

# DER GASSER



JUNE 1991



Riesentöter Region ♦ Porsche Club of America

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# HOLBERT'S

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# PRESIDENT'S MESSAGE

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Last month I was warming up by the heat of my PC after the annual soaking at Pocono, this month I'm cooling down by the same PC as we are in the midst of a record breaking May heat wave. Good thing the PC is like a Thermos jug but the question still remains, how do it know?

Allow me to step up on my soapbox and get this underway. <<FLAME ON>>.

Our erstwhile editor, John Williamson, received an anonymous letter a few weeks ago. It contained a few complaints which for the most part addressed the age old problem, cliques. As a basic rule, we figure if you really care enough about something than you'll sign your name, as such, the policy is not to print unsigned letters since we don't know if; A) it came from a member or, B) the author is really serious about the content. If the person or persons that composed the letter would care to come forward, John would be glad to print it. Addressing the major theme, the fact is, yes to some extent there are cliques. There always will be, both here and in every aspect of life. Now that may sound a tad cold or cavalier but it's a fact. The clique in the club is not the traditional type, it is open to just about anyone that wants to get in. For the most part, it is composed of the people that do the work to keep the show running. Because many of these people are also social friends causes two main things to happen; 1) the work gets done in a more congenial manner and the events are 'happier' events, 2) to those on the 'outside' it seems that everything is controlled by this tight little group. While #1 is good, #2 is not. For years we have been trying to rid ourselves of this image but in reality it's unlikely that will ever happen. Sit back kiddies and let Uncle Bill tell you a story about way back when I joined. I saw that same clique, different cast but the same wall. After awhile I noticed a door in the wall. It had the sign: EDITOR DER GASSER on it. I hung my name under it and found for a paltry 80 +/-extra hours a month, I could be part of this most honored group. I also found out that the wall didn't really exist! But since it did in my mind

I figured others may feel the same and off I went on one of my famous quests. Well the quest is over and here are the results. Most, if not all, members of the exec and other assorted members of the 'clique' are aware of the perceived problem and do attempt to dispel it. If you want to join, here is an open invitation. The October elections are right around the corner or if you don't have the time or desire for that level, join one of the committees and help out there. For a modest investment in time you too can become a member of the illustrious inner circle. One last point, many of the people in the clique met in the club.

On to another ongoing bee in my shorts. For those that are somewhat upset about the level of noise brought on by people that insist on trying to talk over the speaker at meetings, your right. My stance on the issue has not been firm enough. Bruce Baker and I had a long talk after the meeting at Holbert's and we both agreed it was absurd. I was taking the middle ground not wanting to upset people but Bruce made an excellent point, if they don't respect others why should I worry about them? Because of the acoustics, little groups of people disrupted the meeting all night. This was downright rude to both the speaker and the members that came to hear what was being said. At one point, we got into a battle of the various groups when Bill Dougherty was speaking and they kept increasing their volume as he tried to speak louder! Think about it, if you come to meetings to chat with others, no problem, but please, go to another room. I've ordered a crowd control device which I hope will be effective with those that don't get the point.

Ok, ok, <<FLAME OFF>> the spleen is vented, one of the side benefits of a long commute is the ability to think of all this stuff for hours on end. Now if someone knew of a nice computer related job closer to home I wouldn't have as much time to dwell on stuff like this and could write Disney type messages each month.

continued ► page 20

# Up-Comin

## JUNE

- 26 General Meeting, Audubon Inn:  
8:00pm, Mobil Oil Rep, see page 3
- 29 Tech Session for Watkins Glen,  
Holbert's: 9:00am-3:00pm
- 30 Philadelphia Vintage Sports-Race Car  
Festival, see page 15

## JULY

- 24 General Meeting, NTW:  
8:00pm, Tires
- 27 RTR Parade to the Parade
- 28-4 Porsche Parade 1991 at Boston,  
Massachusetts

## AUGUST

- 18 Annual Picnic, Camp Hideaway
- 28 General Meeting, Audubon Inn:  
8:00pm, Tech Quiz and Photography  
Contest

## **AX EVENTS:**

- |               |            |                              |
|---------------|------------|------------------------------|
| Jun 15-16     | Susq       | Farm Show Complex            |
| <b>Jun 16</b> | <b>RTR</b> | <b>Naval Air Dev. Center</b> |
| Jun 22-23     | Pro        | Farm Show Complex            |
| Jul 7         | Philly     | PIR (Nazareth)               |
| Jul 14        | Philly     | PIR (Nazareth)               |
| Jul 20-21     | Susq       | Farm Show Complex            |
| Jul 28        | Susq       | Farm Show Complex            |
| Aug 3-4       | SCCA       | Farm Show Complex            |
| Aug 11        | Philly     | Plymouth Meeting Mall        |
| Aug 25        | Philly     | Plymouth Meeting Mall        |
| <b>Aug 18</b> | <b>RTR</b> | <b>Naval Air Dev. Center</b> |

## AX CONTACTS

Susq (Susquehanna Region SCCA), Dave  
Walter, (717) 432-4018

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

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

Pro (Pro Solo) and SCCA (SCCA Solo II NE  
Divisionals), Lynne DeHart (717) 859-2957

## **TRACK EVENTS:**

- |                     |            |                     |
|---------------------|------------|---------------------|
| Jul 8-9             | Schatt     | Watkins Glen        |
| Jul 12-13-14        | NNJR       | Mid-Ohio            |
| Jul 13-14           | Blue Ridge | Charlotte           |
| <b>Jul 19-20-21</b> | <b>RTR</b> | <b>Watkins Glen</b> |
| Jul 22-23           | CVR        | Watkins Glen        |
| Jul 25              | NNJR       | Lime Rock           |
| Jul 26              | Schatt     | Lime Rock           |
| Jul 26-27-28        | Fox        | Bridgehampton       |
| Aug 3-4             | ARPCA      | Summit Point        |
| Aug 15-16-17        | Metro      | Bridgehampton       |
| Aug 16-17           | CVR        | New Hampshire       |
| Aug 16-17-18        | NNJR       | Watkins Glen        |
| Aug 24-25           | Potomac    | Summit Point        |
| Sep 5               | Metro      | Lime Rock           |
| <b>Sep 7-8</b>      | <b>RTR</b> | <b>Summit Point</b> |
| Sep 21              | NNJR       | PIR Nazareth        |
| Sep 27-28-29        | Metro      | Bridgehampton       |

## TRACK CONTACTS

ARPCA (Allegheny Region), Ed Boozel (412)  
366-4423 eves. before 10:00pm

Blue Ridge Region, Mickey Dowling, 3126  
Garst Cabin Dr., Roanoke VA 24018 (703) 366-  
8823 work, (703) 774-9301 home

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

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

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

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

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

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

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

## JUNE MEETING

**Tommy Morrison - Morrison Motorsports**

**WEDNESDAY, JUNE 26, 8:00PM**

During the period 1984–1990 the Morrison Team won eight 24–hour races  
(7 with Corvettes and 1 with Camaro)

The Morrison team has won 24 total races and four team championships  
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### DIRECTIONS to Audubon Inn:

#### From King of Prussia turnpike exit

Rt. 202 south to the Rt. 422 exit

follow this to the Oaks exit

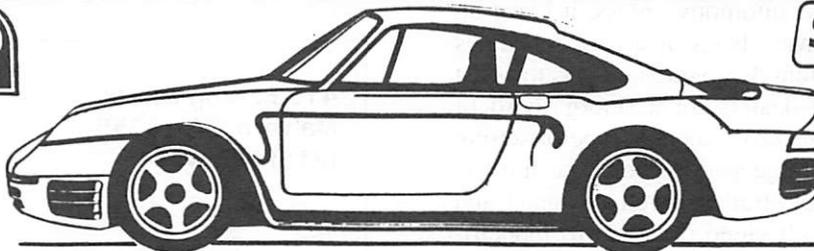
Right at the light onto Egypt Rd. (towards Norristown)

Left at the next light (Parkside Ave.) and left into the parking lot

If you get to Rt. 363, turn around and come back

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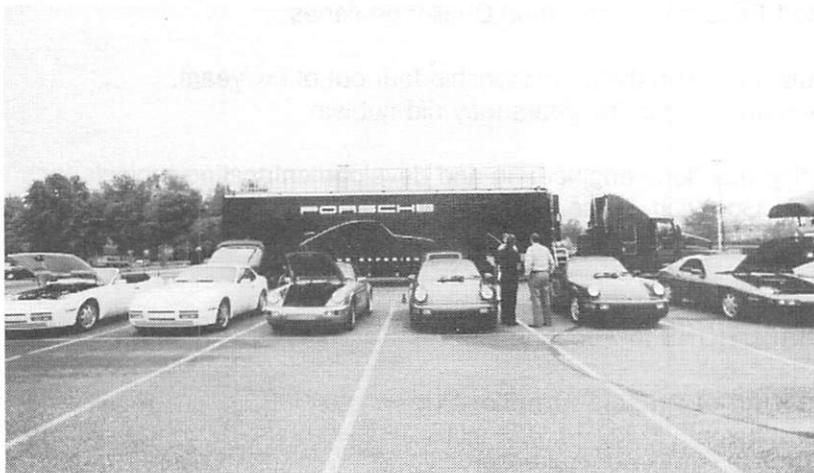
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# PCNA's Driving Experience

by Bruce Baker

On May 16th I had the luxury of a gorgeous afternoon off to enjoy a pleasant mix of traveling side show/carney hype and amusement rides for adult age kids like me called "Driving Experience." Wow, the glitz! Wow, the cars! Wow, the tease! The event is staged in an extremely professional, efficient, and well organized setting to expose both old time Porsche pushers and newcomers alike to the latest plateau of product and corporate imaging from Porsche.



While the predominant theme is performance and safety, this obviously well integrated marketing tool also aims at those who place a good deal of importance on owning an automobile for quality, investment, or status. The overview presented by the staff of Driving Experience touches on the technological developments that set the newest of the cars of Porsche apart from their predecessors and all other makes as well.

For those who have not heard of this "show and tell" event in the automotive press, it is set up as follows: The caravan, based in Reno, schedules appearances in different demographic areas to assist and coordinate with dealers for a smorgasbord of test driving in an "autocross school" type of setting - usually in a very large parking lot. The intro is held in an expandable trailer - well designed and very impressive - with video monitors to indoctrinate the attendees with Porsche history, philosophy, engineering acumen, and, yes, "racing improves the breed" type references. My favorite, of course, was a camera-in-car lap of LeMans with Jurgen Barth at 200+ mph - wheee!

Then, team up, buddy up, and get firsthand experience with the cars. Acceleration/braking (all cars had ABS - love it!) and slalom/skid pad, and, finally, a combination of the two in an easy tight autocross-type course. (Remember - "I don't do Autocross".) The cars consisted of a 944 S2 cab, S2 coupe with sport suspension, a C4 cab, C2 Targa with tiptronic (the biggest tease of all - one needs more time than available to really evaluate this new "brainy" automatic), a 928 S4 (automatic) and S4 GT (5 spd), and the rather impressive '91 Turbo. Quite a selection.

Probably the best "experience" for me was being shown the course in the "Porscheized" minivan (Porsche wheels, Porsche cloth seat upholstery, nameplates, etc.) driven by Vic Elford with Bob Holbert riding shotgun. There's some "driving experience!"

In the end, among the refreshments and souvenirs, the crew asks for feedback and impressions and a questionnaire to be filled out (their only way to gauge, I guess, if this type of presentation is worthwhile).

I came back from the Zone 1 event in New York to find a box from PCNA containing my very own down-scale orange cone (with a tire track across one corner) and a thank you attached. That's mutual - Thank you, Tim Heffernan, (PCNA), the Holbert crew (especially Vince Evans) for the ability to feel, firsthand, what I may be restoring in 20 more years! Great show - if possible, any "Porsche enthusiast" should take part in this if they can. It's worthwhile, and a "good time is had by all." ❏

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# AUTOCROSSINGS

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by Lisa Carle

The Mother of all Autocrosses on Mother's Day certainly lived up to it's name. When I designed the course, I anticipated a series of fast optional slaloms linked by some turns that would be more difficult if the driver did not position him/herself properly by picking the better path through the optional 2 cone slaloms. It was a little tighter than I would have liked, but it was very driveable when the proper direction was selected. Visually, it was somewhat confusing and it was very critical to keep your mind ahead of the car. The course became very slick as the temperature rose through the day, this is one problem with new macadam. Next time, I think we will try a more open design, but there will be a few tricks to catch you, as always.

Thanks to all who helped out and worked, especially to Bob Russo, Joe Zglinicki, Sybil Margaris and Brad and Judy Carle who all showed up at the crack of dawn to help set up. A reminder - you will be required to work in the heat opposite the one in which you run. I have noticed that many people have not been working and have been leaving immediately after running, or showing up late after the first heat has begun. We don't ask you to work just to give you a hard time; we ask you to work so that the event runs smoothly and efficiently so we can all have fun runs or get done early. Be courteous and complete your work requirement. You will not receive your trophy or collect your series points for any event in which you do not work. To this end, you will be given a work assignment card to turn in when you report for your work assignment. If I don't receive your card from you, you will be disqualified. 'Nuff said.

Thanks to the local SCCA people who come to support our events. We will have trophies this year for SCCA classes. More on classes - our Riesentöter classes have been revised this year to incorporate some new models and to make them a little more fair. Modification points have also

been revised. Both revisions can be found in this issue. Questions/comments please call.

A word on indexing for ladies and novice classes. These classes are indexed against the two best times in the corresponding open classes, provided that the second place time is not more than 10% different from the first place time. If that is the situation (2nd > 10% different from 1st), only the first place time is used. The object is to compare the indexed driver to the class potential. I realize this does not always occur with this system, and research has been done to improve the indexing method. I welcome ideas on this subject.

You will find the results from the first autocross in this issue. Congrats to all the winners. The next event is June 16th. Registration opens at 9:00am and will close when the drivers' meeting begins at 10:00am. Please bring a valid driver's license to registration with you. Our insurance requires you be a licensed driver, and we need to verify that you are. See you out there! 🚗



**Next Event: Sunday June 16**  
**Naval Air Development Center (NADC)**  
**Street & Jacksonville Roads**  
**Warminster PA**

**Registration opens 9:00am**

**Directions:**

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

# Autocross Classes

## NEW AX CLASSES

M - Modified, any car with more than 20 mod points

A - Prepared 6 or 8 cylinder cars, Improved B cars, Prepared C cars

B - 911 3.0 & 3.2, 930, Carrera 2/4, Prepared 4 cylinder (including 924 Turbo), Improved C cars, Prepared D cars

C - 911 2.4S, 911 2.7, 928 S4, Improved D cars, Prepared E cars

D - 911 2.2S, 944 S2, 944, 944S, 944 Turbo, Improved F cars

F - 911 2.0S, 2.2T or E, 2.4T, 914-6, Improved G cars

G - 356 Speedster, 911 2.0 T or E, 914 2.0, 924, 924 Turbo

H - 356, 912, 914 1.7 or 1.8

### Mod Points / Class

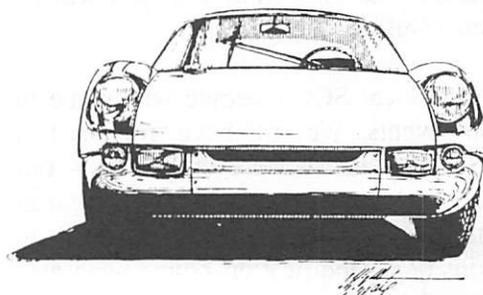
|       |   |          |
|-------|---|----------|
| 1-5   | / | Stock    |
| 6-12  | / | Improved |
| 13-19 | / | Prepared |
| 20+   | / | Modified |

## MOD POINT SCHEDULE

|   |    |
|---|----|
| Open exhaust  | 3  |
| Drilled brake rotors  | 1  |
| Lightening and/or balancing of internal engine parts                          | 1  |
| Camber truss  | 1  |
| Higher spring rates   | 2  |
| Limited slip differential   | 2  |
| Removing parts/lightening car   | 20 |
| Overbore > 0.0040   | 2  |
| Suspension bushing material other than rubber                                 | 2  |
| Double adjustable racing shocks   | 2  |
| Lowering requiring machining  | 6  |
| Lower aspect tires, except where original equipment                           | 4  |
| Coilover shock suspension   | 6  |
| Changing venturi size or type of induction system                             | 5  |
| Changing valve size, port shape or dimensions                                 | 5  |
| Cam or cam timing change  | 6  |
| Rim increased more than 1 inch  | 6  |
| Engine change not conforming to update rule                                   | 6  |
| Driver controlled wastegate or modifying standard wastegate to increase boost | 6  |
| Chip changes  | 6  |
| Non-stock gearing   | 10 |
| Race tires  | 20 |
| Aftermarket turbo   | 20 |

Any modifications improving the car's performance, that are not specifically listed must be classed by the event directors. ❖

**You** are responsible for classifying your car properly. If you are protested and found to be incorrectly classed, you will be disqualified from that event.



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To Be Continued.....

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## RALLY

by John Kingham

### CINCO DE MAYO RALLY...

#### ...RESULTS IN FUN FOR ALL

The Cinco de Mayo rally held on May fifth was a total success with approximately 60 participants and 29 registered rally vehicles. Mother Nature proved to be of Mexican descent as the weather was perfect. Rallyist romped through Montgomery County finding answers to some nine location questions with bonus points for answering two historical questions and proving that they had visited Mexican restaurants along the rally route. Bonus points were also awarded to those who arrived at the finish with a non-factory Carrera sign on their car.

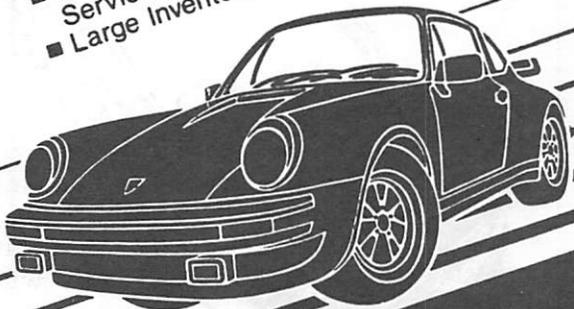
The rally left the Audubon Inn where Chef Butch had prepared a light lunch and provided us with complimentary donuts, wedding cake and coffee. Our destination was the Casa Maria Restaurant in King of Prussia where we enjoyed half price hors d'oeuvres.

The winners of the rally are the seemingly unbeatable team of Bill Vaughn and Dave Horan, who also won last years fall rally. Congratulations!!! Second place went to Geoff and Mimi Ehrman who are transplants from the Connecticut Valley region, proving that knowing the area doesn't necessarily help. Third place went to Jim and Jan Hartman who valiantly finished with a sedan full of children, one of whom was late to a recital. Each driver and navigator received a handsome pewter and brass mug inscribed with their place and crew duty. The last place pinata was donated by the Margaritis's and was won (lost) by Donn Sanders who was obviously paying too much attention to the pleasures of driving an open targa Ferrari to care about much else, I for one can't blame him too much.

Attached to the rally instructions was a questionnaire relative to rally length and format. Thanks to all who filled it out. I am in the process of trying to come up with the fall rally which has been scheduled for October 20th. Your suggestions will be most helpful. ❖

# PRECISION MOTOR WORKS

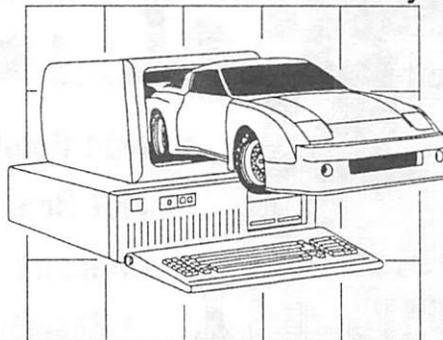
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# Rennfest Review

by Lisa Carle

Looking for something fun and exciting to do this Labor Day weekend? Consider attending one of the finest multi-regional events around. Rennfest, sponsored by Atlanta's Peachstate Region is a beautifully organized and well-run three days of Porsche related activities.

Rex and I attended our first Rennfest last year and we can't wait to return this year. This event is truly spectacular! The region has been running this event for many years, and they definitely have it figured out. You can look forward to a weekend where just about every detail has been anticipated.

Accommodations were at the Ritz-Carlton for an excellent reduced rate of \$85 per night per couple, with no reduction in service. Peachstate sets up a hospitality suite on the floor on which the Porsche people are staying (the Ritz has learned to segregate the party - goers on their own floor). There's always a party going on in that suite.

Three competitive events take place over the weekend: a concours, a rallye (tow vehicles allowed) and an autocross. The events are complemented by several social functions. There is an informal get together on arrival night (Friday) where you can meet event chairpeople and sponsors over light hors d'oeuvres; a banquet Saturday evening with dancing afterward; and a full-blown, formal awards banquet on Sunday evening.

These Porsche lovers take all of their events seriously. The concours was held at nearby Ogelthorpe College, and despite the rain, every car looked beautiful and impeccably maintained. We knew we were in trouble when we watched region member Fred Rice disassemble the fan blade from the shroud and clean every surface with a toothbrush. Try as we did, Riesentöter's three entries did not fare well against this competition. Vern Lyle and Betsi Marsh, Scott Torrens, and Rex and I each finished fourth in our respective classes. Scott did the best of all of us with an overall score of 208 out of a possible 225.

Saturday afternoon the weather cleared just in time for an excellent, difficult rallye, with a GRITS

theme. Georgia Rails Into Trails Society (GRITS) is a group raising funds to convert old railroad beds and tracks into hiking and biking trails. This was a true Time, Speed, Distance rallye, but no specialized equipment was permitted. It was a tricky, but fun, rallye. Our best finishers were Vern and Betsi, who finished 22nd overall. Rex and Scott distinguished themselves by receiving the D.A.L.B.F. (Dead Ass Last, But Finished) award, a box of real grits!

Sunday brought the autocross and a day to remember for Riesentöter's. We put on a distinguishing performance as everyone drove very well. The course was fast and open with a few tight turns thrown in to catch the terminal plowers. Peachstate has some good autocrossers, their members Lindsay Lowe, Hal Corbin and Maggie Reszutek took FTD Stock, FTD Mod, and FTD Stock Ladies respectively. Riesentöter drivers finished as follows:

|             |                               |
|-------------|-------------------------------|
| Melody Lyle | 1st Class P30                 |
| Vern Lyle   | 1st Class I2                  |
| Betsi Marsh | 2nd Class I5                  |
| Rex Carle   | 2nd Class M3                  |
| Lisa Carle  | 1st Class M8 / FTD Mod Ladies |

After a worker party in the hospitality suite (where beer and door prizes were abundant), everyone donned their finest attire for the Awards Banquet. This took place right in the Ritz-Carlton Ballroom (you only have to find the elevator after this celebration). All of the region members received their trophies for the competitive events as well as other recognition. Vern Lyle was honored for having travelled the greatest distance to the event and all of our region members shared a (large) bottle of champagne for having one of the largest turnouts as a percentage of total region membership.

All in all, this is a truly superb event. It is a rather long drive (approximately 14 hours), but the scenery is pleasant, especially through the mountain regions of Virginia and North Carolina. When you have experienced the warmth and hospitality of these people, you will not mind that drive. Rex and I will be undertaking it again, towing our autocross car, to be part of this year's extravaganza. If you are interested in a wonderful weekend, keep an eye on Pano's upcoming events section, or give me a call for more information. 🍷

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|--|---|---|
| <p><b>Jan/Feb 1991</b><br/>Oil &amp; Filter<br/>\$29.95 4cyl \$49.95 6cyl \$39.95 8cyl<br/>Tune Up Special*<br/>\$245.00 4cyl \$445.00 6cyl \$495.00 8cyl</p>  | <p><b>March/April 1991</b><br/>Oil &amp; Filter<br/>\$29.95 4cyl \$49.95 6cyl \$39.95 8cyl<br/>Brake Fluid Flush<br/>\$39.95<br/>All Models</p>                 | <p><b>May/June 1991</b><br/>Oil &amp; Filter<br/>\$29.95 4cyl \$49.95 6cyl \$39.95 8cyl<br/>A/C Service **<br/>\$49.95<br/>All Models</p> |
| <p><b>July/Aug 1991</b><br/>Oil &amp; Filter<br/>\$29.95 4cyl \$49.95 6cyl \$39.95 8cyl<br/>Tune Up Special*<br/>\$245.00 4cyl \$445.00 6cyl \$495.00 8cyl</p> | <p><b>Sept/Oct 1991</b><br/>Oil &amp; Filter<br/>\$29.95 4cyl \$49.95 6cyl \$39.95 8cyl<br/>Alignment Special***<br/>\$69.95 4cyl \$99.95 6cyl \$99.95 8cyl</p> | <p><b>Nov/Dec 1991</b><br/>Oil &amp; Filter<br/>\$29.00 4cyl \$49.00 6cyl \$39.00 8cyl<br/>Antifreeze Flush<br/>\$44.95<br/>4cyl/8cyl</p> |

\*Tune Up Special Includes All Engine Items in Mfg 30,000 Mi Svc.. Belts and Oxy Probe are Extra. Includes Oil & Filters. \*\*A/C Systems Evacuated, Recharged, Leak Tested, Includes Freon. \*\*\*Alignment Includes Four Wheel Adjustment of Toe/Cas/Camb. Ride Height Extra. John Wood Porsche Uses Only Genuine Porsche/OEM Replacement Parts and Mobil 20W-50 Oil. Coupon page must be presented at time of Service Appointment with Valid PCA Membership ID to Receive Discount. Note Individual Coupons Only Valid During Months Indicated. Customary PCA Member discount of 10% cannot be honored on these coupons.

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# 5/12/91 AX RESULTS

## Modified

Tim Everett

Speedster

O.C.

## A

|             |         |        |    |
|-------------|---------|--------|----|
| Rex Carle   | 911 3.2 | 44.877 | T1 |
| Chris Beery | 911 3.2 | 46.098 |    |

## B

|                 |         |        |    |
|-----------------|---------|--------|----|
| Geoffrey Ehrman | 911 3.2 | 45.687 | T1 |
| Michael Wolkov  | 911 3.2 | 50.961 | T2 |
| Bruce Brodowski | 911 3.0 | 52.641 |    |
| Jim Hartman     | 930     | 53.842 |    |

## C

|                  |                 |               |                    |
|------------------|-----------------|---------------|--------------------|
| <u>Vern Lyle</u> | <u>911 2.4S</u> | <u>44.323</u> | <u>T1 Mens FTD</u> |
| Herman Plenzick  | 911 2.7         | 60.629        |                    |

## E

|               |           |        |    |
|---------------|-----------|--------|----|
| Jeff Wright   | 924S      | 48.306 | T1 |
| John Crowley  | 911 2.4T  | 49.607 | T2 |
| Fred Matolicz | 924S      | 52.845 |    |
| Jerry Weger   | 944 Turbo | O.C.   |    |

## F

|               |     |        |    |
|---------------|-----|--------|----|
| Nick Plenzick | 924 | 56.090 | T1 |
|---------------|-----|--------|----|

## G

|               |         |        |    |
|---------------|---------|--------|----|
| Joe Zglinicki | 914 1.7 | 47.681 | T1 |
|---------------|---------|--------|----|

## H

|                    |         |        |    |
|--------------------|---------|--------|----|
| Brad Carle         | 914 1.8 | 47.808 | T1 |
| Dennis Angelisanti | 914 1.7 | 49.513 |    |

## Ladies

|                   |                |               |               | <u>Index</u> |
|-------------------|----------------|---------------|---------------|--------------|
| <u>Lisa Carle</u> | <u>911 3.2</u> | <u>42.931</u> | <u>T1 FTD</u> | 0.944 A      |
| Mimi Ehrman       | 911 3.2        | 50.648        | T2            | 1.109 B      |
| Betsi Marsh       | 911 2.4S       | 49.673        | T3            | 1.121 C      |
| Maria Wright      | 924S           | 55.030        |               | 1.124 E      |
| Barbara Del Nero  | 924S           | 59.777        |               | 1.221 E      |

## Novice

|                     |         |        |    |         |
|---------------------|---------|--------|----|---------|
| Richard Newton      | 911 2.4 | 52.713 | T1 | 0.940 F |
| Barry Butler        | 911 2.4 | 56.411 | T2 | 1.006 F |
| D. Angelisanti, Jr. | 914 1.7 | 51.197 |    | 1.052 H |

## Novice Ladies

|                |         |        |    |         |
|----------------|---------|--------|----|---------|
| Judy Carle     | 914     | 65.421 | T2 | 1.344 H |
| Doris Robinson | 911 3.0 | 66.239 |    | 1.450 B |



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## RTR MILESTONES

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2nd Quarter PCA Membership Milestones:

### 25 Years

Charlie & Judy Keller

### 20 Years

John Baran  
John & Phyllis Klinges

### 15 Years

Daniel & Kathleen Lovrinic

### 10 Years

Terrence & Michele Malloy  
Craig Rosenfeld

### 5 Years

David & Judy Bernbaum  
Nicholas & Ginny Borodulia  
Edgar Brown  
Lynn Cox  
Albert Derecola  
Barry & Lori Dutt  
Glen Goldman  
John & Suzanne Harkins  
Joseph & Frances Henshaw  
Donald & Linda Huber  
Ronald & Isabel Huber  
Ron & Kathleen Lego  
Donel Manke  
Ronald Pace  
Christian & Jennifer Paris  
Donald Robbins  
Thomas Ross  
Robin Winner



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## WELCOME

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by Connie Sweigart

Membership as of 6/1/91 is 818

Welcome to the following new members:

|                                      |                  |
|--------------------------------------|------------------|
| Andrew Beck<br>Ambler                | 68 912           |
| Michael Bailey<br>Moosic             | 88 944           |
| Roger & Sue Ann Conroy<br>Green Lane | 73 911S          |
| Bruce Genter<br>Huntingdon Valley    | 86 911           |
| Gary & Mary Jo Grove<br>Media        | 72 914           |
| Andre Koons<br>Telford               | 83 944           |
| Kevin Mullin<br>Ardmore              | 83 911           |
| Glenn Porter<br>Havertown            | 86 944 Turbo     |
| William Rossi<br>Glen Mills          | 83 911 Turbo Cab |
| Neal Schneider<br>Bala Cynwyd        | 89 911           |
| Louis & Linda Schwartz<br>Jenkintown | 90 911 C4        |
| Robert & Jayne Thorson<br>Hatboro    | 85 944           |
| Steven & Pati Weber<br>Doylestown    | 91 911 C4        |
| Tony & June Wells<br>Mt. Holly NJ    | 79 930           |
| Jack Willard<br>Wilmington DE        | 88 944 Turbo     |
| Robert Willauer<br>St. Davids        | 91 911 Targa     |

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# AT FULL SONG

by John Williamson

Later in this issue is a story which I hope doesn't offend anyone, but you know how we Porsche fanatics can be! Although titled Ferrari, it is, as Bob Lamb states in his foreword, a car people story. In some respects it's also about passages, the one's we all go through in life (I should know about that - my personal odometer just rolled over again), and as such I'm sure there's something here everyone can relate to. I enjoyed reading it, hope you do to.

It's time to start thinking about the **DERGASSE** Full Color Cover Photo Contest! There's still a couple of months to dig your favorite Porsche or club activity picture out of the dusty shoebox it's stashed in. If you don't have a suitable picture handy, buy some film and take some snapshots. The next AX on June 16, the Vintage Sports-Race Car Festival on June 30, or our Track event at the Glen July 19-20-21, are all perfect opportunities to get the prize winning photo. The intent is for this contest to be fun, so along those lines the rules will be pretty loose:

1. Entries should be Porsche or club event oriented. No more than 3 or 4 entries per person.
2. Preferably color (the winning picture will be on the October cover of this newsletter).
3. Size of the entered photo is unlimited - if you want to haul a mural into the Audubon Inn, so be it. However, the printer requires a 5x7 or 8x10 print (a 3x5 will be ok if that's all you've got) to work from. If you bring in a 17x30 poster size, it wins, and you don't give us a smaller size print, the second place picture will go on the cover.
4. Titles (to be supplied by the entrant) are optional, but preferred.

Voting will be done by the members in attendance at the August meeting. The mechanics of

how the photos will be displayed are yet to be worked out. The idea is to have a low key competition that everybody can participate in and have fun with.

Some late breaking National and Regional news. Ohio Valley region was awarded the 1993 Parade. It's to be held in Cincinnati with 700 entries to be accepted. The Boston Parade is now fully subscribed. Chesapeake and Central Penn Regions (717) 245-0765 will be conducting the Wee Little Weissach AX in Harrisburg on July 14. Potomac Region now requires Driver Ed entrants to be dual members, cost is \$18/year (includes their newsletter). The Potomac Drivers Ed event August 24-25 at Summit Point will include a time trial (similar to SCCA's Solo I). ❖

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## Automotive Tailgate

by Jim Hartman

By the time you read this article, The Vintage Race Car and Sports Car Festival will only be days away on June 30. The affair starts at 10:00 a.m. and will run through 5:00 p.m. All or any part of the day will be fun.

I use the term "automotive tailgate" to describe what you can expect because the atmosphere of the day will have similarities to such an affair as the Radnor Hunt or an east coast pre-football game activity. Only on the 30th, the stars of the day will not be horses or football players but a rich cast of significant cars.

Members of the Philadelphia Vintage Grand Prix Association are invited to the "members only" tent for a respite and refreshment. See you at Memorial Hall!

## RTR AT THE FESTIVAL

by Barbara & Dennis Perler

Save the 30th for our club's participation at this year's Inter-Car Club Presentation at the Vintage Sports-Race Car Festival. Riesentöter will be hosting a hospitality suite tent with favorite items from our Goody Store, as well as some thrilling videos of our various driving events.

Please let us know if you can **help out** in any way (644-8140). We need people to sit at the Goody Store, show videos, perform public relations and provide general representation of our club to entice others to join.

## Help Wanted

Needed: people to man three (3) spectator gates at the PVGPA - Vintage Sports-Race Car Festival on June 30th. Gate shifts will be about two hours and start at 6 a.m. Send a postcard with your name, address, phone number and times available to Connie Sweigart, 1004 Broad St., Perkasie PA 18944, or phone (215) 249-9138.

*Dick*  
**HORRIGAN**

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**PORSCHE**

---

**BMW**

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**AUDI**

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**VOLKSWAGEN**

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# Riesentöter WERKSTATT

by Bill Dougherty

The grass is brown, it's 92° in the shade, the Indy 500 is on T.V., it must be May. It feels like August. The air conditioner in the 911 doesn't work - the Volvo AC is very weak. So much for motoring comfort. Auto air conditioning is definitely one of life's optional experiences, like a sunroof. If you never had one you'll never miss it. However... once you have a sunroof, you have to have a sunroof! Likewise air conditioning. There is something to be said for flipping a switch and ...voila! - cool, dry comfort! If only for occasional use, weddings, etc. All dressed up... and turn on the AC! How does this all work? Who cares! As long as it does work. The operating principles and components are all in the shop manuals. We'll concentrate here on what the average citizen can do to keep the system up to snuff and to recognize potential problems. Unfortunately, there's not too much a non-professional can do to service an ailing system. This is primarily due to needing expensive diagnostic and service equipment not to mention the added benefit of lessons learned the hard way. Generally speaking, most late model automatic climate control systems are absolute marvels of efficiency - and extraordinary over engineering. Extremely expensive components are part of the latest systems. However, the basic operation is the same. The simpler, early systems, used easily identifiable components, with basic functional switching or levers. The complex "climate-control" type systems are distinguished by expensive automatic controls of the basic system. The newest systems are microprocessor controlled, and can be an absolute nightmare to diagnose and repair. Simply pray nothing much ever goes wrong once the vehicle is out of warranty. Sure, you might get lucky but even luck can cost a bundle with these systems. The good news is, that compared to other makes of cars we service, Porsche is the most trouble free in almost all areas, including the air conditioner.

It's important to think of the AC system as a 12 month system. It needs to be run, even in cold weather, about once a week for 5-10 minutes. The automatic systems will do this for you, normally

when in defrost mode. Check your owners manual if you're not sure. The reason the unit needs to run regularly, even in the winter, is to keep it all moving and prevent atrophy. With periodic use, bearings stay lubricated and seals remain pliable, expansion valves and thermostats move back and forth, etc. The bottom line is the R-12, or Freon gas remains in the system, properly filtered, metered, compressed, liquefied and transferring heat! Compressor shaft seals can dry and shrink slightly allowing some or all of the freon to escape during months of non-use. When the system is recharged and running the re-pressurizing seals the system and a mysterious leak cannot be found. It's no longer there. So run the system weekly year round.

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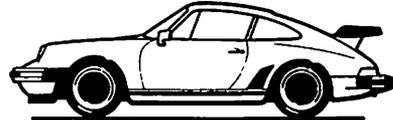
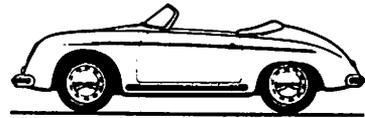
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Next, take a look at the belt. Like any belt, if it's cracked or starting to separate it needs to be replaced. The AC belt is turning all the time, even if the system is "off" (it freewheels). If the belt breaks, this "secondary" system belt can take out some primary belts, e.g., alternator, water pump or power steering. Side of the road time. It's much more convenient to replace belts **before** they break.

Noises? System off, no noise,... system on and... noise. Screeching is usually a loose belt, and if it's not damaged by slippage, re-tension and keep going. Sometimes the belt will screech because it's being dragged over a seizing pulley bearing or compressor clutch. Check it out. Low grade rumble, rotating noises are usually the pulley or compressor bearings that are going bad but haven't seized yet. Loose mounting brackets for the compressor can also cause low grade noises and rattles. Anytime a system is discharged, especially if due to a blown hose, the compressor oil level should be checked. Special refrigerant oil can be added through a fill port or with a pressurized oil charge.

What if the AC doesn't seem to be coming on? It is seldom a defective switch. Check the fuses first. A fuse doesn't have to be "blown" to create a problem. Slightly loose or corroded fuses can have the same effect as a blown fuse. Loose or corroded relays? Signs of overheated relay casing? These are also potential problems. Check the electrical connections at the compressor. Some systems have under or overpressure switches to stop operation and prevent damage to expensive components. If the compressor is engaged but cooling is poor, look for the "sight glass" at the receiver drier. A steady stream of foamy bubbles indicates a lot of air in the system. Adding freon to a partially discharged system is not a good idea. Vacuum pumping and recharging is the right way to do it. Adding a small amount of freon, usually less than a pound, can work without vacuum pumping, but it's definitely taking a short cut. Keep in mind that overcharging a system can cause lack of cooling efficiency also. So pouring on the freon is a step in the wrong direction. This is where the expensive equipment comes in. Gauges, a vacuum pump and precise method of measuring the freon is required. The do-it-yourself cans at the auto parts store are not state of the art. If you try to use one, read the directions and be very careful. Liquid freon will freeze skin on



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contact, if hit in the eyes it can cause permanent blindness. Wear eye protection. No second chances with eyes. It is a dangerous product in the hands of the untrained. Speaking of freon... if you have a hard to find leak - one that has defied detection, request your shop to recharge the AC with freon with dye. Called "Dyatel", it is a handy product. As the freon leaks out over a period of months it leaves a red residue at the point of leakage. The technician, months later, when your AC no longer cools (again!), takes a white paper towel and wipes around fittings, along hoses, etc., checking for the telltale red on the towel. This is sometimes the only way to find a very small leak. Electronic detectors are very good but won't reliably catch a small leak. A small leak is the kind that drives everybody connected with it crazy.

If your system, has been empty, or blown a hose, the receiver-drier should be replaced along with the other repairs. This component filters out moisture and stores freon. If it's old it can come apart and

continued ► page 23

Over the years, I have had the opportunity to visit a number of automobile factories in Europe and the U.S. Though this is not a Porsche story, it is a car enthusiast's story. This tale is about my first visit to an automobile factory. I have also visited the Porsche factory, but that came later.

Bob Lamb

I graduated from high school in June 1958. Several months earlier, when it appeared that I would not only graduate, but also be accepted at a college, my parents were pleased. For several years, both these issues were in doubt and the cause of serious concern.

The next issue was what I was going to do in the summer between graduation and college. For a number of years, a history teacher at my school had been leading a summer tour of Europe. The idea of my participating in that summer's European trip was first explored and then agreed upon.

Around July 1, 1958, eleven boys, seven girls and three adults got on the train in Philadelphia bound for Montreal. The next day, we boarded a small, tired German ship headed for Southampton.

Six of the boys shared a room substantially below the waterline. It could have been no larger than 8' x 10'. There were bunk beds stacked three high on each side with a narrow aisle between. The communal facilities were somewhere down the hall. I was one of the six residents of this stateroom.

The ocean crossing was notable for several reasons. It was long - six or seven days. The boat was slow. The first several days were rough. I can clearly remember the bow dipping below the sea and then rising with great volumes of water cascading backwards on the lower deck. These first few days were my first experience with Dramamine. The Dramamine, however, made me very sleepy. After being a zombie for two days, I decided to stop taking the medicine and found myself neither sleepy nor seasick. I could then eat and drink.

My experience with drink had been limited to a very few beers. On the ship, mixed drinks were 25 cents and a glass of beer was 10 cents. Many of us seemed to spend some time in the bar.

The meals were a real feature of the day. The restaurant was a meager affair with formica tables and foods served family-style. The fare consisted of meat of some kind, parsleyed potatoes and peas or lima beans.

The real highlight of the voyage was the attempted seduction of a young female passenger by one of our guys. The fellow in this adventure made it clear from day one that the summer trip had only one objective for him. So, early in the voyage, he started eye-balling the field and narrowing in on his target. At each step, he would seek our counsel on his progress. Towards the end of the crossing, he had his eyes on a portly, though well-developed, gal with a mindless looking face.

The young lady was not a member of our group. Finally, after several days of charming her, he decided that the time was right for his big move. He shared a room with two or three boys. He worked a deal so the room would be empty for a few hours one evening. He met his prey in the bar and plied her with booze to break down her resistance. By the time he thought the moment was right, she could barely walk or talk. He guided her to the vacant state room.

Since the rest of us had been used as advisers and counselors for this mission, we were not only interested spectators of the session in the bar, but eagerly awaited a report of the events in the stateroom. Forty minutes or so after the couple had departed, the guy reappeared in the bar with an ashen expression on his face. Moments after they had arrived in the stateroom, just as the proceedings had begun, the young lady became violently ill. The residue ended up all over both participants and the room. The young lady wound up in the ship's infirmary. The deed was not done.

In the next day or so, we landed at Southampton and began a six-week tour of most of the countries in Western Europe. We worked our way from north to south.

In early August, we found ourselves in Florence, Italy. By that time, I and a few others had seen enough castles, cathedrals and museums to satisfy us for the rest of our lives.

Several years before, I had begun to develop an interest in sports cars. I avidly read Road and Track and other auto magazines each month. I wondered how far away the Ferrari factory was from Florence. I know from my magazine reading that the factory was in Modena, wherever that was. I found a map. Modena did not seem that far away. I investigated train schedules. Modena was two hours away by train.

I talked to a friend of mine about the trip. He thought it sounded good to him. We approached our tour leader and asked if we could pass up one day's activities to visit the Ferrari factory. It was only two hours away by train and we had the money for the

tickets. He said sure.

The next day, we made our way to the Florence railroad station, purchased found trip tickets to Modena and were off. It was relatively early in the morning, nine a.m. or so. Between us we had maybe \$12 cash after our ticket purchase.

At 11 a.m., we arrived at the Modena train station. In contrast with most of the places we had been so far on our trip, Modena was not on the tourist beat. We could not find anyone who spoke English, and we did not speak any Italian.

We wandered out of the station and saw some taxi cabs. Maybe one of the drivers would speak some English. We found one who spoke a little English. We asked where the Ferrari factory was located.

After what seemed like five minutes of arm-waving and loud speaking (foreigners understand better if you speak louder), we learned that the Ferrari factory was actually 20 kilometers or so out of town at a place called Maranello. Further, the cost of a taxi ride was \$8. There was no bus service. We had \$12. Eight dollars one way got us there but not back. We had tickets for a train trip back to Florence at 5:30 p.m. What to do? We decided we had come this far to see the Ferrari factory, so we got in the taxi. We did not know where we were going or how we would get back.

The taxi ride was interesting. Very quickly, we were in countryside that looked like it had barely changed since the time of Caesar. We were in a broad valley with little towns, endless fields of grain and horse-drawn carts on the two-lane roads. This was not civilization as we knew it.

The taxi slowed down. On our left was a small cluster of red brick buildings surrounded by a chain link fence. There was a closed gate, a guard house and a sign on the building that said Ferrari. We paid the driver and got out. The taxi left.

By this time, it was a little after noon. The sky was clear and the air hot. Here we were, standing by the edge of a narrow two-lane road in the middle of nowhere. Across the street was a group of buildings behind the fence. We could see no human beings or any signs of life. We walked over to the guard house.

We have all seen western movies of the goodies versus the baddies. We all have in our minds the vision of a Mexican bandito in a position of total power overwhelming a powerless goodie in a spaghetti western. The camera usually focuses on the face of the baddie. In the midst of that horrible face, with clear eyes, is a mouthful of beautiful teeth. The occupant of the guard house fit that image except he did not have movie teeth and his eyes were a little tired.

We approached as supplicants and asked in English if we could get a tour of the factory. He

appeared not to understand anything we said (even when we raised our voices). Then he handed us a weatherbeaten 3 x 5 card. In five languages, it said plant tours were impossible. He gave us a triumphant grin.

Have you ever tried to argue with a fire plug in need of a coat of paint that has lost many encounters with passing male dogs? That was about how promising our prospects were for a successful negotiation with the gate house guard. Here we were, two eighteen-year-old American pilgrims in Caesar's Italy, humbled, hot, hungry, broke and defeated. We were too young and naive to panic. We were too hot, tired, hungry and thirsty. Across the street from the guard house was a whitewashed small one-story building out of an early Clint Eastwood movie. There was a sign on the building that said Cantina.

In the spirit of "what else do we have to lose?", we walked to the Cantina with hopes of getting a Coke. We also thought maybe we could find someone who could speak a bit of English. We entered the Cantina. It was very plain, but rather clean. A waiter approached us. We asked if anybody spoke English. He indicated that he did not but with a hand signal, suggested we wait as he disappeared into a back room.

A few minutes later, a tall, thin, attractive fellow came through the same doorway. He said in perfect British English that he was an engineer working for Ferrari and asked if he could help us. We said that we were American tourists and would like a tour of the factory. He explained very politely that as we might expect, many people would like to tour the factory and that such tours were impossible due to their disruptive effect on the workers. He explained how sorry he was for our failed expectations, but surely we would understand.

We felt totally defeated. We were stranded in the wilderness as well, due to our inability to finance a ride back to Modena. Just as he was about to abandon us to our fate, he casually mentioned that he was having lunch with Commendatore Ferrari in the back room.

Sensing the possibility of something positive happening in the midst of our disaster, I asked if we might be able to simply shake Ferrari's hand. He explained in condescending terms that this would be impossible since it would disrupt the great man's lunch and perhaps disturb his digestion. We were visibly distraught. His parting comment was that if we sat down at a table, we might be able to see Ferrari as he walked out of the back room but were not to approach him.

continued ▶ **PRESIDENT'S MESSAGE**

On a much brighter note, we are pleased to announce that John Crowley has been selected to replace Paul as Vice President. It remains to be seen if he can truly fill Paul's shoes and take the Tattered Helmet award. The Plum seems to be pretty reliable and he seems to tighten things down as he works on them. Paul has the year pretty much under control so this should be a cake walk for John. After he sees how easy it is, maybe he will be sucked into being editor next year.

And speaking about exec positions, as I mentioned in the rambling above, October is not that far off. You should be thinking about what you would like to do next year. We are serious about looking for good folks to run the region. So all you people that want to get involved take one step forward. Just let me or one of the other exec members know.

I attended the Porsche Driving Experience as a guest of our PCNA rep, Tim Heffernan, in mid May. I promised John I wouldn't write much since Bruce Baker wrote a very good article on it but I will say that it was a very impressive show. Friday's session was hosted by Cherry Hill Porsche and as such, I didn't run into any of our members (but may have converted one! He was my partner for the day and was sure by days end that our region had to be more fun than his). One of the highlights of the day was meeting one of my heroes, Vic Elford. Vic had a long and illustrious driving career which includes 6 wins at Nurburgring, 4 in a Porsche. First win for Porsche at Daytona and Monte Carlo, etc, etc. The Pano series on the 917 mentions his involvement with that project, by the way.

As part of the program, everyone from Reno spends a few weeks with it to get a better feel for what is going on in the real world. This time it was Kato, a computer techie, and Chris Moss, a freight analyst. The car that amazed me the most was the 928GT, complete with 5 speed. Being one of those that used to put it in the 'nice car for dad' category, it was quite an eye opener to run it around the course. All the tires, by the way, are Dunlop. The fact that they are free is in reality only part of the reason they use them. J.J., the marketing boss, said they are very predictable, and long wearing. Both

very important in a school like theirs. Yet another amazing fact; of the Carrera 4, Carrera 2, 928 GT, 928 S4 automatic, & 944 S2, both Vic and Derek Bell managed to do the course (which was for the most part a 2nd gear setup) a full second faster in the 944. So all you 4 cyl water pumpers can puff up with pride and next time someone says you don't have a real Porsche, mention this. The Experience runs for 2 days and prior to it, they run the Porsche Owners Driving School for 2 days. In this one, you get instruction in your car as well as drive the selection of theirs. One of our members attended and had Derek as an instructor. He commented that, while flailing away to the best of his ability (which he thought was not all that bad at the time), Derek was sitting next to him drinking a coke and giving tips. Talk about an ego deflater, but at least he wasn't so wild that Derek was hanging on for dear life. It did bring home a point we have been harping on, come out to an autocross or a track event. Now I'm not suggesting that after a Sunday of autocrossing, Porsche is going to offer you a seat at LeMans this year, but it will go a long way toward teaching you car control and it's FUN.

Ms Vicki made the reservations for those staying at the "Riesentoter" motel during the parade. It's a cute little place called the Bates Motel, picked out by Janet Weger. If anyone else is interested, give us a call. As is stands, the Parade to the Parade will leave from the 1st rest stop on the Jersey turnpike after the PA connection (Exit 6) about 10:00 on Sat. There is no formal sign up for this, just be there and see how long a trail of Porsches we can gather. I may let Crowley lead to keep the tickets down, course he did put a new 'super' motor in the Plum to try to catch me at the hill climbs.

And speaking of hill climbs, the spring version of the Reading climb was held. Shorter track, fewer turns. No, I didn't catch the Corvette Challenge car in my class but considering he has been doing this for 20 years and had about a 4000% hp advantage, a close second was somewhat respectable. Sigh, always the bridesmaid. Mr Crowley slipped into the 3rd slot and will be writing an article about it for next month.

Don't forget the Vintage Grand Prix this month. Should be an interesting show. See you at the events. ❖  
Bill

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# EXEC MINUTES

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The May meeting was held at John and Kathy Williamson's. Present were Bill O'Connell, Bill and Marge Dougherty, Sybil Margaritis, Don Applestein, Janet and Jerry Weger, Bob Russo, Debbie and Bill Cooper, John Kingham, Barb and Dennis Perler, Bob Lamb and Jaybird Williamson.

## CHAIRMAN REPORTS

### President: Bill O'Connell

Dougherty, Lamb and Williamson, your outa the doghouse - The Executive Times-up Timer lands here, folks, for the following lengthy (and very long) discussion which I shall paraphrase: Phila. Grand Prix - \$500 budgeted to rent a tent, a Honda generator to show track videos, etc. and misc. items. The Goody store will be open.

Three advertisers have approached us about generating labels. We will do the labels for the Phila. Grand Prix mailing gratis. The other two mailings will be at our usual \$200 charge.

John Crowley was voted in as our new Vice President, replacing the recently departed and dearly beloved (if ill-fated) Paul Margaritis. (He didn't exactly die he just moved to Houston). The June meeting topic will be on oil. Bud Mauger will be the speaker. The July meeting will be jointly hosted by the Delaware region and will be at the NTW in Wilmington.

### Social: Barbara & Dennis Perler

A gift was selected for the Feretti's, in appreciation for their hospitality, and will be presented at the spring social.

### Treasurer: Don Applestein

It appears that our spending pattern is very similar to last year.

### Autocross: Lisa & Rex Carle

Vern Lyle wrote a letter suggesting modifications to our car classifications. Rex and Lisa took this under advisement and modified his modifications.

The new classifications will be in effect at the first event. Trophies for the year will be glass mugs with emblems. The Charity AX will take place on October 6th instead of the 9th. All events will be open to all marques.

### Tech: Bill Dougherty

New Tech stickers on the inside of the windshield worked great at Pocono in spite of the weather. Thanks to all that helped. Bob Russo and Bill will update the Tech forms in time for Watkins Glen. The issue of Tech Inspectors was raised. Issues such as; who are the Tech Inspectors, who should they be, should there be a qualifying school for same, is mandatory attendance at events necessary, etc. Issues were discussed with no firm conclusions reached. Bill Dougherty, Bob Russo and Bill O'Connell will meet to discuss the issues and make recommendations. Bill would like to buy a pressure brake bleeder for upcoming Tech sessions. A decision must be made as to whether it should be a single or double chambered unit. Bill reported he can get real spiffy Bosch jackets for \$32.

### Rally: John Kingham

The May rally went well in spite of a small discrepancy in the answer to one question. Bloodshed was narrowly avoided when John (a survivalist at heart) decided to accept a variety of answers to the questionable question. There is a fall rally set for October 20.

### Track: Bob Lamb

The helmet to helmet radio communication units were well received at Pocono and Bob was authorized to purchase an additional 10 units. These will be offered to instructors at a substantial discount so as to encourage their use. In mid-October there will be a joint RTR/Potomac Mid Ohio event. This will be financed and organized by Potomac. Watkins Glen will have no perks (like hats or dinner) to entrants. The news was not well received. A stoning of our favorite Track Chairman was narrowly avoided.

continued ▶

continued ▶ **Exec Minutes**

**Membership: Connie Sweigart**  
No report.

**Der Gasser: John Williamson**  
Four people have not paid for their advertising. A past due invoice will be sent by our treasurer. The leg-breakers are on call.

**Vice President: Paul Margaritis**  
Report given by Bill O'Connell. See President's report.

**Goody Store: Sybil Peet Margaritis**  
When Sybil leaves she will be replaced by Mark Terlecky who is invited to the next Exec meeting. RTR decals will be purchased in small lots due to decreasing demand.

**Miscellaneous:**

A used car raffle was suggested by some foolish person. Also, a car boom-box contest has been suggested by Fred Matolicz.

Minutes are subject to approval at the next Exec meeting.

Respectfully submitted by Janet Long Weger. ❖

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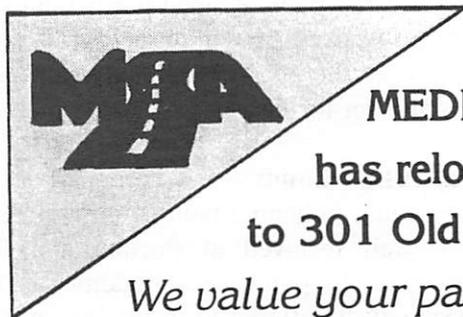
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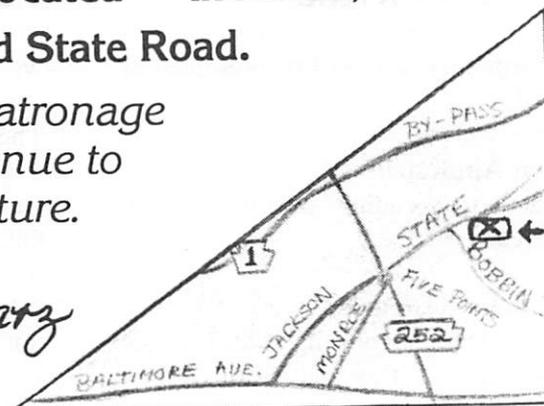
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continued ▶ **WERKSTATT**

dump desiccant particles into the system causing a major cleaning/flushing ordeal. Ask about it if your system is being serviced. Techs who know what they are doing will steer you in the right direction on this. Some systems use a replacement capillary tube, which also acts as a filter. It's important to keep the AC system moisture and air free. The presence of either can cause freeze ups (blockages) and internal corrosion.

If someday your pre-1984 911 lunches a compressor (the York type) I heartily endorse taking the opportunity to change over to the rotary type found on the later cars. Kits are sold by Andial, IAE and others who advertise in **Panorama**.

The preceding kind of scratches the surface of AC diagnosis and repair. It can get very frustrating sometimes both from the customer and repairer side. It's very important for there to be good communication so everyone can keep their cool! (very clever)

Meanwhile:

Tech Session, June 29th at Holberts. Get ready for Watkin's Glen! Bleed those brakes! The back straightaway lasts a long time with some hard braking. If you are experiencing a spongy, soft pedal there could be air in your brake lines that wasn't bled out - or, if on track, then from fluid overheating. If Castrol LMA is boiling, move up to AP 550, or AP 600. AP 600 should only be used by someone who will bleed and flush the system frequently. It is not approved for highway use, partially, I believe, because it absorbs moisture like a sponge. For "professional" use only.

Now for a survey of some interesting service bulletins from PCNA.(condensed)

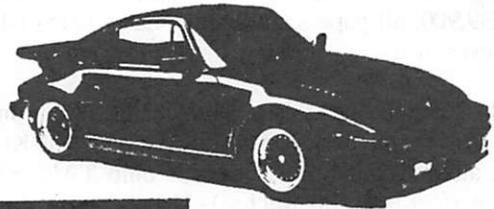
Cleaning of Light Alloy Wheels group 4 - 8504 3-1-85. P21S is the only approved wheel cleaner. Others use acids, et.

Engine Misfire - 944S group 2 #8903. The spark plug wires may touch the underside of the hood when it is closed which could result in an engine misfire. The fix is an insulation piece, part # 55677-201 to attach to the underside of the hood. (Of course any diagnosis will be attempted with the hood up so someone could spend a **long** time trying to sort this one out!)

Telephone Installation group 4 - 8806 12-30-88. Basically, improperly installed and connected phones can wreck havoc with the electrical system. Only an experienced installer should tackle a Porsche. Option M195, Cellular Phone Harness can be ordered with a new car. It can probably be ordered as a retrofit to other cars. Dash control warning lamps may come on with no apparent reason, or other electrical anomalies may occur, due to poor grounding or tapping into the "wrong" (very wrong, in some flaming cases) hot wire. ❌



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# GARAGE SALES

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**60 356B Cabriolet**, Silver/blue leather/blue top, VIN 153036, all original car restored by Bruce Baker to top quality show status, several first places at Hershey, 500 miles since restoration, \$60,000. Todd (215) 449-3603 eves. 6/91

**87 911 Andial Carrera**, Guards red, black leather, limited slip, sport seats, sport shocks, factory alarm, raised hub wheel, 930 brakes and wheels, 3.4 liter motronic engine built by Dieter Inzenhofer at Andial, approx 6800 highway miles on engine, 14,000 miles on car. \$35,850 Rich (717) 436-2616 days, (717) 436-6749 after 7pm EDT. 7/91

**88 911 Carrera Coupe**, rare and beautiful Carmine red, full leather, limited slip, cruise, raised hub steering wheel, Reno, 900 miles - brand new \$53K list. \$39,900, all papers and books. Larry (215) 642-7653 eves. 6/91

**87 944 Turbo**, Black/black leather, all options incl ABS, 16" forged disk wheels, ltd slip, DME-KLR chips, autopower bolt-in roll bar, Comp TA's, 32K miles, perfect, \$20,500. Michael (215) 947-9200 days, (215) 668-9167 eves. 6/91

**88 944 Turbo S**, Silver rose met\Burgandy, alarm, well maintained, new drive belts, all records, very good condition, 28K + extras \$28,500. Daniel P. Jones, R.D. 2 Box 360B, Ligonier PA 15658, (412) 238-9520. 6/91

**Sparco Racing Seat** for 911, w/brackets, black, \$250. Fuch's 6x16, pair, fair to good condition, black centers. Geoff Ehrman (215) 340-0452. 6/91

**911 Parts**, pair black leather, high back, perforated seat covers. Brand new in the box. \$1250 original cost, sacrifice \$850/OBO. Fits 1974 and later 911. John Innaurato (215) 637-2897. 7/91

Just moved and found for sale: **Uni-syn Carb Syn-chronizer**, new (in wrapper); fog light lens 911-912; 912 window crank; 356 points and condenser in sealed box; 912 shift boot and lever bracket; 4 hub caps for 912 steel wheels (very good condition); 4 velocity stacks for Solex 40P; stinger; 3 fog lites for 356 (2 good lenses, 2 bulbs); 912 workshop manual. Bernie 454-0779. 6/91

**911 Parts** from '81 SC; all parts exceptionally clean; lower control arms (A-arms) with teflon bushings,

very low miles; two torsion bars; rear deck grille; oil cooler trombone hoop; custom made rear sway bar (same diameter as Weltmeister) with teflon bushings; 2 Porsche fog lights; catalytic converter heat shield; all priced to sell. Steve 624-1487. 6/91

**944/911 Parts**, new 944 boxed rocker (cost \$375) will sacrifice \$100, '86 944 Turbo Recco brake pad set (cost \$80) sacrifice for \$20; 911 chrome headlight covers, rear taillight lens, black engine grille, and '75 steering wheel (black) all for the low price of \$10. Tom Sclafani 361-3610. 6/91

**Pirelli P7's** 195/50 VR-15, 2 tires, fair tread, \$25. Mark Terlecky 296-5641 (H), 975-0875 (W). 6/91

**911/930 Wheels and Parts**, 2-9x15 Porsche racing, mat finish rims, good cond, \$1500 pair; 2-8x15 black center forged alloys \$750; 2-7x16 gold center forged alloys, excellent cond, \$500; 915 LTD slip differential \$650; Permatune for 911SC/78-80 930, new, \$100; 4-245/50x15 RE71s, 4/32, \$100; 930 (76) trans - 26K miles, \$1200. Bob Holland 436-6577 (H), 430-3900 (W). 7/91

**Gotti Alloy "5 Spoke" Wheels**, 4 8x16 autocross or track wheels. Make Ms Vicki happy, make these wheels go away. Bill 640-1675. 7/91

**944 Turbo Wheels**, like new take-offs from '88 Turbo "S", will also fit '89 and later 944 S2 and Turbo, 2 7x16 and 2 9x16 with center caps, \$1750, 2 BFG Comp T/A 225/50x16 FREE with wheels. Also, Weltmeister rear anti-sway bar, 26mm, complete. Fits 85 1/2 - on 944 and 944 Turbo, complete with all bushings and hardware, \$100. Paul Weston (215) 558-0630 (H) or (215) 973-2600(W). 6/91

**Porsche Literature**, 18 year collection of books, manuals, sales brochures, magazines, prints, posters and calendars. Includes Panorama in binders, Christophorus, Gmund magazines, Porsche and Excellence magazine '86 to present, Porsche factory calendars plus coins (12 years) and other items. John Clark. 2416 Tremont St., Allentown, PA 18104, (215) 439-8357. 6/91

## Wanted

2-9x16 930 forged alloys, must be in mint condition. Bob Holland 436-6577 (H), 430-3900 (W). 7/91

# Executive Committee and Appointed Positions

## PRESIDENT

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

## EDITOR

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

## TRACK EVENTS

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

## PAST PRESIDENT

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

## AUTOCROSS

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

## TECHNICAL

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

## VICE PRESIDENT

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

## SOCIAL

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

## MEMBERSHIP

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

## SECRETARY

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

## TREASURER

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

## HISTORIAN

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

## RALLY

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

## GOODY STORE

Sybil Margaritis  
710 Spring Avenue  
Elkins Park, PA 19117  
635-4022 (H)

## TRACK REGISTRAR

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

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West Chester, PA 19382  
640-1675 (H)

### Advertising Manager:

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



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

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

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CLASSIFIED ADS are free to PCA members, non-members may submit ads for \$10/month, 5 lines maximum. Limited to Porsche cars, their parts and related items only, please. Ads should be sent to the attention of the editor, make checks payable to RTR/PCA. All ads are subject to editing for space considerations and the editor reserves the right to edit or reject any ad submitted.

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