NNJR at Lime Rock
29-30 - Driver's School, Schattenbaum at Lime Rock
31 - DVSA Autocross, BMC at Gloucester County
- Aug 7 - SCCA Solo II, Exton Mall
13 - Tech Session at YBH Porsche-Audi
14 - DVSA Autocross, Riesentoter at Montgomery Mall, Car Show in Mall, Bob Russo, 674-4756 or Al Anderson, 825-7190
14 - SCCA Solo II Divisional Runoffs, Harrisburg
13-14 - Driver's School, NNJR at Watkins Glen
18-19 - Driver's School, CVR at Watkins Glen
21 - DVSA Autocross, BMC at Gloucester County
19-21 - Chesapeake Challenge, see PANO ad
27-28 - Driver's School, Potomac at Summit Pt, PATTS
31 - Riesentoter Meeting, Casa Maria
- Sept 11 - Riesentoter Picnic, Camp Hideaway
11 - SCCA Solo II, Exton Mall

HOLBERT RACING

PORSCHE 924

BBS WHEELS

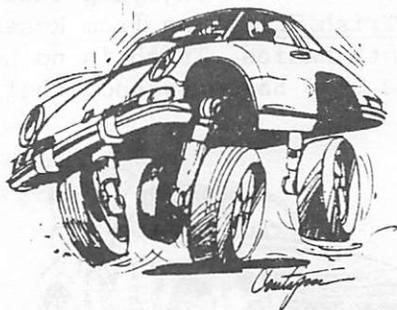
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Next Meeting : Vince Evans

At our regular meeting, June 29, 8:30, the speaker will be Vince Evans of Holbert's Porsche-Audi, who has just returned from a tour of the factory. Vince received a behind-the-scenes look at what is going on at and what is coming out of Porsche. Join us for what should prove to be a very informative evening.

The Casa Maria is located in King of Prussia on Rt 202, approx 1-2 miles north of the Valley Forge Exit of the PA turnpike (or the Schuylkill Expressway). Come early and enjoy the Mexican fare.



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For Women Only

Melody Lyle

Ladies, I'd like to ask you...just what are you getting out of Riesentoter Region, Porsche Club of America? Sound rather dull? Sitting around talking about camshafts, double-clutching and g forces? Well, if you think of it that way, it does sound like the talk at Holbert's garage, and it can be boring if you don't even know what a camshaft is. Perhaps you don't even want to know. That's OK, but that's not all there is to Riesentoter. There are day trips to Longwood Gardens, Winterthur, the Phila Zoo...fun type rallies where you and your husband or beau can enjoy a Sunday drive in the country in low-key competition and all-out fun...weekend trips to the Chesapeake Challenge or Porsche In Flight, where it's as much a luxury vacation as a competitive event...winetasting parties, Octoberfests, summer picnics and dining experiences that have become lasting memories. Subtle though it may be, each gives an opportunity to enjoy a beautifully designed car, along with the new friends you'll make.

For those of you who have just purchased your own car and want to get involved with the nuts and bolts of what Porsche is all about, tech sessions are plentiful. Though they're a bit overwhelming at first, if you have an interest in the mechanics (of the car), there are plenty of people around to show you how to do a tune-up, change the oil, clean the plugs or just about anything else you care to do to your car. For those who have felt left out of all the tech-talk and want to finally find out just what that tie-rod end does, this is your chance. Just getting your hands dirty (heaven forbid on a Porsche!) might make Him proud of you, and could be of genuine help when you get stuck on the road alone.

Then there's the driving of the Porsche. Too many women are afraid they'll ruin their husband's car (and too many men are afraid of the same thing). There is no way to really appreciate the qualities of a Porsche until you get behind the wheel! Sure, you'll make some mistakes, we all have and still do. (Don't let him kid you, he does, too.) But the car

is built to last and generally you are not likely to hurt it with your mistakes. Until you drive the car and compare it to your VW or Honda, it may seem like just another automobile. But once you become comfortable driving it - NOTHING compares. Driving becomes a totally euphoric experience, not just a way of getting from here to there.

For those of you who seek bigger thrills at the wheel, there are Autocrosses and Driver's Schools. Just the thought of them is intimidating to many people. But you do start at a level where you feel comfortable. An Autocross School (occasionally offered for women only) is a great place to learn, with many of the Club's competent instructors showing you acceleration, braking, handling through slaloms, all kinds of turns and other techniques that make it so much fun. The training not only prepares you for your first real autocross, but gives you confidence on the road that might get you out of a potential fender-bender or even save your life. Riesentoter gives an annual award to the "Most Improved Novice Driver" - the Bill Schmidt Broken Crankshaft Award. Of the 11 recipients to date, three have been women with other women in close contention. You can do it, too.

Riesentoter has so much to offer that you shouldn't let it all pass. It is a very dynamic group of people with more in common than just a car. Ask the women who have been there!

Al Anderson
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Late Braking News

Bob Russo

Well, PATTS I is history - actually a foggy memory. In keeping with our perfect record of rain at our events, PATTS I at Pocono was called because of the weather. If it had rained we could have held the event, as Pocono drains very well and the track surface is quite granular providing good traction in the wet. However, visibility in the FOG was near zero, so the event was cancelled. This, of course, has a marked effect on the entire PATTS series. We are trying to somehow schedule a third event to complete the calendar. Our options are: schedule an event at our Shine 'n Speed weekend October 15-16; schedule a totally different weekend; get another region to do an event; run only the remaining two events - right now, we have no definite plans. If you have any suggestions at all, please let me know.

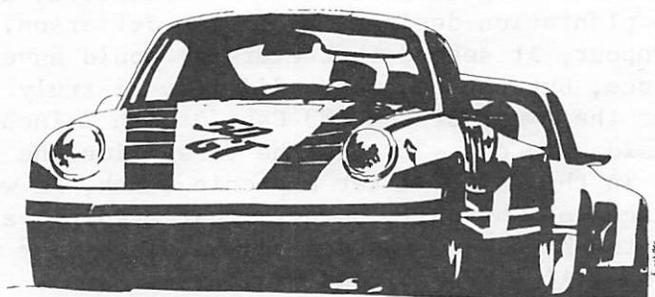
June is a good building month since there are some free weekends, but then it should get busy. July 9 is the Tech Session at Holbert's and is a mandatory inspection for anyone going to the July 16-17 Driver's School at Summit Point. As you know this school is our PATTS event. Your support as both driver and worker will be greatly appreciated. You do not, repeat, do not have to run the whole PATTS series to come out to this one. As a matter of fact, you don't even have to run at all - we need workers as much as drivers. July should keep even the most competitive Porsche Pusher busy, either going to or getting ready for Time Trials, Driver's Schools or Autocrosses.

For those of you planning to attend your first Driver's School, keep these things in mind to make your first attempt both fun and safe:

- 1) Have your brake system checked - new pads (bedded in), fresh fluid, new pedal pads and inspection of all brake lines.
- 2) Have your tires checked - minimum 3/32" tread in case of rain, no dry rot, belt shift or damage
- 3) Wiper blades - if you can't see, you can't drive
- 4) Wheel bearings adjusted
- 5) No fluid leaks

If there are any problems with your car, have them corrected. The money and time you spend could mean the difference in having fun and tragedy. Anything that is marginal must be replaced. Remember, you will be driving your car at speeds that you normally do not see on the street and you are subjecting your car to higher than normal loads. High speed events are not the time to cut corners. I'm always amazed at people who complain when they do not pass tech. The inspector is looking out for everyone's safety - he is not waging a personal war against the participant. These events are for your enjoyment, but they must be safe.

See you at the track.



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Porsche Derby

Cheryl & Martin Zawarski

The Porsche Derby, hosted by the Kentucky Region, was held recently in Louisville and we had the awesome opportunity to attend not only the Porsche Derby, but all the other spectacular events leading up to the 109th Running of the Kentucky Derby.

A Mint Julep Cocktail Party gave everyone a chance to meet one another, and we knew then that we were in for a fun-filled weekend. It was pouring rain - the first time this ever happened for the Porsche Derby.

The Concours d'Elegance was held at Farmington, an historic plantation designed by Thomas Jefferson. Held in a downpour, it seemed that everyone would have a fair chance, but the best cars did win. I truly felt sorry for the owner of the '83 Cabrio with 2 inches of water inside his car - it was the first time the car had been in the rain. After a picnic lunch, it was off to the races at Churchill Downs. That evening, at the Banquet, trophies were awarded and fabulous door prizes were drawn (TA's, Escort, and many, many more).

Sunday, another rainy day, the Autocross was held and fortunately the skies opened just before the race. The track was altered at the last minute due to large puddles, but despite the confusion, I finished 4th in my class - not bad for my first crack at autocrossing! For everyone else, the Porsche events were completed and they were on their way home with wonderful memories - but not us. We remained in Kentucky for more fun and excitement, and more rain.

The hot air balloon race and the great steamboat race had to be cancelled, but the fireworks display was breathtaking. On Thursday we finally woke to sunshine and the Pegasus Parade was held that evening. Later, we had the pleasure of being with a Porsche Club host at their home for dinner.

The next two days were what made the trip sensational. The excitement was growing, traffic was getting heavy,

and the hotels were filled to capacity. The city was getting ready for their Big Day - the Kentucky Derby. We had Clubhouse seats courtesy of the Governor of Kentucky. You cannot imagine how being at such an exciting event can get the adrenalin flowing. Watching it on television is thrilling too, but to feel all the thunder and the strain of the horses is just spine-tingling.

If you ever have the opportunity to attend the Porsche Derby, stay an additional six days and experience the thrill at Churchill Downs. It is a trip you will remember for a lifetime.

HOLBERTFEST

Melody Lyle

Kudos to all the folks at Holbert's Porsche-Audi for extending a warm welcome to us at their HOLBERTFEST. The knockwurst was outstanding and the air was cheerful, as people cleaned and polished for the show. Larry Holbert exhibited two impeccable 356 coupes and a 52 VW, Jay Goldfarb displayed his striking Speedster (despite his being very much under the weather), and John Kent brought out his '64 coupe, famed as the first C in this country. Al Holbert's Miami-winning March was also there for everyone to enjoy. Third place in the show went to Jim & Jan Jandrlich's black 911S, 2nd place was Geoffry Magistrate's clean yellow 914 (his first car show, incidentally) and first place was John Chatley's lovely silver 911SC.

Pictured below is the reason Geoffry lost first place. That little bear is cute...perhaps if he were German!



DVSA Opener draws 35 Vern Lyle

Brandywine's course at Gloucester County was a real test of driver and machine. With five decreasing radius turns there was no relaxing and no lifting off while turning - rear engined Porsches have a way of oversteering when you do that! The turnout was disappointing but was probably due to a fouled up mailing list which hopefully has been corrected. If you are not on this list and wish to be, notify Bob Russo, Al Anderson or the editors.

A lot of people got "bumped up" for trophy purposes because there were not enough cars in each class, but points were awarded in the class you would normally run (good chance for a 9-point first). By the way, a lot of classes weren't even represented, so its not too late to start.

Melody Lyle (911T) took Ladies B at 51.7; Bob Carrington (914 2.0) was first in B Stock, 49.5, with a sway bar-less Larry Herman (914 2.0) not too far behind at 50.7. Harry Smith's turbo RX-7 (48.8) got me by 0.5 which was fastest time of day. Nobody ran A Stock or Modified - where are all the SCs and hot 911s, and for that matter, the 924s and 356s? Its a shame to see a Datsun or a Ford win C Stock when any 356 or 924 could uphold the Porsche image by blowing them away.

DVSA # 2

Vern Lyle

Old York Road Sports Car Club set up a smooth and demanding course on May 22, but because of inclement weather only 16 cars showed up. It was a series of flowing turns with only one tight switchback and you never really felt like you were going fast. However, you did have to be on the limit of adhesion all the time and that demands smoothness. It never rained until near the end and we got five timed runs.

We got a look at Gerry Kuhn's box stock '83-84 Vette and were impressed with the handling - he did FTD at 57.2. The turbo Mazda and my 911 were tied at 58.84, and on the second fastest time I got him by 0.4. The Ladies B class was again taken by Melody Lyle, 61.6. Check the schedule and join us next time.

CHEAPEAKE CHALLENGE



AUGUST 19, 20 and 21

ENJOY A WEEKEND OF RALLYE,
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AUTOCROSS AND LOTS OF FUN!

Riesentoters have been enjoying the Challenge probably since #1 and it is highly recommended - these people have their act together. We usually do a caravan down there on Friday after work and it is definitely a good time. Join us and help bring back all the trophies.

For details, contact Joanne Shap, 301-442-2725

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Larry Herman

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Those of you who missed the wine tasting party missed a good time. Being a three-time veteran of these affairs, I can tell you that each party had a flavor all its own, and all were equally enjoyable. This years party was held at the Valley Green Inn on the Wissahickon Creek, with pleasant atmosphere, cordial service, adequately sized and very tasty portions of Beef Burgundy, and almost enough wine for those of us with less than some sense of moderation (judging by the number of lost souls searching for that last bottle of something red). This just lends credence to the fact that there is nothing wrong with an occasional mass consumption, i.e. guzzling.

Guzzle - to drink greedily or lustily. "Doesn't sound bad to me!" I have always felt that anything made in mass quantities should be consumed in mass quantities. After all, who can eat just one potato chip? Don't get me wrong, I'm not a barbarian. I don't advocate chug-a-lugging a bottle of 1973 Pouilly Fuisse. I just feel that it is a little silly to treat a vintage 1981 wine (that was aged for at least a few weeks) with any more respect than filling up the glass, then filling up the stomach. And if I should experience a slight euphoria and an ever relaxing grip on reality, that's the price I have to pay. After all, guzzling is not easy work, and it is not for amateurs. All wine tasters know that wine has a bouquet, and a flavor, but it is the true guzzler that can judge the heft of a wine as well - the way the wine slides down the throat and the way it lies in the stomach. These are important qualities to the wine drinker who is having more than one. A truly guzzleable wine will leave a warm, very satisfying feeling in the stomach, whilst allowing plenty of room for food. And I guess the final requirement is that the wine should not be so potent that it prevents further guzzling.

So the verdict is in on the three wines presented at the wine tasting party. The champagne was tasty, although too effervescent to guzzle. The white muscatel was an abomination - far too sweet. And the red stuff that everybody craved was an excellent guzzling wine. So come on out to next years wine "tasting" party. Guzzling lessons start at 8, and probably will be forgotten by 10.

Tech Session July 9

Tony Checkowski

See you at Holbert's Porsche-Audi, Rt 611, Warrington. Get your Porsche teched and ready for the Driver's School and Time Trial at Summit Point.

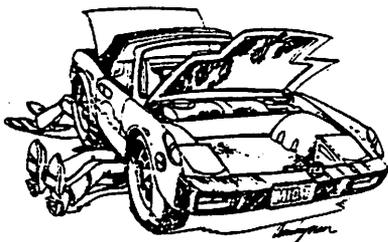
The parts shop will be open and "super" Walt will be available to guide you on the do's and don't's. You can spend an hour or from 9 am til 3 pm.

For Summit Point you will need

- 1) driver and passenger seat belts with attachments to the floor board or some other multi-point attachment system. The older cars with the higher lap belt location must be changed.
- 2) brake fluid must have been changed within 90 days
- 3) car must be teched within 30 days for the track event and within two weeks for the time trial event. This session will obviously cover you for both.
- 4) you will need a helmet though some spares are available at the event.

We'll make some plans to meet and travel in force with our ESCORTS leading the pack. Come on out to Holbert's even if you can't come with us to Summit Point. There is a \$3 donation which includes the tech inspection.

Make your plans now to be at our 4th Tech Session of the year - August 13 at YBH Porsche-Audi, Edgemont, PA.



Porsche Store

FOR SALE: '67 912 5-speed, white/black, new paint and front pan 4/81, rebuilt engine 1/82, 1750cc, Webers, chrome wheels, super clean top and bottom, car cover, \$7000. Skip Corey, 766-8109 days, 874-3201 evenings

FOR SALE: Two 912 engine cases, 1 with and 1 without timing cover, \$150 and \$100, respectively; Vitaloni Baby Tornado mirrors, \$20 the pair.

WANTED: One 185/70x15 Pirelli CN36 in good condition for spare; set of Weber intake manifolds for 40IDF. John Innaurato, 676-4854

FOR SALE: '77 911S, black/tan, AC, sunroof, whale tail, SC spoiler, Blaupunkt AM/FM cass, headlight washers, european lenses, etc. All service records. Best offer over \$15,000. 215-384-2188

FOR SALE: '61 356B Roadster #88827, white/red, 1,000 miles since total expert body and mechanical restoration. New hillclimb gears, XAS, Stoddard top, chrome, Cibie, interior, rubber, etc, excellent original engine rebuild, \$9500. James Schmoyer, 215-767-6934

Goodie Store

Mike Stolper

Riesentoter's Goodie Store announces the following new items, all of which will be available at our regularly scheduled meeting on June 29.

Riesentoter Caps - Black caps with our own crest, \$6

Jack Plates - prevent bent rocker panels, and don't let your Porsche slip off a factory jack (for all Porsches except 924s). This handy tool can be used with scissors or hydraulic jacks, \$12

Blue Turbo Anodized Wheel Cleaner - cleans anodized or highly polished wheels without risk of damage. Non-acid formula, \$6

Porsche and Riesentoter Needlepoint Kits - hand painted and of the finest materials. 15"x15", \$25; 10"x10", \$12.50

Great Marques: Porsche - a lavish book with history of the 356, 911, 914, 924, 928, early racing models, competition cars since 1962 and the 917. An excellent buy at \$8.50

Painted 911/912 Factory Hub Covers - crests painted by Al Anderson with color keyed background to match your car, \$12.50 each with exchange

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Deadline

The monthly meeting is the deadline for material to be published in the next issue.

Address changes or notification of non-delivery should be sent to the Editors and to the Membership Chairman. Items for the Porsche Store are listed free to members. Photos and articles are welcomed. B/W or color prints can be used if quality and contrast are sufficient.

Potential ADVERTISERS are urged to contact the Vice-President. Advertising rates are as follows:

Full page - \$375 for eleven issues

3/4 page - \$275

1/2 page - \$200

1/4 page - \$125

Classifieds \$ 10 per issue to non-members

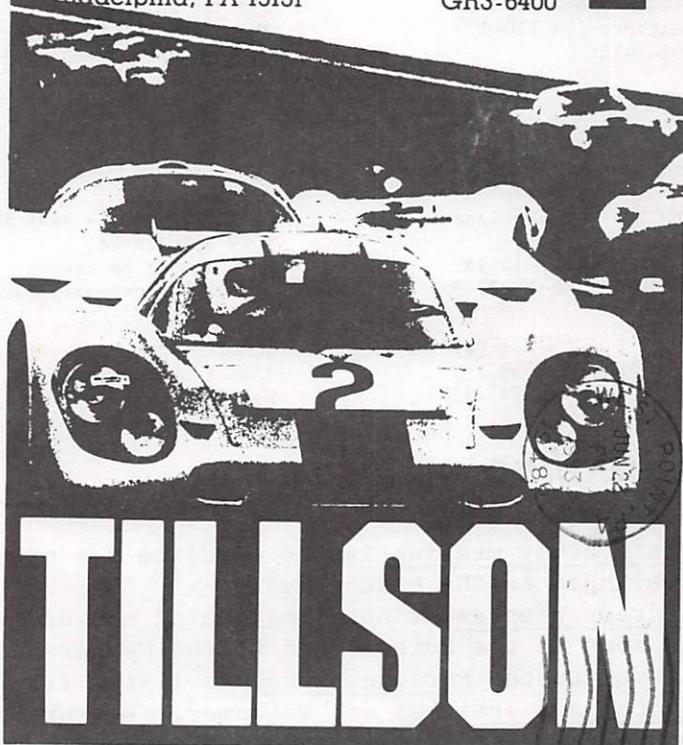
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