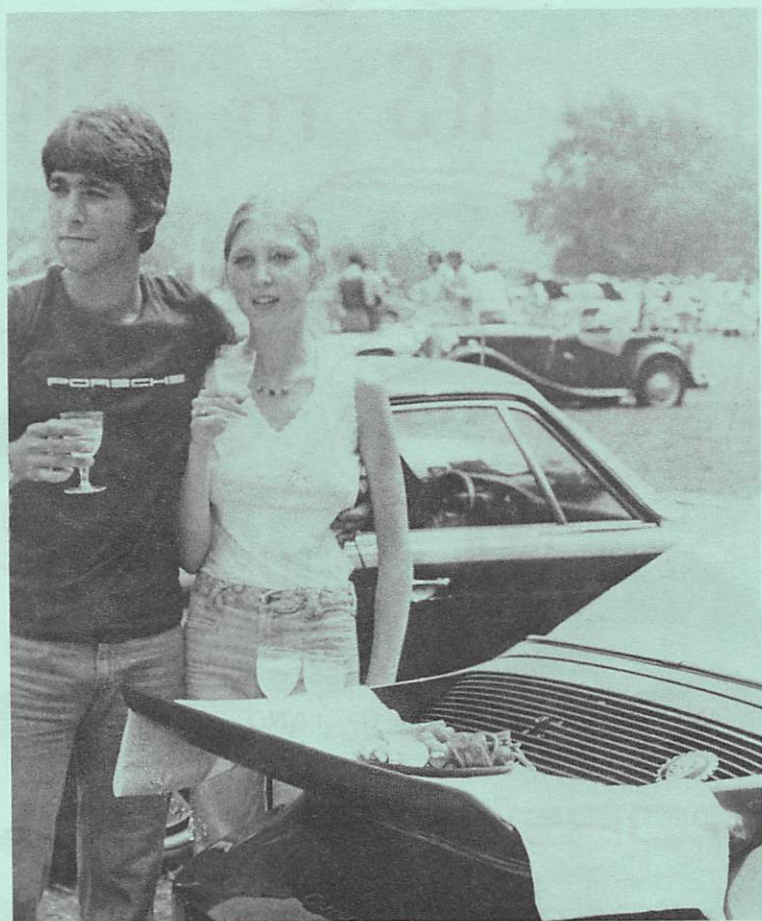


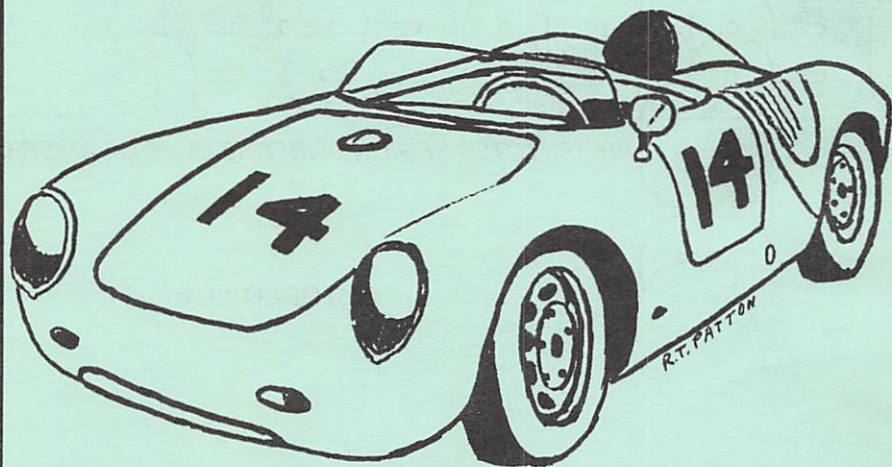
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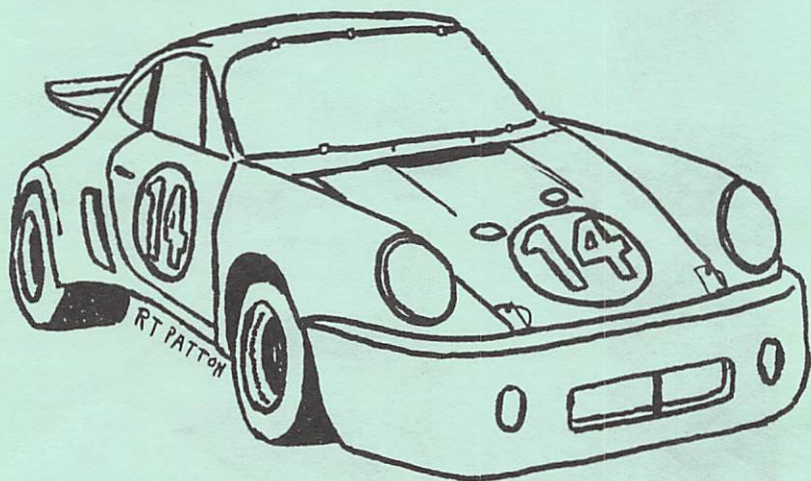
RIESENTOTER REGION, PORSCHE CLUB OF AMERICA

OCTOBER 1976





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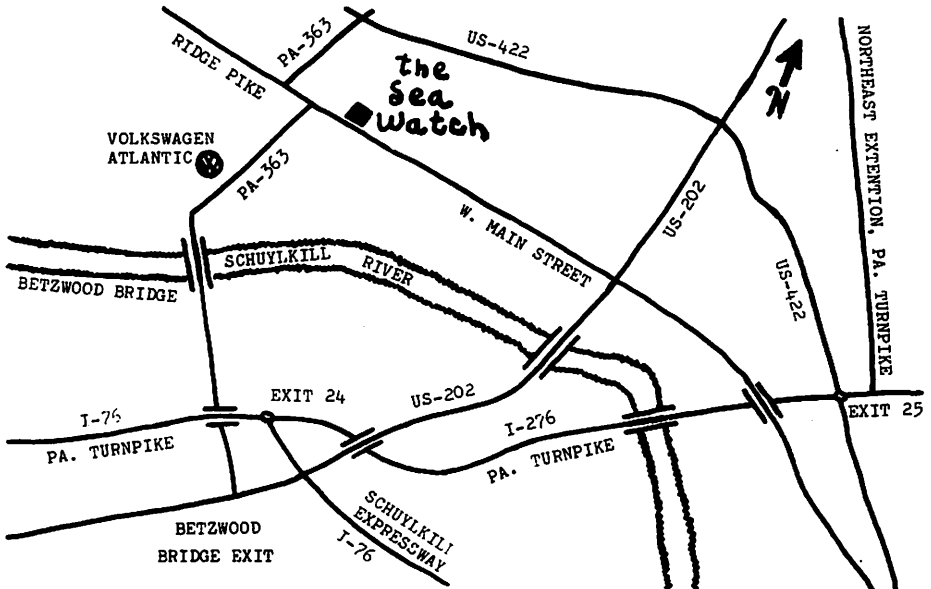
215 DI 3-2890

# ELECTED OFFICERS

- **PRESIDENT**  
Nick Imperato  
431 Old Eagle School Road  
Wayne, PA 19087  
215-687-9262
- **VICE PRESIDENT**  
Erik Koch  
47 Becker Road  
North Wales, PA 19454  
215-699-3984
- **SECRETARY**  
Judy Smith  
358 Beverly Blvd.  
Upper Darby, PA 19082
- **TREASURE**  
Bob Parker  
6352 McCallum St.  
Philadelphia, PA 19144  
215-VI8-2985
- **PAST PRESIDENT**  
Herb Oberson  
P.O. Box 748  
King of Prussia, PA  
215-265-7666
- **SOCIAL**  
John & Roberta Phin  
5 Fawn Lane  
Haverford, PA 19041  
215-527-2015
- **COMPETITION**  
Joe Long  
1355 Mill Creek Rd.  
Southampton, PA 18966  
215-355-8846
- **MEMBERSHIP**  
Connie Sweigart  
1004 Broad St.  
Perkasie, PA 18944  
215-249-9138
- **EDITOR**  
Bob Patton  
138 Merlin Road  
Phoenixville, PA 19460  
215-935-1725

# APPOINTED POSITIONS

- PROGRAMS**  
Mel Feldman  
951 Robin Lane  
Huntingdon Valley, PA 19006  
215-WI7-4496
- TECHNICAL**  
911 Dennis Mahoney  
968-5613  
914 Joe Bickel  
933-9525  
356 Vern Lyle 287-9521
- PHOTOGRAPHERS**  
Vern Lyle  
Box 85  
Salford, PA 18957  
215-287-9521
- PHA REPRESENTATIVE**  
Jess Holshouser  
P.O. Box 249  
Pipersville, PA 18947  
215-766-8201
- DVSA REPRESENTATIVE**  
Vern Lyle  
Box 85  
Salford, PA 18957  
215-287-9521
- GOODIES STORE**  
Erik Koch  
47 Becker Road  
North Wales, PA 19454  
215-699-3984



# PRESIDENT'S MESSAGE

This is the BIG ONE!! This is your chance to make yourself heard and leave your mark in the running of the CLUB. It is election time. The Slate was presented at our meeting in September and you will have a chance to vote at the meeting in October.

*The Slate is as follows:*

President	<i>Bob Holland</i>
Vice President	<i>Bill Smith</i>
Secretary	<i>Maria Holland</i>
Treasurer	<i>Roberta Phin</i>
Social	<i>Don &amp; Linda Applestein</i>
Competition	<i>Mel Feldman</i>
Membership	<i>Dennis Mahoney</i>
Editor	<i>John English</i>

We of the nominating committee feel that this Slate is an excellent one. We expect 1977 to be an outstanding year for RIESENTOTER REGION, PORSCHE CLUB OF AMERICA.

Please come out to vote and show your support.

THANKS



P.S. November 20th is the date of the Banquet.  
Plan to attend.

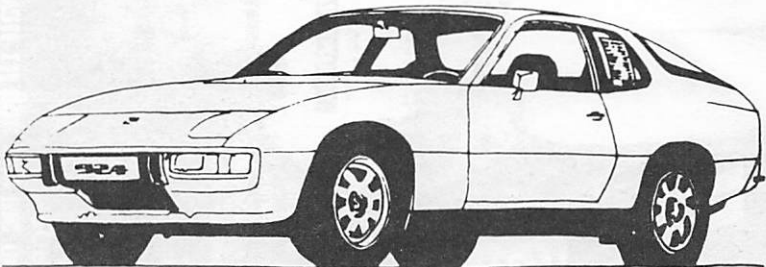
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OCTOBER						
Sun	Mon	Tues	Wed	Thur	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

NOVEMBER						
Sun	Mon	Tues	Wed	Thur	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

- Oct 17 DVSA/VFMC Sprint -- GE Space Center  
 17 BMC Sprint -- All American Eng., Wilm, DE  
 17 RTMC Rallye -- call GL9-2219  
 23 SCCA Appalachian Nat'l Rallye -- 368-4603  
 24 DVSA/SCCA Club Ch. Sprint -- Montco College  
 24 BSCC/VFMC Little Appalachian -- 368-4603  
 27 Meeting at Sea Watch -- see below  
 30 VFMC Rallye -- call 233-1045
- Nov 6,7 SVSCC Weekend Rallye -- call 327-0627  
 13 Tech Session at Holbert's -- see page 12  
 14 BSCC Rallye -- call ES9-0277  
 20 Nineteenth Annual Banquet -- see page 16  
 21 RTMC Fall Freeze Rallye -- call GL9-2219

## MEETING NOTICE

The October meeting will be held at Sea Watch in Jeffersonville, PA (see map on page 3) on Wednesday, October 27, 1976 at 8:30 PM. The program for evening will be election of new officers (see the president's message for further information).

Sea Watch is a great place to have dinner before the meeting, too. By the way, this is our last meeting of 1976.

ONE LANE



BLACKTOP - DVSA

Vern Lyle

Our DVSA Sprint on September 19 was a success in every way. We made a little money, we had a good time "critiquing" some Detroit iron, we showed everybody that Porsche drivers do it quicker, and best of all -- every Riesenrotter there gave or offered their time and effort in a most gratifying way.

We must start with Charlie Goetz for interceding with Leeds & Northrup on our behalf and getting up early to provide electricity -- after Bob Russo and I laid out what turned out to be a super sprint course (Ed. note: It really was!), he, Wayne Flegler and Bob Holland tech inspected 68 cars. Pam and Joe Long, Roberta Phin and Maria Holland handled the registration and classification for probably 50 different kinds of cars (and drivers). Judy and Bill Smith and Chuck Walter posted times and handled the grief you get with that very well. Bob Patton, John Phin and Don Reinhard were seen sprinting (on foot) across the track to reset many wounded pylons. Mel Feldman and Paul Cuppett demonstrated some wild gymnastics with the start/finish flags. And Bob Ahrens took on the hectic job of sorting out the finishing positions from the scoreboards (and after a day of 4 or 5 protests and as many cars jockeyed all over the place, it was a truly great effort). And on top of all that, everyone chipped in to give the other guy a rest now and then. -8-



It's usually difficult to single out the truly great workers, but special thanks must go to Dick Sweigart, who brought the family out to help and who put in practically the whole day chasing pylons. And Nick Imperato, who handled the timer and recorded the first 150 runs without a single malfunction, without one re-run and without a break. And Bob Parker, who drove in, saw that a pylon-watcher's post needed manning and put in the entire day without relief. The performance of these fellows was outstanding (the rest of you were merely super). The combined effort produced the most smoothly run event we've had in a long time -- and reinforced my opinion that Riesentoter people are the best people I know.

In between the work stints, some of the people actually found time to drive their cars. Mel Feldman took A Stock honors (and the Championship) over Bob Ahrens, Paul Cuppett, Don Reinhard, Bob Holland and John Phin. It was only John's second sprint and he looked to be having a ball. In B Stock, John English was out for the first time and finished in the middle of a very competitive pack in his 914. In C Stock, Bill Smith was third and Chuck Walter fifth. In A Modified, Bob Patton took the first place iron as Bob Russo's Rocket was piloted very smoothly and quickly to Fastest Time of the Day.

On behalf of Joe Long and myself, as Chairmen of the event -- THANKS, FOLKS, YOU MADE IT GO!

## REDROCK HILLCLIMB -- SEPTEMBER 18 & 19

Many of the PHA hillclimbers undertook the long trek to Bradford -- the longest of the PHA series for those of us who live in eastern Pennsylvania. It's seven hours from central Bucks County. As always though, we were rewarded with an excellently run hillclimb by the Allegheny Valley Sports Car Club. They provide a number of extras such as video tapes of the runs, a case of oil to the class winners, prizes at the party, etc. The weather did its usual weekend thing in not clearing on Friday, but it did clear by Sunday.

Unfortunately Ted Klaus had a bad off road excursion in his last run of the day. His Caldwell was severely damaged but he was OK. He took first in class and an overall first in the 1976 PHA series with a perfect season -- all firsts.

Dave Derecola made some fine runs to take second in Mod II, 0.3 seconds behind Dennis Frick. Al finished fourth behind Frick's co-driver. The finishes:

Jess Holshouser	3rd	EP II
Dave Derecola	2nd	Mod II
Al Derecola	4th	Mod II
Ted Klaus	1st	Formula I

Dick and Connie Sweigart didn't make the trip. One of our competitors in EP II, Robert Herder driving a TR-3, eliminated himself from further conten-

tion this year with a spectacular off-road excursion (at the same turn as Ted's). He went end-over-end, then barrel-rolled. He had facial cuts and a broken nose.

The final hill for the year is Weatherly, October 9 & 10. Arrangements could not be made for running Hershey -- at least for this year.

Keep it between the trees -- ten - four?  
---- You got the Tarheel, good buddy.

OK, photography buffs, get out those pictures you've been saving all year and bring them to the October meeting. That's the deadline for entries.

Only prints will be accepted (black and white or color) any size up to 8 x 10. Subjects can be anything Porsche related and you can enter as many times as you wish. The final judging will be by popular vote of those people in attendance at the Annual Banquet on November 20. Prizes will be awarded in two categories -- color and black and white.

COVER PHOTO BY VERN LYLE

Richard Ross and Joan Wilkins showing some class at the New Hope Auto Show.

## **TECH SESSION**

Holbert's Porsche+Audi will host a tech session on Saturday, November 13. The shop will open around 9:00 AM and there is plenty of room available. Come on out and work on your own Porsche. There will be technically minded PCA members there to assist you if you wish. Holbert's is located on Easton Road (PA Rt. 611) seven miles north of the Willow Grove exchange (#27) of the Pennsylvania Turnpike.

## **PORSCHE MUSEUM**

A collection of Porsche oldtimers, previously kept behind locked doors at the Porsche factory in Zuffenhausen, is now opened to the public. Twenty-five cars, ranging from the Porsche #1 with a 40 HP engine up to the 1100 HP Can Am racing car and including designs by Professor Ferdinand Porsche dating back to the 1920's, are displayed in the modestly styled Porsche Museum. The collection is supplemented by various technical features and aggregates as well as a photo exhibition depicting the life and work of Professor Porsche. The museum is open to the public daily, and admission is free.

## **ERRATA**

Last month's map to Leeds & Northrup on page 9 showed them to be located on PA Rt. 63. Leeds & Northrup is actually on Sumneytown Pike, slightly south of and parallel to Rt. 63. The map was made in somewhat of a hurry. Sorry if any of you got lost trying to get there.

# PAGE 13

Once again autumn paints the leaves red and yellow, the heat of summer subsides, and the sprint and hillclimb season comes to an end. Riesentoter won the Quad-Regional series, is leading in the DVSA club championship series, and Ted Klaus, a Riesen-toter, took an overall first in PHA this year. Mel Feldman took a first in class in DVSA's A/Stock, and I took a first in class in DVSA's A/Modified. Yes, it's been a pretty good year for Riesen-toter racers.

Next month, Holbert's Porsche+Audi will give you a chance to winterize your Porsche with a tech session (You can even put antifreeze in your 924!). You can change oil and plugs or do more complex work on the lifts. They also tell us that the racing shop will be available to do work during the winter in case you want any special engine or suspension work done.

Upcoming is the annual Banquet at the Sheraton in Fort Washington. Among the highlights will be loads of door prizes and the judging of the photography contest by you.

One last message: October is the month your United Way asks for your assistance. This is a multi-faceted organization worthy of your support. Please be generous.

Auf wiedersehen!

Editor

# PORSCHE 924 SPECIFICATIONS

<b>ENGINE</b>		<b>TRANSMISSION (ON REAR AXLE)</b>	
Number of cyl.	4	Ratios -- 1st	3.600:1
Bore	86.5 mm	2nd	2.125:1
Stroke	84.4 mm	3rd	1.360:1
Displacement	1984 cm <sup>3</sup>	4th	0.966:1
Compr. ratio	8.0:1	rev.	3.500:1
SAE net HP	95@5500rpm	final drive	3.444:1
SAE net Torque	109.2 ft#		
Max rpm	6500	<b>SUSPENSION/STEERING</b>	
Fuel req.	90 RON	Front	independent with
Fuel consumption (EPA)	31 hiway 17 city	springing:	MacPherson strut and coil springs.
		Rear	semi-trailing arms
<b>ENGINE DESIGN</b>		springing:	22 mm torsion bars (transverse)
Type	in-line	Stabilizers:	20mm(f) 18mm(r)
Crankcase	cast iron	Steering rack & pinion	
Crankshaft	forged stl	Turning circle	30.8 ft
Connecting rods	" "		
Pistons	lt. alloy	<b>BRAKES</b>	
Cylinder heads	" "	Footbrake	disc/drum
Valve operat'n	OHC	Handbrake	rear
Cooling:	water, 2-spd elec. fan	<b>TIRES/WHEELS</b>	
Fuel system	CIS	Wheels	5½x14 steel
Fuel supply	elec.pump	(optional)	6x14 alloy
<b>ELECTRIC SYSTEM</b>		Tires	165 HR 14
Battery capac.	12v/63Ahr	(optional)	185/70 HR 14
Alternator	1050 watts	<b>DIMENSIONS</b>	
Ignition	br'k'rless	Overall length	170.1 in
Firing order	1-3-4-2	Overall width	66.33 in
<b>DRIVE TRAIN</b>		Overall height	49.99 in
Drive unit	20mm drive- shaft w/4 bearings	Wheelbase	94.48 in
Clutch	Single dry plate	Front track	55.88 in
		Rear track	54.01 in
		Clearance	5.9 in
<b>CAPACITIES</b>		Dry Weight	2447 lbs
Engine Oil	4 litres	Maximum Weight	3086 lbs
Engine coolant	7 litres	<b>PERFORMANCE</b>	
Trans. & Diff.	2½ litres	Top speed	118 mph
Fuel Tank	16.4 gal	Zero-to-sixty mph	11.8 sec

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SATURDAY, NOVEMBER 20th, 1976

7:00 P.M. COCKTAILS, 8:00 P.M. DINNER

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The Sheraton Motor Inn is at the interchange of Rte. 309 and the Pa. Turnpike, (exit 26, Ft. Washington). As before, you can expect a full course meal, including hot Hors D'oeuvres, and you know who the cocktails are on. This year, you will even be tempted by wine lists at your tables. Piano music during cocktails, then dance to the sound of "Spring Rain." Perhaps some of the mirrors broke but inflation has been catching up with most of us. At \$32.00 per couple, \$16.00 per singleton this must be one of the better bargains. The Banquet Committee has been sparing no effort in its search for exotic door prizes. We would appreciate any sources that you might be able to suggest (call your local social chairpersons). This is the one! The one you have been waiting for all year. Join us.

The Banquet Committee



## NO DEATHS AMONG BELT USERS IN ACCIDENT STUDY

Extensive research studies by researchers in the U. S. and abroad have shown that death or serious injury are virtually nonexistent among motorists wearing lap and shoulder belts in severe accidents.

Among approximately 500 users of lap and shoulder belts in the 30,000 accidents investigated in western New York since 1969, there was not a single death reported. Furthermore, only a single serious injury suffered by a motorist wearing a lap and shoulder belt occurred, and in this case the driver was injured by the collapsing car structure.

In addition, the accident researchers did not find a single case of a fractured neck among the injured occupants who used lap and shoulder restraints.

People who oppose mandatory seat belt laws often argue that an unbelted auto passenger risks only his own neck. But a new study challenges that contention.

Researchers at the University of Michigan studied 4,000 automobile accidents and found that unbelted occupants hurled against each other inside a car were a major source of injury. The data and cases refute the argument that the unrestrained occupant only kills or injures himself.

And finally...

The New York State Court of Appeals has ruled that a person who fails to wear a safety belt may be limited in recovering damages for injuries sustained in an automobile accident. The court upheld the verdict of a jury which disallowed the damage claim of a woman who was ejected from her car when struck by a tractor-trailer. The court held that the plaintiff's failure to strap herself in "resulted in increasing the extent...of injuries and damages."

Reprinted from a Rohm & Haas Corporate Safety Bulletin

# CLASSIFIED

WANTED: 2 good radial snow tires and rims for 914; also, a good home (plus a reasonable quantity of cash) for my '59 356A coupe, where it will be looked after better than I have been able to. Stu Baird, (215) 962-5186 (days) or (215) 272-6891 (evenings).

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## PORSCHE WATCH

Now available is a wrist watch designed to look like the dash of a Porsche...and, it's designed by Ferdinand Porsche III. The watch is black with red hands and white luminous dots. It is self winding and waterproof. It has a day and date indicator, second, minute and hour counters, and a band of black ionized steel. It sells for \$475 list. Also available for \$325 is a slightly smaller ladies' version of the same watch, although the ladies' watch isn't waterproof. Look at PANORAMA or watch for local jewelry store ads to see if you can get a better price. Also available for only \$25 are black plastic copies which don't really look like the originals or have nearly as many functions.

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**912 E**

**911S**

***turbo Carrera***

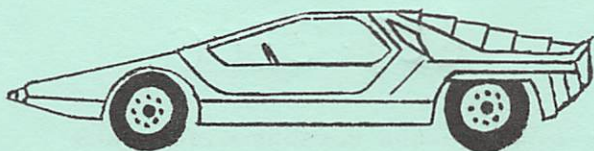
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