

RIESENTÖTER

PCA



DER GASSER

Riesentöter Region Porsche Club of America

October 1970

The Presidency

This business of composing an informative, witty and varied (subject matter wise) President's Message each month is easily becoming one of the easiest tasks for me to put off until "tomorrow". If it wasn't for the fact that it is partly tradition and your Der Gasser Editor's sort of shame me into it, I could very easily let it slip by virtually un-noticed. Seriously, once I get into the mood to write, its not all that bad.

Since I will have the pleasure of serving as your President for another year, I must think of a whole new group of subjects to write about. Eleven "messages" (I think) aren't too difficult but 22! Something must be done and I think I have the answer. Like it or not, I'm going to break tradition and vary the matter of content and presentation, at least a little bit.

At the last meeting, we had a very informative combination planning/tech session. I am happy to report that our meetings for the forthcoming year are planned to the point where all we have to do is confirm the individual meetings with the respective speakers.

The second phase of the program dealt with (technical questions of a general nature expertly fielded by our able Technical Chairman, Bob Koerbel). In the course of questions we got to the subject of "rust", one of my favorites. Well, not really, but one subject I know about.

After the meeting a few members quiered me further about rust on my 912. I'm sure not everyone could hear because of those holding their own meeting back at the bar (the noise was quite distracting), but I can't emphasize too strongly the fact that if your 900 series Porsche is more than one year old you have substantial rust formations-even if the car has been garaged. I am convinced that if you drive it on the street, and who doesn't, its rusting away at a rather alarmingly fast rate. In a future Der Gasser article I will specifically list the trouble spots and what can be done-if anything.



911S

For those who have new cars, I urge you to get to your nearest undercoater and have all of the "blind" areas liberally treated. I wish I had. Since I did not, its comforting to know that Porsche makes replacement parts such as the "boxes" that hold the front and rear parking/stop/blinker lights as separate pieces. I recently purchased two for the rear. Incidentally, many thanks to Ken Edney and V----- Atlantic for their help in locating these items. Maybe something like this would make a good backyard tech/cleanup session.

P.S. In case some of you didn't know, Tony Dean, in his 3 liter "908" (thats 180 cubes) blew off the big boys, 400-465 cubes, in the recent Atlanta Cam Am!

John Chatley III



THE 13TH ANNUAL RIESENTÖTER BANQUET

Time: December 5, 1970
Place: Bungalow Inn, Norristown, Pa.
Tickets: \$9.00 per person
A five dollar (\$5.00) deposit given before October 31 will give you an advance registration and a free drink at the banquet.
Of course there will be dining, dancing and the warding of the Riesentöter trophies.
SAVE THE DATE AND GET YOUR SITTER NOW!

The 60-second excitement

THE BIGGEST EVENT OF THE YEAR!!

D V S A SPRINT

October 25, 1970

Cornog Kart Track

Tech Inspection starts 9:30 A.M.

Registration closes after the 1st timed run.

Timed runs start at 11:00 A.M.
Remember no practice runs this time.

Entry Fees - \$5.00 Porsche Club Members
\$6.00 Non Members

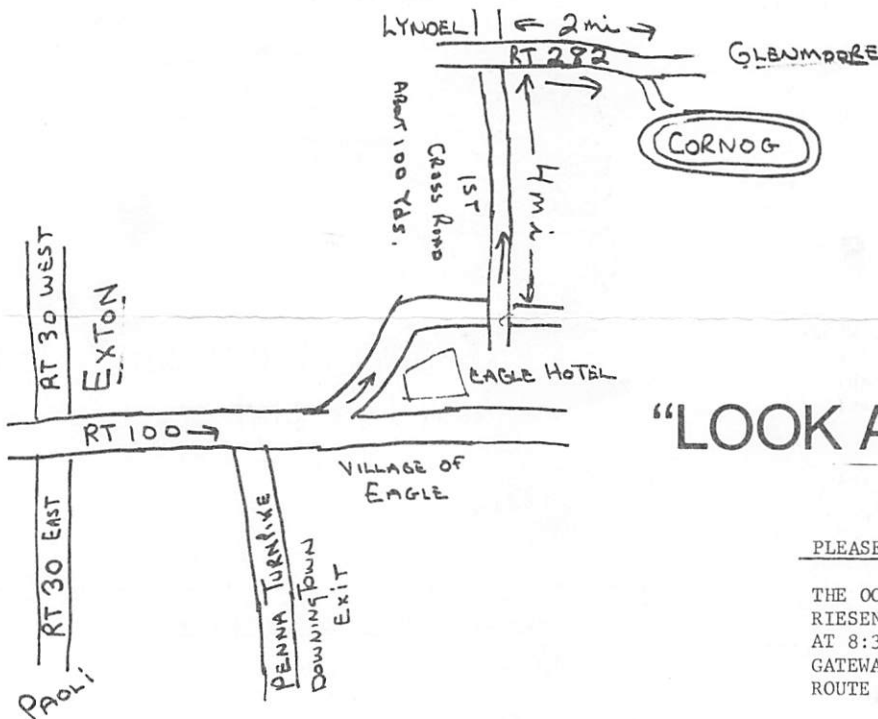
There will be three timed runs.

We are including a map shown below for your convenience.
Also volunteer workers are needed for this event - contact George Howard - 828-5537.

TECH SESSION

A Tech Session will be held at Chatley's Saturday, October 24, the day before the DVSA Sprint. Practice runs at Cornog will be arranged from there. The session will begin at 10:00 AM. Bring Porsche, food, beverage, wife or guest and definitely bring your own points, plugs, etc. Test equipment will be available. If you are interested in this activity please contact Vicki or John Chatley at 696-1657. They would like to have some idea of how many will be there.

In fact,
it may be
just the kind
of trouble
you've been
looking for.



"LOOK AT ME, DAMN YOU!"

PLEASE NOTE

THE OCTOBER MEETING OF THE PORSCHE CLUB RIESENTOTER REGION WILL BE HELD PROMPTLY AT 8:30 PM AT THE OPEN HEARTH AT THE GATEWAY SHOPPING CENTER (DEVON EXIT OFF OF ROUTE 202) ON OCTOBER 28.

A representative from Volkswagen Atlantic will be on hand to answer questions you might have. Following the meeting there will be a tour of the VW Atlantic facilities, and, hopefully, the new cars will be on display.



With malice toward some

HILLCLIMB RESULTS Fleetwood - September 5 & 6, 1970

CP	Dick Shuck	1st	911
EPI	Paul Sweigart	1st	Speedster
EPI	Dick Sweigart	3rd	Speedster
EPI	Jesse Holshouser	7th	Speedster
EPI	Jay Gallinger	8th	Speedster
MOD11	Jim Haas	2nd	RSK
MOD11	Tom Beil	1st	RSK* FTD (over 204 cars)
FV	Jay Schneider	3rd	Formula V
FV	Charlie Keller	7th	Formula V
F11	Steve Syderman	2nd	1/10 off FTD on Sat.
T11	Fred Remick	1st	VW
Lad.	Connie Sheldrake		Speedster
Lad.	Jan Remick	2nd	VW

New Members

NEW MEMBERS

James G. Price
RD #2
Kunkletown, Penna. 18058

911T Coupe
White

Frances H. Dentan
246 W. Upsal Street
Philadelphia, Penna. 19119

912 Coupe
Burgundy



SLATE OF OFFICERS OF THE RIESENTOTER REGION
OF THE PORSCHE CLUB OF AMERICA FOR THE YEAR
1970 ARE AS FOLLOWS:

President - John Chatley, III
Vice President - Chuck Walter
Secretary-Treasurer - Joan Haas
Activities Chairman - Wayne Flegler
Membership Chairman - Bob Russo
Der Gasser Editor - Bonnie Flegler

Coming Events

October 24-25	PHA Hillclimb - Hershey
25	PCA Sprint - Cornog
25	DVSA Championship
	Formula 1 - Mexican
	Mexico City
November 1	Can Am - Riverside Inter.
	Riverside, Calif.
1	OYR Sprint - DVSA
8	Can Am - Texas Inter.
	College Station, Texas
15	PCA Rallye
December 5	PCA Banquet - Bungalow Inn

Knowing too much can be a problem

The Rallye scheduled for November 15th will start at 1:00 PM from the Gateway Shopping Center Parking Lot. Mark this on your calendar. Our last rallye was fun and successful but we need more of you turning out for these activities.

THANKS TO BOB YOUNG FOR THE FOLLOWING
REPORT ON THE TRI-STATE PORSCHERAMA AT
LIME ROCK, CONNECTICUT ON SEPTEMBER 11,
12 and 13, 1970.

The Riesentoters had a good turnout this year for the annual event co-hosted by the N.N.J., Metro N.Y. and Conn. Valley regions, with the following in attendance: Dot and George Howard and daughter Georgia, Wayne and Bonnie Flegler, Bob Russo and his wife, Bob Bean and the undersigned.

With the speed events being held at Lime Rock, and the accommodations at Jug End Lodge at So. Egremont, Mass. about 15 miles away, there was a good deal of commuting back and forth between hotel and track, but was a pleasant drive. The maple trees were turning red in the Berkshires and we enjoyed the scenery both on the route to the track and on the Rally.

Drivers School-Friday afternoon: everybody bombed out to the track as soon as the formalities of checking in and getting assigned proper entry numbers was completed at Jug End. Bob Bean and I had conveyed up together and were lucky to draw Bob Garretson from the West Coast as our instructor. Garretson promptly put me to shame by hopping in Bob Bean's Super 90 and, with Bob as a passenger, leading the rest of us on what he called "3 or 4 easy laps". I lost sight of him about half way around on the first lap. This session was marred by one of the Metro N.Y. entrants succeeding in setting his almost-new Burgundy 911 on it's lid. He apparently came down the main straight a little too "hot" and put a wheel or two off the edge of the track and flipped. No injuries but sure battered up a beautiful body on the 911. I put at least 40 miles on the new 914-6 circulating around the track at speed and am gradually learning to drive all over again.

The speed events were held Saturday with a standing quarter-mile test "just for fun" which turned out to be a fiasco. The idea was to run the quarter-mile standing start, thru a timing trap, then slow down and enter a start gate for a pylon type gymkhana immediately following. They had timer trouble (does this sound familiar) and had to wash out the quarter mile before half the cars had made their first run. I managed to get a timed run in, (turned a 17.2 without pressing too much) but I got carried away and forgot to slow down in time to make the first gate

Turn off
this noisy world.

of the gymkhana with the result that I had to back up 20 feet after making a spectacular tire-smoking locked-wheel stop from about 90 mph and shortly afterward Wayne pulled the same stunt. Wayne won his class in the one-lap timed run around the Road course, and also placed high in the gymkhana. (Wayne finally has an engine that runs, after fishing pieces of red fiber banjo fitting gasket out of his main jets). Sunday Morning was George Howard's turn to shine, as he took 3rd place in the 356 class of the concours, being beaten only by Bill Noroaki with the famous "Heidi" and an immaculate 356A from Metro N.Y. (Not John Howe-he's semi-retired).

The rally was held, as per tradition, through some very beautiful (and unpaved in portions) sections of rural roads in N.Y., Mass., and Conn. No Riesentoters placed in the money, but it was a fine clean layout and allowed everyone plenty of time for scenic views. Scores were extremely low considering everyone theoretically ran unequipped with no mechanical aids for calculation. (I blew the navigational bit by being too early at the first two checkpoints).

An interesting technical session, marked by much grouching by 914 owners and bitter comments by all concerned over the parts situation, finished off the affair Sunday afternoon, after which a buffet luncheon when overall and concours trophy awards was held. Bob Rassa from Oesapeake, competing in a beautiful gold 911 complete with factory air and stereo tape setup, managed to cop the first overall award and "Mr. Clean" Gil Meyer from Northeast was 2nd. FTD on the timed lap was won by Bill Schmidt from Conn. in a full race Speedster with 1:13 (as a comparison a new lap record was set by Dave Hobbs in a Surtees-Chevrolet on this 1.5 mile course on September 7 during the Inver House Continental race, turning 50.8 seconds-that's moving!).

BRAKE FLUIDS

The following brake fluids have been successfully used with Porsche disc brake systems:

Wagner-Lockheed Disc Brake Fluid
Dupont Ultra Heavy Duty Brake Fluid
Prestone Super Heavy Duty Brake Fluid
F.I.S. 800
Sears Heavy Duty Brake Fluid for Disc Brakes
Delco 550+

Note: All of the above brake fluids have 550+ boiling points.

Do not use a "racing" brake fluid, or any fluid that states that it meets or exceeds specification 71R2. eg. Castrol-Girling Amber.

The above disc brake fluids (all) can be used in drum brake systems. However, disc brake cars should stick with disc brake fluids.

The following was taken from the August issue of Porsche Pandemonium (Orange Coast Region)--thanks--

An excellent format to follow from the Anzeiger (Oregon Region)-
TENDER LOVING CARE FOR YOUR PORSCHE:
1. Wash car thoroughly, Turtlewax "Zip" Wash-Wax Liquid. Dry off with chamois.
2. Get off all bug stains & tar, using Turtlewax "bug & Tar" remover, don't rub too hard.
3. Old wax can be stripped off using Simonize Paste Kleener, green can, use circular motion.
4. Apply Simonize paste wax, old fashioned yellow can, apply to small area and rub off immediately.
5. Buff to high gloss using flannel cloth. (steps 4 & 5 involve 3 separate cloths, put on-take-off-buff)
6. Take damp cloth and wipe entire surface, this takes off wax residue.
7. Apply light coat of Classic Car Wax, small area at a time. This acts as a sealer as Simonize tends to flow in sunlight.
8. Repeat step 5.
9. Open six pak, sit back and admire your work.

NOTES ON PORSCHE ALLOY RIMS by Les Gunnarson

"S" type rims are susceptible to nicks, gouges, scratches, etcetera, particularly if the tires are changed by persons unfamiliar with alloy rims. They can, however, be restored to nearly their original good looks as follows:

1. Use a file (body file is best) to remove large gouges, etc.
2. Sand with wet/dry paper with water, starting with about 200 grit and finishing with about 600 grit. Recommend using a rubber sanding block.
3. a. Use a cloth buffing wheel in an electric drill or ? together with an abrasive compound such as rouge for final polishing.
Or... b. Polish with Simichrome (Brand name polish sold at most accessory shops or motorcycle shops.)

NOTE: These rims have an anodized finish for corrosion prevention. The above process will remove this finish. However, the rims without the finish are not particularly susceptible to corrosion if kept clean and waxed. Since sanding and polishing as described changes the look of the finished surface, it is best to do the entire rim edge to achieve a uniform appearance. (Very light sanding is possible without removing the anodized finish.) Unless absolutely necessary, don't polish out the spoke because sanding them to a uniform appearance is quite a job.

Alloy lug nuts used on these wheels are susceptible to seizing, particularly when subject to high temperatures caused by high-speed braking (Time Trials??). Under these conditions use of a regular steel lug nut is recommended. The factory recommends steel lug nuts for racing.

To solve this problem for normal street usage, an antiseize compound, such as Liquir Moly, should be used, particularly on the tapered surface.



"Son, is something bothering you? You haven't touched your Porsche in weeks!"

Officers

President - John Chatley, 1479 Glenbrook Lane, West Chester, Pa. 19380
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(MA 3-0467)
Activities Chairman - George Howard, 4022 Crescent Avenue, Lafayette Hill, Pa.
19444 (828-5537)
Assistant Activities Chairman - Jim Haas, Darby Road, Haverford, Pa. 19041
(MI 2-8087)
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