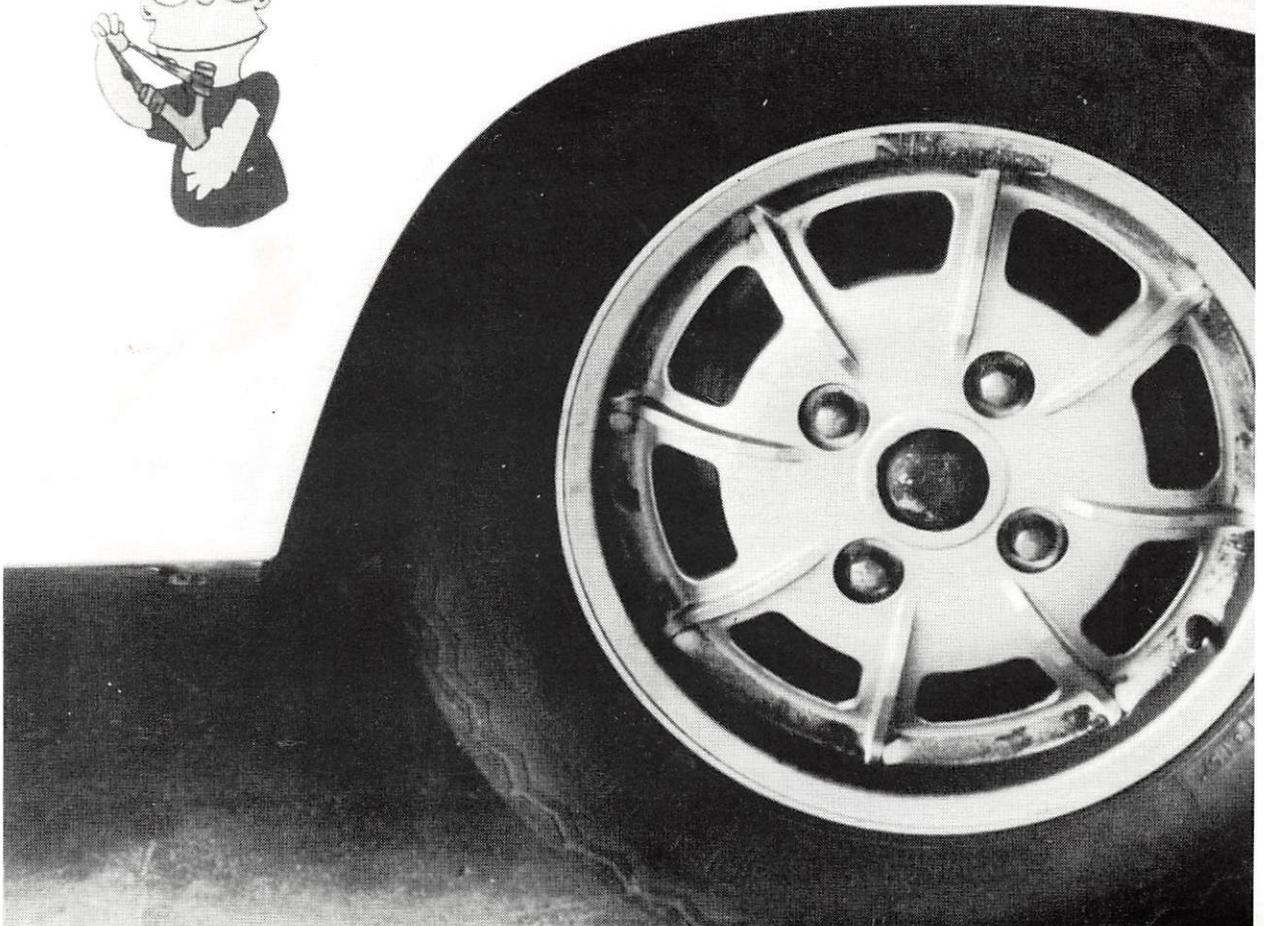
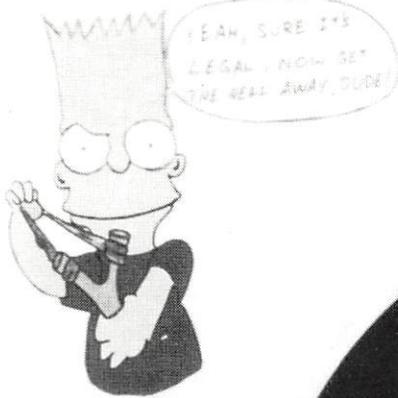


# DER GASSER



Riesentoter Region PCA

July 90



# HIGH PERFORMANCE



AT HOLBERTS IT'S WHAT YOU EXPECT AND WHAT WE DELIVER.  
EXCITING AUTOMOBILES AT THE BEST PRICES BACKED BY  
EXPERIENCED SERVICE, PARTS, AND AFTER-MARKET DEPARTMENTS.

IF IT'S THE PERFORMANCE EDGE YOU WANT, WE'LL SUPPLY YOU  
THE EDGE THAT MADE THE HOLBERT TEAM IMSA & LEMANS  
CHAMPION AGAIN IN 1987.

SO WHETHER IT'S ON THE TRACK OR ON THE ROAD . . . OR  
**SLIGHTLY OFF THE ROAD** COME TO HOLBERTS AND EXPERIENCE  
HIGH PERFORMANCE.



(215) 343-1600



(215) 343-2890



# HOLBERT'S

1607 Easton Rd.

Warrington, PA 18976

## President's Message Bob Russo

As those of you who: a. attend the monthly meetings; b. read DER GASSER or c. participate in our events, are aware, the Club treasury is very healthy this year. The source of this money is PCA National dues rebates, and the Drivers Education registration fees. At the last two Exec committee meetings, we have discussed how to use this money to the best advantage. The Exec feels we should maintain a contingency cushion for protection, but having a large balance for the sake of having a large balance doesn't seem to make a great deal of sense to anyone. There are some regions that take great pride in the size of their bank accounts, but we feel we should do something for our members with the excess funds. Since it is basically member's money, why not have it benefit them. To this end, we have begun to put certain wheels in motion to accomplish our goal of using this money to benefit you, the members.

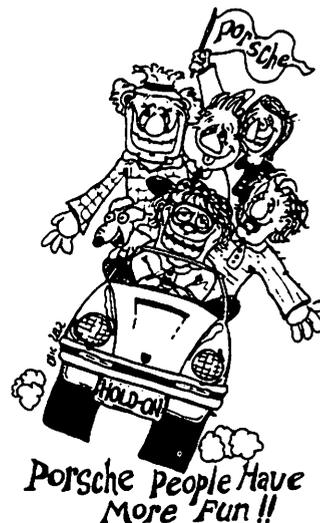
Bob Lamb, our Drivers Ed Chairman, has arranged for a fine dinner following our event at the Glen (July 21-22). This will be FREE for one hundred registrants and guests. It will not be just beer and wursts, either!!

For the first time in a long, long time, the Picnic will be FREE. Of course, the food will again be donated by our own Tony Bonanni of Bonanni Food Services, and the liquid refreshments are arranged by Bill O'Connell, courtesy of Jim Kelly of Stroh's. But there will be no charge to the members, as the treasury will cover all other costs!

Our annual Christmas Banquet, to be held at the Bay Pony Inn, will be heavily subsidized by the treasury to provide fine dining and entertainment at an extremely reasonable cost.

These are some of the ways that the Club will be working for you the rest of the year. It is a Club and not a business, so the Exec feels it is in existence to serve the members and provide activities that people want. Let's "Eat, drink, and be merry, for tomorrow we DRIVE"! Let's all enjoy what the Club has to offer.

On a similar note, the plea still goes out for help on the 1991 Executive Committee. Please don't be shy - volunteer. Now's your chance to change the things you want done differently. I know some of you are getting tired of us, and some of us are just tired! Now's the time to join in, 1990 - The Year of Involvement.



---

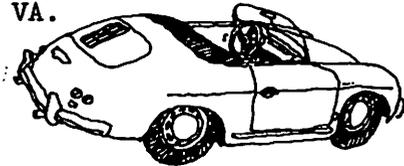
ON THE COVER: Bart's car, seen at a recent CMC autocross. Somehow I knew it would be a 914. (Photo by Editor)

## Important Info

By the Editor

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

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



**PRECISION MOTOR WORKS**

- Expert Mechanics
- Servicing All Porsches
- Large Inventory Of Parts

**CALL 303 KOERBEL**  
327-6025  
8 N. ROBERTS RD.  
ROSEMONT PA. 19010



is your best source for

**GOODYEAR**

racing tires & shaved radials



seats • suits • gloves • shoes

*Call us for helmets by SHOEI, JEBS, BELL, SIMPSON Seat Belts, Trailer Tie Downs, Pit Equipment, Stop Watches, Rollbars & Much More!*

*We have a Broad Selection of Pyrometers Driving Suits From \$150.00*

**REED Racing Equipment**

Reading Airport, Reading, PA

1-800-345-1331 Fax (215) 372-8459

## Friday Nite Happy Hour

By Betsi Leidy

Join your fellow Riesentoters at the Valley Forge Hilton on Friday, July 27. Unwind after a hard week's work and talk Porsches, autocross and track while enjoying the open bar from 6 to 7. While you're at it, grab a light dinner at the free buffet from 5 to 7. All this takes place in the Hilton's nightclub called Touché.

You must show your membership card or name tag at the door for all the free goodies and, of course, you must be 21. See you there!

The Hilton is located on Rt 202, just about one mile north of the Valley Forge interchange of the PA turnpike.

# JULY MEETING - WEDNESDAY 25th

## AUDUBON INN

### PARADE TECH QUIZ

OK, you thought you had the schedule all figured out and now this. Well, Vince Evans called with a plea to swap dates and being the good people we are, it was done, so Holbert's will be the August Meeting.

This meeting is one of the great humbling events for all you hotshoes that think you know everything about Porsches. Debbie and Bill Cooper will bring back the Tech Quiz from the Parade and administer it to us. You will learn some amazing things about your cars from this. Everyone gets to take it, but if you don't want to be judged, just turn it in without a name. Last year there were some amazing winners from the crowd. Meeting will start PROMPTLY at 8 PM! Come early and have dinner, BUT PLEASE MAKE RESERVATIONS!

#### DIRECTIONS to Audubon Inn:

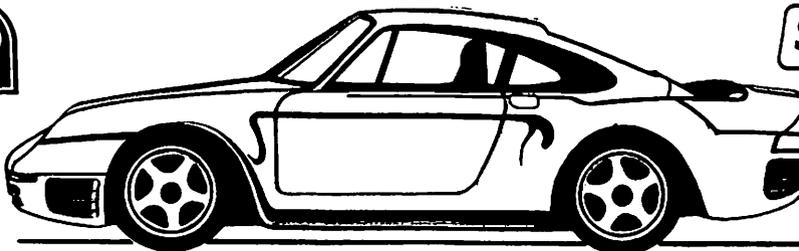
**From King of Prussia tumpike exit** - Route 202 south to Rt 422 exit, follow this to Oaks exit. Right at the light onto Egypt Rd (towards Norristown). Left at the next light (Parkside ave), and left into the parking lot. If you get to Rt 363, turn around and come back.

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

**COLLISION AND REPAIR SPECIALISTS**

- Insurance Claims
- Custom Fabrication
- Bridgestone Tires
- Safety Equipment and Accessories
- Slant Nose and Widebody Conversions
- Restoration and Refinishing

**OMP**



**SIMPSON**  
RACE PRODUCTS

MEMBER PORSCHE CLUB OF AMERICA

**JOHNSTON**  
ENTERPRISES, LTD

325 WESTTOWN RD.  
WEST CHESTER, PA 19382  
(215) 696-2164

## Up-Comin

### JULY

- 21-22 RTR at Watkins Glen
- 21 SCCA AX Farm Show Harrisburg
- 22 SCCA AX Farm Show Harrisburg
- 22 SCCA AX Fort Dix
- 23 Lime Rock, NNJR
- 23-24 Watkins Glen, CVR
- 25 General Meeting: Tech Quiz, p. 5
- 25-27 Watkins Glen, Potomac
- 27 Lime Rock, Schattenbaum
- 27 Open Bar/Munchies at VF Hilton
- 28 Test and Tune Farm Show, Hbg
- 29 SCCA AX Farm Show Harrisburg

### AUGUST

- 5 - RTR AX #3, NOTE DATE CHANGE
- 11-12 - Rockingham, Car Guys
- 11-12 - SCCA Northeast Div Solo II Championships, Harrisburg
- 12 - BMC AX #5
- 17-19 - Watkins Glen, NNJR
- 17-19 - Bridgehampton, Ron Fox
- 18 - Maple Grove Drags
- 19 - SCCA AX Plymouth Meeting
- 19 - SCCA AX Ft Dix
- 19-20 - NH Int'l Speedway, NOR
- 25-26 - Summit Pt, Potomac
- 26 - Annual Picnic at Camp Hideaway and George Bukovsky Concours see pages 11 and 16
- 29 - General Meeting: Vince Evans from Holbert's Porsche-VW-Audi
- 29-30 - Lime Rock, NNJR

### SEPTEMBER

- 1-3 - Rennfest, Atlanta
- 6 - Lime Rock, Metro NY
- 6-7 - Lime Rock, Porscherama
- 8-9 - Charlotte, Car Guys
- 9 - BMC AX #6
- 9-16 - SCCA AX Nationals, Salina
- 14-16 - Bridgehampton, Ron Fox
- 14-16 - Chesapeake Challenge
- 15-16 - PIR, NNJR
- 16 - Potomac Swap Meet; Electrodyne
- 23 - RTR Charity Autocross and Event #4, see page 12
- 26 - General Meeting: Vintage Racing, Bob Akin
- 28-30 - Bridgehampton, Metro NY
- 29-30 - Mid-Ohio, Potomac/RTR, p. 14
- 30 - SCCA AX Plymouth Meeting

## Auto-X Contacts

Local SCCA, majority of ten event series at Plymouth Meeting Mall (behind IKEA), remainder at PIR in Nazareth - Jim Mitchell, 362-2205

SCCA Harrisburg, Lynne DeHart, 717-859-2957

Hershey Park Visitors Center, Dave Walter, 717-432-4018

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

Pro Solo, a somewhat different game, call Vern Lyle, 855-0662

## Track Event Contacts

Car Guys, 703-774-5066

Connecticut Valley, Fred Zetterberg, 203-488-1817

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

Jersey Shore, Frank Kerfoot, 201-842-2310

Metro, Mike Allegra, 516-549-3118

Northeast, Don Wolcott, 617-631-4157

NNJR, Bob Winer, 201-292-9681

Potomac, Chuck Perilli, 301-843-3569

Rennsport, Michael Moss, 613-726-0999

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

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

UCR, Bruce Farrow, 416-466-1762

# We're Still Growing

By John Williamson

We have finally surpassed the 800 mark with a total of 806 members! Mark Terlecky of Paoli, is #800, and is awaiting arrival of his Euro-delivery Carrera 2 Targa.

## WELCOME ALL THESE NEW MEMBERS:

David Blum                               80 911 Targa  
Wynnewood

Robert Henry Efron       89 911 Carrera  
Reading

George Engle  
Dual member from New York

Al Epstein                               84 911 Turbo  
Valley Forge

Edward Goss                             86 944 Turbo  
Newtown Square

Larry Haak                               69 912  
Glen Mills; from Central Indiana

Dick Halpin                               76 911S  
Hatboro

Mike and Patty McClure   89 944 Turbo  
Glenmoore

Jonathan Scharf           90 Carrera 2 Cab  
Glenmoore

Arunan Sivalingam                     64 356C  
Philadelphia

Mark Terlecky                         90 Carrera 2  
Paoli

Christopher Weider                     84 944  
Allentown

Michael Weintraub                     82 911 Targa  
Lambertville

James Wright  
Dual member from Washington

Riesentoter is currently ranked in the top ten of all regions in terms of membership size. These end of 89 figures are the basis upon which the National membership contest will be calculated. The totals differ from ours because National does not include dual members, and due to our 2-month grace period before dropping late renewals. By their method, we have 743 members, a 4.2% increase so far this year. We are in the same league with the regions from California, the purported Porsche capitol of the world, and actually outrank Los Angeles (597) and Chicago (559).

<u>Region</u>	<u>Members</u>
Northern New Jersey	1410
Potomac	1223
Connecticut Valley	954
Metro New York	888
Pacific Northwest	773
Northeast	767
San Diego	744
Golden Gate (San Fransisco)	729
Riesentoter	713
Rocky Mountain	622

Our neighboring regions are led by Schattenbaum (221), followed by Central PA (167), Delaware (121) and Pocono (57).

Incidentally, a slight correction is in order. The requirements for membership eligibility stated in the Exec Minutes published in the June DER GASSER were not entirely correct. This clarification should set the record straight.

1. You must own a Porsche to join the Club initially.
2. National allows members who sell their cars to remain as an Associate member for one year.
3. After one year, it is up to the individual region to determine whether the Associate membership can continue. Our region allows this to continue as long as the member continues to pay yearly dues.

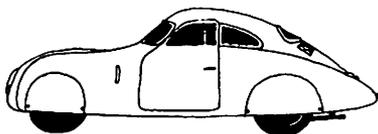
# Membership Contest

By John Williamson

Now that we've reached 800 members it is not time to sit back and relax. Our contest to see who can recruit the most new members this year is still on, with one year's dues to the Porsche Club as the prize. In fact, National has borrowed our idea and is having a contest with a goal of 1,990 new members. Awards (undetermined at this time, but promised to be worthy) will be given to the region with the largest percentage growth this year. One award for regions under 200 members and another for those over 200. (If you don't know where we are, you haven't been paying attention.) National is providing assistance during this drive by providing the following:

1. Windshield flyers, which look somewhat like parking tickets. Some regions have found these to be excellent recruiting tools.
2. The membership application and the "What is PCA?" brochure are now one document.
3. Acrylic holders for display of applications.
4. The continuation of revamped ads in major magazines.
5. Several parts suppliers will include applications in their shipments (Stoddard, Garretson, Tweeks, Porsche Parts Obsolete and Performance Products).

According to Drayton James, the Chairman of the National Membership Campaign, most of the other large regions are coming down in size. It's a credit to the involvement and enthusiasm of our members that we continue to grow. I think that with the headstart from our own contest and a little effort we might win this thing.



Speaking of our contest, twenty one Club members are currently in the running. Don Galbraith is in first place with Bill Miller second. Let's all get busy and give these guys some competition.

Please contact me if you need flyers or applications. Better yet, pick them up at a monthly meeting or other Club events. Put your name on the back to make sure you get credit for the new member. Also, if you have any ideas for our membership contest, give me a call.



## MEDIA STATION AUTOMOTIVE, INC.

640 S. RIDLEY CREEK RD.

565-5535

Quality Import Service  
BMW, Volvo, Porsche and Mercedes  
Specialists

— Featuring —

**HUNTER Computerized  
4 Wheel Alignment**

*Emission Inspection*

*State Inspection*

Valet Service Available



AUTOMOTIVE  
SERVICE  
ASSOCIATION  
MEMBER

## Exec Committee Minutes

The June meeting was held at the home of Janet and Jerry Weger. Present were: Bob Russo, Paul and Sybil Margaritis, Bill Miller, Betsi Leidy, Debbie and Bill Cooper, Jim Hartman, Bob and Charlotte Lamb, Vern Lyle, John Williamson, and Bill O'Connell, who was late, again!

It was noted that Dennis Thovson, National President, reads our minutes in DER GASSER. Hi, Dennis! We must be careful with the wording we use when discussing insurance. The correct wording is "all participants who sign the release form are covered".

It was decided that the Annual Awards Committee will consist of the entire Board. The Coopers will write an explanation of the Riesentoter Award, Vern to define the Mighty-Nitto, Russo to define Tattered Helmet and Lamb will define the Track Event Trophy.

Bob Russo will donate his file cabinet to the Club Historian.

Treasury: we now have an interest bearing account which brings in \$50-70 monthly. A discussion was held on how to use excess funds. Suggestions included subsidizing activities such as the Picnic, Watkins Glen dinner, Christmas Banquet and subsidizing the Charity Autocross. We should keep about \$2500 to cover events that lose money. We may also buy new loaner helmets, but first we will ask for donations from the Club.

PIR had 75 entrants, 43 of whom came back the second day. There were mixed feelings about this track from the experienced drivers, but the beginners loved it! With more feedback, we will decide on running this track again, possibly a one-day event. We did, however, lose \$500-1000, but we had clean

restrooms and air-conditioning! An aside: the stock car racers turn 32-33 second laps at PIR, while our own Don Cox was doing some 35's! Summit Point is filled and has a waiting list. We will probably make \$4000. We wanted to have patches for the event, but time ran out. We will have them for the Glen. Professional flaggers have been hired for Summit, and the Glen will also have pro flaggers. The September Mid-Ohio event will be a joint Potomac/RTR effort. Input on how we've run our events has been very positive. Special thanks to Debbie Cooper for doing Control at PIR in the rain on Sunday.

Saturday, June 30, the town of Nazareth is holding a parade in honor of their 200th anniversary. They would like Porsches to participate. The Andretti family will be in attendance.

The last autocross netted almost \$275. The Charity Autocross will use the PAX Index and there will be only one trophy for the fastest driver. Hats and shirts will be donated and there may be a food cart. St. Christopher's wants to know the date so they can publish it. There is an August 15 date available on the parking lot at Johnsville, but the lot is not big enough, so the logistics of parking must be evaluated. A Sept 23 date gives us more time to advertise so this will be investigated.

The July general meeting has been changed to the Tech Quiz and in August we will have Vince Evans from Holberts as guest speaker.

A new site is needed for the Picnic since Camp Hideaway gets more expensive every year and can't give us a post-Labor Day date. However, it is difficult to find a place that allows beer. Ideas are needed.

(continued next page)

## Minutes (continued)

Tony Bonanni will again get donations of food for this year; Bill O'Connell can get free beer. The George Bukovsky Memorial Concours will be a "Top Only" fully judged competition with a \$5 entry fee. Cars will be screened at the bottom of the hill so only Concours cars park at the picnic area.

Janet will send a letter to the Audubon Inn confirming our Oktoberfest reservation. We will hold the Auction at this time. Entertainment for the Christmas Banquet was discussed; a DJ was mentioned but no decision.

One advertiser has not paid his DER GASSER invoice. Vern will turn over to Jim to dun.

Membership may reach 800 this month. John gave the Exec a handout of what the dealership boards would be like. The committee approved buying 14 boards at a cost of \$400 to put into dealerships, since we are not reaching many new buyers. Boards may also go to independent shops.

Two more torque wrenches were purchased for Tech. Any commercial shop or any individual whom the Club has provided with a tech stamp can tech cars for driver's ed events.

Eastwick, a company that sells restoration tools, located on Rt 30 in Malvern, wishes to hold a meeting for the Club in the fall or possibly for the February meeting.

Russo and Hartman attended the meeting held for the Vintage Grand Prix to be held in 1991. The Vintage committee liked our Club's enthusiasm and we will be given some choice in how we participate.

The New Hope Car Show is August 11-12. Sybil is organizing a caravan for anyone interested.

Jim and Jan Hartman will host the next Exec meeting on July 13.

These minutes are written and turned over to Vern before the Exec Committee has reviewed them, due to timeliness of the publication deadline. Therefore, we will add "minutes are subject to approval at the following meeting".

Respectfully submitted by Janet Long Weger.

**NTW**

# Performance Specialists

- Tires and Wheels
- Mounting and Balancing
- Computerized Alignment
- Brakes, Shocks, Full Automotive Service
- Special Discount For Club Car Members





**BRIDGESTONE**



**PIRELLI**



**GOODYEAR**



**MICHELIN**



**BFG Goodrich**

**KING OF PRUSSIA, PA**  
(215) 265-0900

**BROOMALL, PA**  
(215) 328-3100

**WILLOW GROVE, PA**  
(215) 657-6600

**WILMINGTON, DE**  
(302) 478-8013

**COMING SOON:**  
Newark  
Exton  
Neshaminy



Tires by NTW Driven To Perform.

# RTR ANNUAL FAMILY PICNIC

SUNDAY, AUGUST 26

RAIN OR SHINE - NOON TIL ?

CAMP HIDEAWAY, ARCOLA, PA

IT'S A FREEBIE - SUBSIDIZED BY THE CLUB !!

Softball (Waterpumpers vs Returning Champs, Air-Cooled)

Swimming - Volleyball - Dessert Bake-Off

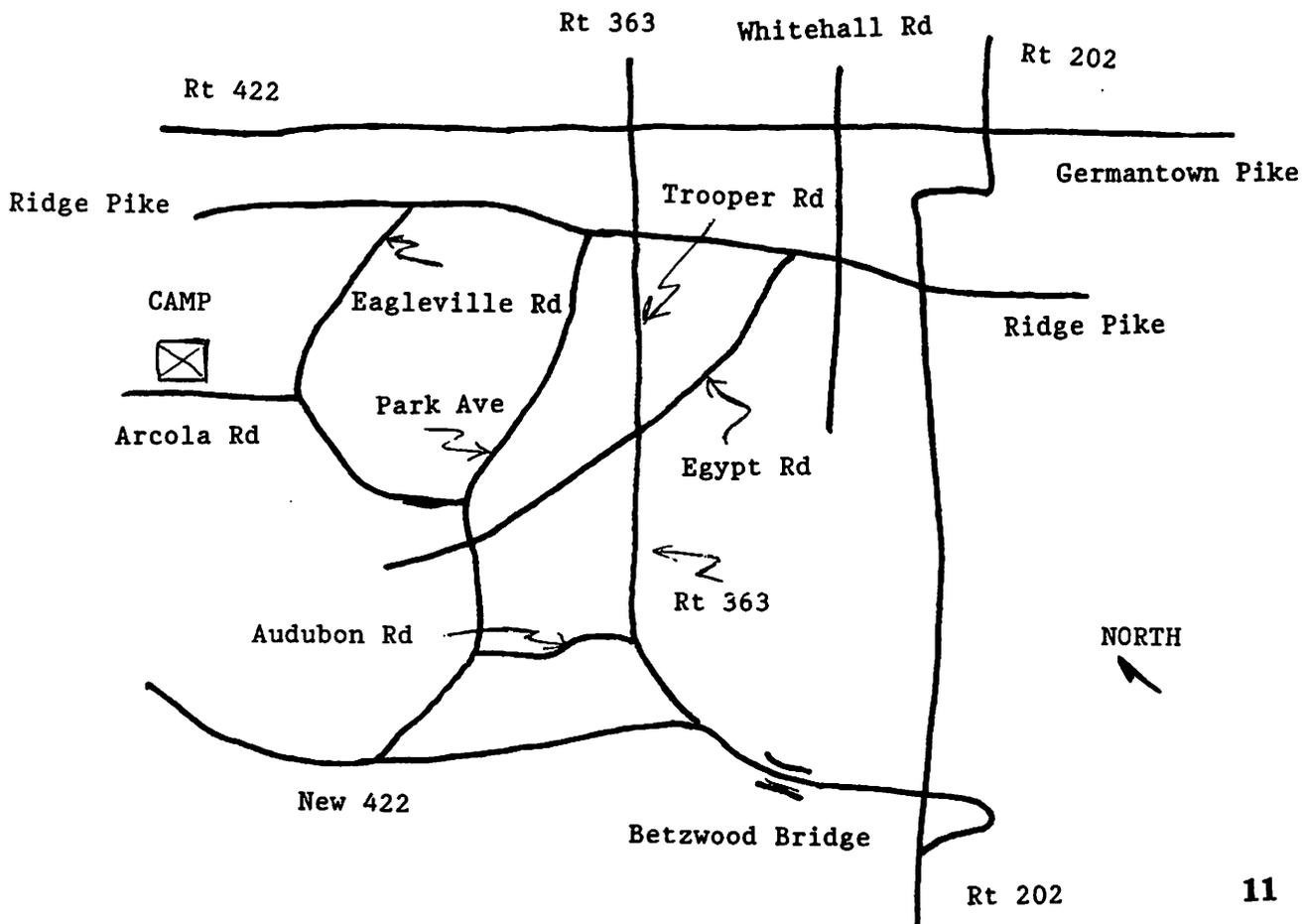
Kabitzing and Socializing

Brew courtesy of Jim Kelly of Stroh's

Hot Dogs, Hamburgers, fixins, chips, etc by Tony Bonanni Foods

FEATURING THE GEORGE BUKOVSKY MEMORIAL CONOURS  
and in addition, a People's Choice Show

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



## Autocross Date Change

By Lisa Carle

Our next autocross will be held on August 5 instead of the previously scheduled August 12. This change is due to a conflict with the SCCA Northeast Divisional Championships in Harrisburg. It will be held on the same parking lot as the last event, at the Naval Air Development Center.

As usual, registration will open at 9 and the first heat will get under way around 10. Please remember, we require you to work in the heat opposite the one you are running in. We need your cooperation so that everyone can have a good time.

Also remember, you don't have to drive a Porsche to run the event. If your Porsche is under the weather, or you have friends who would like to give autocrossing a try, bring whatever you drive. There are no trophies in the "run what you bring" category, but it is a great way to have fun on Sunday and get some valuable experience. Much better than mowing the lawn, just ask Rex!

## Charity Autocross - Sept 23

We are planning a Charity Autocross Sept 23 benefiting St. Christopher's Hospital for Children. The event is being sponsored by Bridgestone, which has graciously provided some goodies to be given away at the event. The major item up for grabs is a set of Bridgestone tires!

We invite you to come and join us at the Naval Air Development Center. The event will be open to

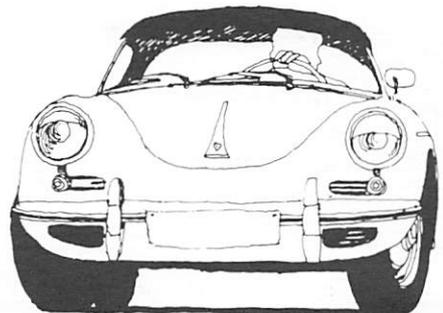
everyone and will be run under SCCA rules and classes, including the PAX Index. One overall trophy will be awarded to the top indexed time. Entry fee is \$15. If you so choose, you don't have to run the event; everyone who donates the \$15 will be eligible to win the tires.

Registration will open by 9 and the first heat will run at 10. Come out and join us for some fun on the runway. You'll be supporting a very worthwhile cause.

This will also include our regular series event #4. The finishing positions in our Porsche Club classes will be calculated separately and trophies awarded accordingly.

## Directions to Autocross Site

The Naval Air Development Center is located on Jacksonville Road at the intersection with Street Road (Rt 132) in Warminster. Take Exit 27 of the PA turnpike (Willow Grove), north on Rt 611, and right onto Blair Mill Road. Go right onto County Line Road, cross York Road (Rt 263), and go left onto Jacksonville. Cross Street Road and watch for the "PCA" signs on the left side.



# Rap at Idle

By the Editor

The winner at our Charity Autocross on September 23 will be determined by PAX Index. PAX (Professional Autocrossers) developed the index years ago by comparing winning times for SCCA autocross classes at major events, the theory being that only a competitive car/driver combination could win at the Divisional or National level. The numbers were recalculated twice a year and proved to be very accurate and fair. The variable is course design, since major events tend to have larger, faster courses. When some local events are run on tiny lots and the Index is used, it can favor smaller cars. But we don't intend to have that at our event, in fact, we are going to copy a National course when those finals used to be run on a similar runway.

SCCA rules for car classification generally conform to a "conceptual" system, in that similar types of cars run together. What the rules don't really allow for are the differences in the cars within the broad classification. However, it is a recognized system almost everywhere you go, and if you want to open an event to other cars, you are pretty much forced to use it. Porsches run in 6 stock classes under these rules.

Super Stock: 911 turbos, 928 S4, 944 Turbo S, class generally won by a late model Corvette - Index .866

A Stock; in their wisdom, or lack of it, they put all other 911s in here, 914-6, Carrera 4, and 356 Carrera 4 cam (nobody said it made sense!), so you all run at .847

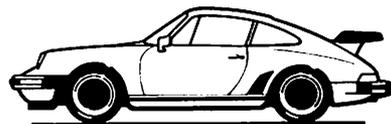
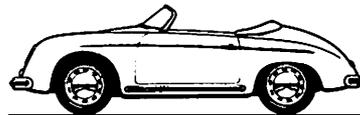
B Stock; other 928, 944 16V, 944 turbo, competition from the pre-84 Vettes mostly - index .839

C Stock; 914 2.0, 944 8V, 924S. The Fiero V6, MR-2 and Miata could give you some trouble here - .837

D Stock; 914 1.7/1.8, 924 turbo vs. Dodge Colt turbo, Fiat X1/9, Honda Civic, Golf 16V and Scirocco - .829

E Stock; all 356, 912, 924 against almost everything else in the world of this size - .818

Generally speaking, if it ain't "stock" it goes to Street Prepared, which allows lots of neat stuff. Go over those limits, however, and you will be in Prepared or Modified. Not many people run these classes locally, so you could look at it as an easy trophy at a regular event, but the Index will kill you if you're not, uh, fully prepared. Next month: how to figure out if you can beat the guy on the bubble.



CHASE & HECKMAN, Inc. is able to insure your Porsche, regular autos and home by special arrangements with a major U.S. Insurance Company, at competitive prices, without using the Assigned Risk or substandard markets. Please call John Heckman for details, or see him at the next club function.

*PCA Member Since 1978*

**CHASE & HECKMAN, INC.**

I N S U R A N C E

709 BETHLEHEM PIKE/PHILADELPHIA, PA 19118  
City 248-4445/Suburbs 836-1274/Home 836-9168

# Driver's Education

By Bob Lamb

We are really busy this spring and summer. For our surprise Summit Point event, we were oversubscribed the first week of registration. We accepted 135 and about that many showed up. The first day got off to a soggy start, since it began to rain during the drivers meeting, but we met in comfort in the new classroom right in the paddock. We started the track program within ten minutes of the scheduled start, and 5 of those minutes were due to the ambulance being late. We had about 10 spins in the instructor group, but the rain stopped, and we had a splendid event.

There is a good possibility that we will be able to have a June date again next year at Summit Point.

Nearby is an application for Mid-Ohio on Sept 28-29, which will be run by Potomac, but jointly promoted by Riesentoter. Mid-Ohio is not only a beautiful facility but the whole track has been resurfaced and widened. It seems that east coast PCA regions have difficulty filling up Mid-Ohio on their own, thus the joint promotion. Potomac has a pre-registration period for their members, in contrast to our policy of open registration. For this event, we will also be able to pre-register before out of region registration begins. For those of you who may have become frustrated in recent years by the difficulty of gaining entry to Potomac events, here is your chance. They are really pleasant people and they run very good programs.

For those familiar with Mid-Ohio, little promotion is needed. For those who have not been there and think nothing could be good enough

to travel that far, have a little faith. It is worth the trip. In either case, it provides an opportunity to enjoy Mid-Ohio with friends rather than strangers.

For several months, I have been reporting that we have had a very busy year so far. Actually it was probably too busy. We have had 4 events in 5 months. I suspect some of you may be a little burned out. I know some of us on the track event committee are. We are quite at the mercy of the tracks relative to securing dates. Our objective as a Club is to run a few quality events a year. We would prefer to see them more spread out throughout the year. However, we have to take what we get. Next year, we have a good opportunity to spread events out a little more.

## TERM INSURANCE

*Are you paying these  
annual LOW RATES?*

AGE	\$100,000	\$250,000	\$500,000	\$1,000,000
30	\$142	\$267	\$475	\$ 880
35	\$156	\$297	\$530	\$ 990
40	\$181	\$360	\$650	\$1,190
45	\$229	\$475	\$880	\$1,590

*If you're not... (These rates apply to non-smoker preferred class)*

CALL DENNY WALDMAN AT **527-4795**  
GET MET. IT PAYS.

MOBILE 480-2323



**Metropolitan Life**  
AND AFFILIATED COMPANIES

Metropolitan Life Insurance Company, New York, N.Y.

# Registration Form

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

Name \_\_\_\_\_ Second Driver \_\_\_\_\_

(Only ONE novice driver per car)

Telephone Numbers: Work ( ) \_\_\_\_\_ Home ( ) \_\_\_\_\_

Address \_\_\_\_\_  
Number and Street City State Zip

PCA Region \_\_\_\_\_ Indicate preferred number, if desired: \_\_\_\_\_

Porsche Model \_\_\_\_\_ Engine Size \_\_\_\_\_ Year \_\_\_\_\_ Color \_\_\_\_\_

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

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

Number of Drivers' Ed events at Mid-Ohio: \_\_\_\_\_

Number of Drivers' Ed events at other tracks: \_\_\_\_\_

1. Watkins Glen \_\_\_\_\_
2. Summit Point \_\_\_\_\_
3. Pocono \_\_\_\_\_
4. Others \_\_\_\_\_

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

Indicate any other information pertinent to assessing your driving skill: \_\_\_\_\_

### ***We Reserve the Right to Refuse any Application***

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

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

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

\_\_\_\_\_  
Driver's Signature

\_\_\_\_\_  
Second Driver's Signature

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

# Riesentoter History

By Debbie Cooper

JULY, 1965: RTR Gymkhana and Picnic: Sunday the 18th proved to be one of the most successful and enjoyable events of the year so far...Dick Sweigart remains "King Gymkhana" in our club. (Dick was a champion for years and a wonderful person. We will miss seeing his smiling face and hearing his laugh. My condolences to Connie and Richard.)

JULY, 1970 A number of RTR members attended the Porsche Parade in Newton, MA including Bonnie and Wayne Flegler, Charlie and Judy Keller, Judy and Bill Smith, George and Pat Howard, Bob McCullen and John Chatley. Riesentoter rally enthusiasts, Bonnie and Wayne, took fourth place in the unequipped class. "And they were really unequipped - not even a watch." (Let's see all of you again in Danvers, MA next year!)

JULY, 1975 "Riesentoters will be competing in the Tri-Region Autocross series...Besides the TRAXS, we're having a swim party, a picnic and the New Hope Auto Show, last year's sports car class being won by our very own Bob Ahrens with his super-clean '71 911 E coupe."

JULY, 1980 DVSA (Delaware Valley Sprint Association) News: Clubs participating included: Old York Road Sports Car Club; RTR/PCA, Valley Forge Motor Club, and the Philadelphia Region of Sports Car Club of America. The calendar was filled from July through October, with RTR hosting a monthly event.

JULY, 1985 Russ Hunsberger was organizing a trip to Malibu Grand Prix (Russ, where have you gone?); At a meeting hosted by Rosemont Porsche-Audi we saw Norm Robinson's

'54 356 Cabriolet, Skip Chalfont's Speedster, Sandy Sadtler's '59 RSK, Alan Friedman's '60 356 B Roadster, and Halsey Frederick's '73 911 Carrera RS. (Halsey brought the car to the Spring Social this year and it was a treat to see it again.)

## George Bukovsky Memorial Concours

Bill & Debbie Cooper

At the last Executive Meeting, we decided to have a Top Only Concours to honor George Bukovsky, as well as have a People's Choice display of cars at the Picnic. Although we all know that a good way to park at the top of the hill is to enter the People's Choice competition, we really intended to have a collection of beautiful and hopefully, unusual cars. (Let's see all of those 356's shining and looking like new.)

As we mentioned last month, there was to be a Concours entry fee of \$5.00 which has now been waived (after further discussion at the Exec meeting). Our intent was not to dissuade any serious entrants, but rather to honor George with a display of impeccably prepared cars.

The registration form in the June issue of Der Gasser still should be completed by Concours participants and received by us **NO LATER THAN July 31, 1990**. Disregard the fee, but we need to know the number of entrants to determine how many judges and classes will be needed.

We look forward to a lot of positive response from you - we need your support to make it a successful and very special event.

Call us if you need clarification on this, 362-2770.

# What's your color?

By Larry Herman

Noting that the season is well underway, I have become increasingly concerned at the paucity of instructional articles in DER GASSER covering track events. Being the sort of "take charge" person that I am, I have decided to rectify the situation by writing this, and possibly future epistles. One important factor of track events that has never been properly explained is just what the run group colors really mean. I have thoughtfully provided the correct meanings below.

GREEN: Figuratively means novice, but in this context refers to the color of the instructors face as he becomes seasick from the bobbing and weaving driving style of his student. Also refers to money, which some Green drivers (those bitten by the speed bug) are ready to spend, in prodigious amounts, in order to make their cars go faster. Conventional wisdom here is to work on driving skills.

BLUE: Means melancholy, and that is certainly what the drivers in this group feel after they realize how much they like this sport, but how far they have to go to be as good as the Red group. Sometimes mistaken for "BLEW", as in "you blew that turn, you blew that braking point, etc". Take heart Blue drivers, with some work and time, you will make it to White.

WHITE: As in "White knuckled". This refers to the driving style of the White groupers, as well as their unfortunate instructor hostages. It seems that in this phase, the drivers have figured out how to go fast, but without any real skill or consistency. This makes for

interesting experiences like going into a corner 10 mph faster than the lap before, hence the white knuckles. This is a transitional period, kind of like adolescence; if your parents let you live, you'll become an adult and everything will be all right.

BLACK: Financially defined as being profitable, and running smoothly. And Black group drivers are just that, "In the Black". Everything is calm and well controlled. They have developed their ability to go fast through years of practice, but after surviving White, have acquired the patience to drive at 9 tenths lap after lap, and enjoy staying on the track. So why do all of you want so desperately to move up to Red?

RED: Means "Red Mist", similar to what a bull feels when he sees the matador's red cape. This is the run group for the instructors, in which the cautions and smoothness so painstakingly developed through the years are thrown right out the window in search of another 1/2 second reduction in laptime. All of the warnings and emphasis on safety and drivers education are washed away by the red mist when Dave Donohue is right behind you, and you are damned if you are going to let him by! Red also means Hot, and that is what the Red drivers are, HOT. After bouncing around in student cars all day in 95 degree weather, you'd be hot, too. And finally Red means financially bankrupt, which most of us are, trying to feed our cars those ever increasing speed dollars.

So there you have it. I hope that you have found this informative, and useful the next time you are at a track event. Next month - does retorquing your wheels affect tire pressure, and why?

## More Serial Numbers

By Doug Peacock

This is some follow-up information on what I supplied for Bob Patton's recent article on serial numbers. It is from VW and Porsche Parts Department VIN info sheets.

Concerning the late models, the VIN characters in question are in the positions 4, 5 and 6. They are assigned for USA (Japan??) use. European models use "ZZZ" as stated in the article.

Position 4 seems to relate to body styles. For example, 911 coupes are "A", Targas and Cabs are "E". Of course, there are some inconsistencies.

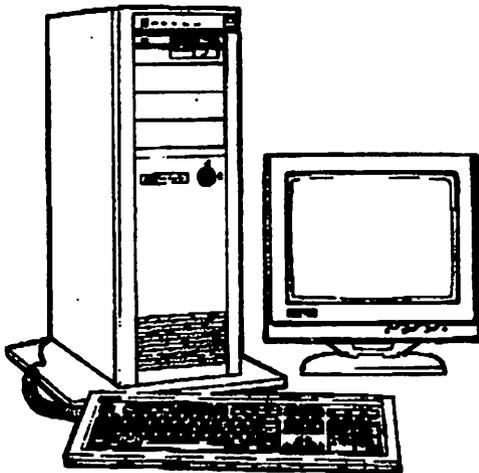
Position 5 seems to relate to engine type, i.e., 911SCs are "A", Carreras are "B". Again, there are some problems, especially with the 944 and 944S.

Position 6 is the restraint system type; "0" is active (seatbelts), "2" is passive (airbags).

I have the 4, 5 and 6 code letter breakdown for VW, but not for Porsche, but I have inferred the above. There are quite a few mistakes (or typos) in The Mart; 16 character codes, "222", "0" (zero) for "0", "Q", etc.

Hope this has been of some interest.

(Ed. Note: Is this finally clear to everyone? All kidding aside, with all the information that Bob and Doug have reviewed, it still seems like there could be quite a problem in determining just what you are getting when you buy a late model car. On the bright side, the guy selling it to you may not know what he has, and you may find a jewel, so make sure you do some homework before you shop.)



Computer Service & Technology, Inc  
316 Jefferson Ave.  
Bristol, PA 19007-5241  
(215) 785-6110

John C. Crowley

discount to PCA members

**Custom systems built to your specifications.  
Intel 286, 386, i486 processors in ISA and EISA  
desktop and tower configurations.**

# Keep your Bearings

Tony Checkowski

Bearings are a vital part of all rotating machines. Without this low-friction device, our machines could never attain their high running speeds.

A lot of history surrounds the development of bearings, probably the most interesting is in the manufacturing of the ball. A German was intrigued with making cannon balls really round, so he developed a machine containing two counter-rotating grinding discs and thus got into the round cannon ball business. What would the world be like if we hadn't had round cannon balls? Maybe square ones?

Your Porsche contains several types of bearings, all serving specific needs. For one, the uninteresting but vital sleeve bearings which support your crank. These run on an oil film only a few thousandths of an inch thick and hence keep the crankshaft from running on the metal part of the bearing. As a point of interest, the higher your rpm, the thicker this oil film gets. So don't be afraid to keep your rpms up. Please note that your oil pressure reading has nothing to do with the hydrodynamic pressure developed between the bearing and the crank. This pressure is over 1500 psi, and your oil pressure indication of 50 psi merely tells you that you are delivering oil to this area. The rest is done by the dynamics of the crank/sleeve combo.

You have radial ball bearings in your alternator, among other places. These are chosen because they have the least amount of friction among the typical industrial bearings. A few things to be aware of is that they should never be dropped, and must be installed with care and some

knowledge of what you are doing. This goes for their removal also. It is designed to take loads in a vertical plane (radial) with a limited load in the horizontal plane (thrust). They can run at very high speeds (dental hand drills run at over 400,000 rpm and are lubricated by water, while your alternator may see 10,000 rpm and is lubricated with oil or grease.)

Without lubrication, all bearings will fail sooner or later. When you choose a lubricant you have two basic options - oil or grease. Oil is used for high speed, low friction operation, and can be from three families: petroleum, synthetic, or silicone products. There are many others: our company, for instance, has over 800 different kinds of lubes available for our bearings.

The point to note here is that the petroleum products can carry about 2 times the load of the synthetics (diesters) and 3 times that of the silicone lubes. The same holds true for greases; petroleum products have temperature limits of about 250, the diesters about 400 and silicones about 500 degrees fahrenheit.

The tapered roller bearings in your wheel hubs can take loads in the radial and thrust directions since the roller provides a much greater surface area than the ball in the ball bearing. The penalty is that the friction is about 50-100% higher. These bearings are almost always filled with grease or a high viscosity (thick) oil.

There are spherical bearings used to transmit heavy loads along a rod, this combination being known as a rod end; when it is on a shaft it is called a link, and the puzzle goes on. Anyway, you'll find these type bearings in the steering, and

(continued next page)

## Bearings (continued)

suspension, or support members. These may be greased via a nipple or have a low-friction liner built into them. They rotate very slowly and allow a lot of misalignment in the areas where they are used.

Do bearings wear out? Does lube wear out? Yes and no. Even though you keep within the design life of the bearing, microscopic flakes of the metal wear away and contaminate the lube, acting as an abrasive. Therefore, replace bearings before they fail, if at all practical.

Even if the bearing does not fail, lubrication will. The petroleum products change chemically after just sitting around for 2 years and even sooner at high temperatures (250 degrees): synthetics are good for five years, and silicones tend to seek freedom, i.e., they migrate away from the bearing surfaces.

The quickest way to wear out a bearing is by letting dust and dirt get into the system. Keep them clean is the rule. The best way to handle bearings is with your white shirt and tie on. Get the idea?

Over-lubrication is as bad as no lubrication. In reality, the amount of oil it takes to lube a medium sized ball bearing is at the end of this sentence. That's right, it is the size of a period. The rest is used to carry the heat away. Too much lube causes the balls to churn through the lube creating more heat. The ideal lube quantity is to fill the bearing to 1/3 of its free volume with grease, or if you use oil, just a few drops.

So clean up those bearings, always use new grease or oil, handle with care and keep them turning, turning and turning.

## BLAUPUNKT CD SALE

NEW YORK SCD08 \$764.96

NEW ORLEANS SCD09 \$584.96

ATLANTA SCD09 \$494.96

CDP01 (NO TUNER) \$467.46

## SPECIAL INTRODUCTORY PRICE

CDC 01 W/ COMMANDER

- \* 12 DISC CHANGER
- \* 3 BEAM-16 BIT CONVERTOR
- \* 4X OVERSAMPLING

**\$721.52**

ALL MODELS AVAILABLE  
CALL FOR PRICING

- \* INSTALLATION AVAILABLE
- \* ALL MODELS INCLUDE THE  
BLUE DOT WARRANTY

**DOUGHERTY AUTOMOTIVE  
WEST CHESTER, PA.**

**(215) 692-6039**

OFFER EXPIRES 31JUL90

## THE DELAWARE VALLEY'S GOURMET AUTOMOTIVE STORE



Tailor-fit Porsche Covers & Mats • Porsche Design Accessories  
Concours Quality Car Care Products • Sheepskin Seatcovers  
Recaro Seats • Momo Steering Wheels & Road Wheels  
Porsche Gifts with Panache

**10% DISCOUNT FOR RIESENTOTER MEMBERS**

MAJOR CREDIT CARDS & PHONE ORDERS ACCEPTED

7946 Germantown Avenue Chestnut Hill, PA 19118  
215-247-6340

## 1991 Vintage

By James P. Hartman

The vintage race - hoped for this year - will be a reality next year on June 29-30. Please MARK YOUR CALENDARS.

Bob Russo and I recently attended an association meeting and came away believers that the race support is there. Speaking of support, we will be mailing out a Philadelphia Vintage Grand Prix Association membership application to each of you. Your support - tax deductible, no less, because the event benefits Fairmount Park - is needed to fund operating capital in advance of major sponsor donations and vendor commitments.

Our Club received much credit for willingness to participate in the race. Car clubs can be big helpers to the race, and I feel that we can be the clear leader next year.

Stay tuned to these pages for more details in the upcoming months.

*Dick*  
**HORRIGAN**

---

PORSCHE

---

BMW

---

AUDI

---

VOLKSWAGEN

---

SUBARU

---

1015 Lancaster Ave.  
Reading, PA 19607  
215-777-1500

## Cheaper in the US

By James P. Hartman

It's difficult to consider the proposition that Porsches are cheap cars. Yet in comparison to prices in England, Porsches in the US, new and used, are bargains.

Consider, for example, these recent ads in the LONDON TIMES:

90 Carrera 2, new at dealer, usual UK options, no air, \$70,090

90 928 S4, \$99,091

90 944 Turbo, \$68,949

89 Carrera 4, 2,000 miles, as new, \$80,695

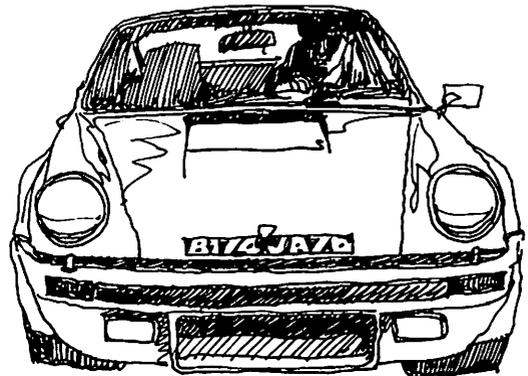
88 Carrera coupe, immaculate, 20,000 miles, \$57,865

86 911 Turbo, absolutely beautiful, 31,000 miles, \$65,118

86 944 Turbo, excellent condition, 30,000 miles, \$33,415

Trying to get some understanding of these prices, I spoke with a Porsche dealer in Britain who explained that high prices reflect a shortage of product. I interpret this to mean a high margin as well. Also, new car prices include a 15% value added tax.

I did see one bargain, a "911 S" for only \$14,000. Of course, that only got you a transferable license plate with the 911S lettering!



## Garage Sales

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

87 924S, black on black, electric windows and mirrors, sunroof, Blaupunkt cassette, always garaged, 26,000 miles, \$13,500. Call Robert Mattei, 215-477-6922

76 911S Targa, chocolate brown with tan leather, 5 spd, 81K mi, \$12,000. Robert Mattei, 215-477-6922

86 911 Targa, red/black, 13K miles, most factory options, Alpine/ADS tuner, turbo spoiler, like new cond, asking \$30,000; 3-piece BBS wheels with chrome rims and P7s also available. Jack Walker, 215-353-0200 or 388-7557

83 928S, 48,000 miles, blk/burgundy leather, sunroof, limited slip, Blaupunkt 3001, bra, pampered, garaged, non-smoker, RE 7ls, plus \$5,000 performance package, \$19,900. Greg Henry, 215-646-0445

79 928: World class European GT. Metallic milk chocolate with black/brown int; Euro QI lights; very strong, robust engine; 5 speed. Custom touches: finished phone dial wheels, handpainted centers; Fitti 3 steering wheel with Porsche hub; Alpine security system. Excellent mechanically and cosmetically, 58K miles. Lots of TLC! \$12,928. Call Ron Searfoss, 215-395-8899

90 Widebody Classic Speedster (kit car); one of a kind, super trick chassis, 100+hp VW motor, every nut and bolt new; autocross car or street racer. Titled and ready to go, three year project, needs some interior installed to finish. Also two 185/70x15 Pirelli P6, like new, \$100. Call Al Anderson, 793-3911

87 Jeep Cherokee Laredo tow car, loaded and super clean, all black. Al Anderson, 793-3911

WHEELS: 2 sets 7 & 8x16 black center Fuchs alloys from 86 944 turbo, one set in excellent cond for \$900, one set in very good cond for \$750; Goodyear ZR takeoffs, unmounted, 2-225/50x16 and 2-245/45x16, like new \$300; complete Koni sport struts with springs and rear sport shocks for 944/944 turbo, single adjustable with special SS valving, used one season, \$525. Paul Weston, 215-558-0630 (H), 973-2600 (W)

356 PARTS: NOS rear body panel for T-6/newer coupes; left 2/3s of NOS "A" nose; right 2/3s of an NOS "A" nose, \$1,200/offer; may separate. Bill Kelso, 215-233-5142 evenings

911/930 PARTS: stainless headers for 930, \$350; new brake pads and spark plugs for 84 or later Carrera, make offer. Jim Hartman, 293-1916

WANTED: 1985 1/2 - 1987 944 coupe in excellent cond with low mileage, well cared for and at a reasonable price. Write to Peter J. Smith, 851 N. Providence Road, Media, PA 19063, and include phone number and some details, please.

WANTED: 9" Fuchs factory forged alloys for 930. Please call Jim Hartman, 215-293-1916

WANTED: Factory rear sway bar for 86-89 911 Carrera. Larry Herman, 215-646-6302

418 E. King Street  
Malvern, PA 19355  
(215) 644-4911

Sales  
Service  
Repairs  
Parts

  
Oon Galbraith  
MOTORING, INC.

 PORSCHE  
and other high-performance imports

# Executive Committee

## PRESIDENT

Bob Russo  
400 W. Monument  
Hatboro, PA 19040  
674-4756 (H), 666-9200 (W)

## PAST- AND VICE-PRESIDENT

Bill O'Connell  
2801 Stoneham Drive  
West Chester, PA 19380  
640-1675 (H)

## SECRETARY

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

## TREASURER

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

## SOCIAL

Sybil and Paul Margaritis  
710 Spring Avenue  
Elkins Park, PA 19117  
635-4022

## EDITOR

Vern Lyle  
Box 363  
West Point, PA 19486  
855-0662 (H), 661-7011 (W)

## AUTOCROSS

Lisa and Rex Carle  
2 Allison Dr  
Coatesville, PA 19320  
363-7044 (W)

## DRIVER'S SCHOOLS

Bob Lamb  
328 Valley Forge Road  
Devon, PA 19333  
687-4828 (H)

## MEMBERSHIP

John Williamson  
362 Thatcher Circle  
Harleysville, PA 19438  
256-9599 (H), 640-6195 (W)

## TECHNICAL

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

## GOODY STORE

Sybil Margaritis  
710 Spring Ave  
Elkins Park, PA 19117  
635-4022

## HISTORIAN

Debbie Cooper  
659 Brighton Drive  
Hatfield, PA 19440  
362-2770 (H)

## RALLY

Betsi Leidy  
705-2B Willow Street  
Lansdale, PA 19446  
661-7771 (W)

## TRACK EVENT REGISTRAR

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



---

## 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 John Williamson, Membership Chairman.

CLASSIFIED ADS are free to Porsche Club members, \$10 per insertion to others. Limited to Porsche cars, their parts, and related items only, please. Send ads to Editor.

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 do not necessarily agree with those of RTR or PCA.

