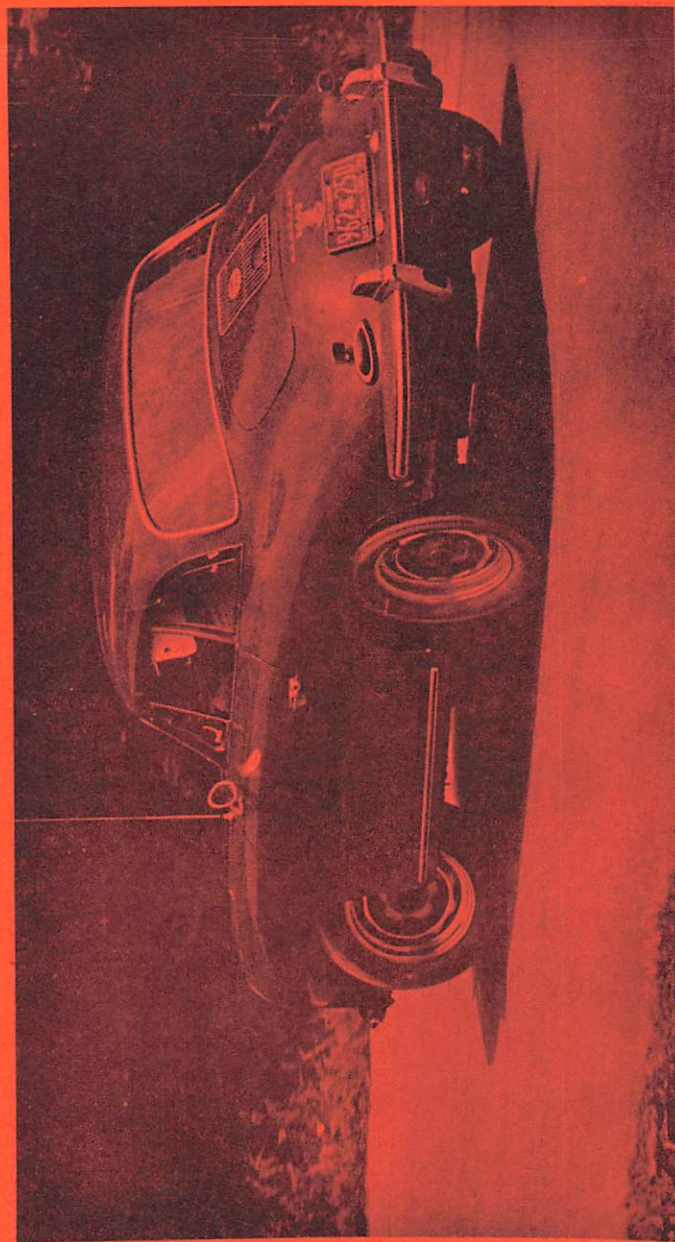


Porsche Club of America



september 1971

Riesentoter Region

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President's Message

In the process of restoring (it turned out to be more than just concurring) my 912, I have had quite an exposure to the Porsche parts dilemma. Most of this exposure I am sorry to say was during the really critical parts shortage. That is to say that the situation is slightly improved.

I read with both interest and amusement the recent piece of literature from P-A entitled "Whatever Happened to the Porsche We Used to Know". Among other things I was pleased to learn, as I'm sure some of you are, that we don't have to wait for parts anymore. Even when a part has to be ordered it is usually only a day or two. Don't hold your breath! Although I'll admit the situation is somewhat improved, it still has a hell of a long way to go, particularly when one considers the price and quality of the marque.

As though waiting was not enough, the price of the part often adds insult to injury. All I can say is do not break a tail light or parking light! Even with the new setup (replaceable lenses) the lenses alone range from \$15 to \$19 apiece depending on model. On top of this they are not even metal but chrome coated plastic. By comparison, many Audi parts are more expensive. For instance, a piece of stamped aluminum (30" long) that is supposed to be a protective moulding costs \$6. Chrome Mylar tape would offer as much protection! But rejoice, there are bargains if one looks long enough. A gas pedal for the 912 & 911 only costs \$.78 which for such a well made part is really a bargain. There are other extremes of course, such as those orange, wire reinforced heater hoses from the heater boxes into the body. They are only \$15.00 each which is absolutely outrageous and borders on banditry. Not only is this the current price but this price was the same under POAC pricing.

Where will it stop? I do not know. Long live Valley Core.

PH A Notes

by Jess Holshouser

GIANTS DESPAIR HILLCLIMB

The Giants was run in good weather both days, July 24 and 25. Saturday drivers though had to contend with very dusty pits so it was a question of how well the cars ran with dust in the carburetors. Sunday drivers didn't have this problem for it rained heavily Saturday night.

It was a bad hill for Riesentoters due to an assortment of problems and circumstances. Only 3 of 6 Team-A members and 4 of 6 Team-B members competed and/or finished. Jim Haas had transmission problems and DNF'd his first run and packed it in for the day. Dick Schuck had blown his engine in the 911 the Sunday before at the CP National Race at Pocono and understandably didn't have it put together in a week. Paul Sweigart's car was laid up with a damaged front end contributed by George Frey at the EP National Race at Pocono the Sunday before. Dick Weiss missed the first run in CP due to tow car problems and DNF'd the second and last run because of ignition problems in his 911.

One record was set by Riesentoters at the hill this year by Tom Beil - he dropped the Mod. II record in his RSK from 55.856 to 55.797.

The teams and other Riesentoters finished:

Team A

Tom Beil - 1st Mod. II
Jess Holshouser - 2nd EPI
Dick Sweigart - 4th EPI
Jim Haas - DNF
Dick Schuck - DNR
Paul Sweigart - DNR

Team B

Sandy Sadtler - 3rd Formula I
Charlie Keller - 8th Formula Vee
Jay Schneider - 9th Formula Vee
Connie Sheldrake - 4th Ladies
Dick Weiss - DNF
Joe Sweigart - DNR

Other Riesentoters

Jay Gallinger - 1st EPI
Bob Pethick - 5th EPI
Fred Remick - 8th Touring III
Jan Remick - 5th Ladies
Dave Baker - 1st Mod. I

Team-A dropped from 1st place to 4th in the team standings of the 20 club teams running for the team trophy, since it collected only 26 points of a possible 56.

TOPTON HILLCLIMB

There was good weather both days for the running of Topton on August 7 and 8. It was a bad day for the Sunday machinery with five off-road excursions including two totals - one Triumph and one Corvette. Fortunately, no Riesentoters were involved. On the brighter side, every class winner both days set a new hill record! That would be an achievement except for the fact that the hill had been shortened by several hundred feet. This was the second time that Topton has been shortened. In 1970 it was shortened to eliminate a turn to prevent excursions up a bank and into a Doctor's house or on his lawn. It had happened several times. This course went by a farmer's homestead and as so often is the case in Pennsylvania, the house is on one side of the road and the barn on the other. So, as the cars would go by, the animals would be running around on one side of the road and the farmer on the other chasing chickens or whatever. The farmer said the cars upset his animals and he was probably right. Anyway, the hill this year was shortened so that the finish and turn-around stopped well short of his place.

Riesentoter Team-A turned in its best record of the season by collecting 55 or 56 possible points and jumped back to a virtual tie for 2nd place from 4th - with three 1sts, two 2nds, and one 4th place finishes. Eleven of the twelve team members competed.

Team A

Paul Sweigart - 1st EPI
Jess Holshouser - 2nd EPI
Dick Sweigart - 4th EPI

Dick Schuck - 1st. CP
 Tom Beil - 1st. Mod. II
 Jim Haas - 2nd. Mod. II

Team B

Charlie Keller - 7th Formula Vee
 Jay Schneider - 8th Formula Vee
 Dick Weiss - 2nd CP
 Sandy Sadtler - 4th Formula I
 Connie Sheldrake - 4th Ladies
 Joe Sweigart - DNR

Other Riesentoters

Fred Remick - 8th Touring III
 Jan Remick - 3rd Ladies
 Jay Gallinger - 3rd. EPI
 Walt Urban - 5th EPI
 Dave Baker - 1st Mod. I
 Steve Syderman -st Formula II

In addition to the club teams competing for the season team trophy, individual drivers compete for season trophies. The results after Topton but before dropping the required two hills for the season are:

	<u>DNR HILLS</u>
Touring III - Fred Remick, 10th	1
Formula Vee - Charlie Keller, 7th - Jay Schneider, 11th	
F Production I - Joe Sweigart, 9th	2
E Production I - Jay Gallinger, 1st - Jess Holshouser, 2nd - Paul Sweigart, 3rd - Dick Sweigart, 6th	2 2 2
C Production - Dick Schuck, 2nd - Dick Weiss, 4th	1 2
Modified I - Dave Baker, 3rd	2
Modified II - Tom Beil, 1st - Jim Haas, 2nd	
Formula I - Sandy Sadtler, 3rd	2
Formula II - Steve Syderman, 3rd	3
Ladies - Jan Remick, 5th - Connie Sheldrake, 7th	1 3

These standings are scrambled after dropping the required two hills as is done at the end of the season. Dropping hills shows the major changes of:

E Production I - Paul Sweigart, 1st



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Continued from page 5

C Production - Dick Schuck, 1st
Modified I - Dave Baker, 1st

Totals are not issued this way during the season,
however.

For the Fastest - Time

For the Fastest-Time-of-Day Season Championship, we
have:

Tom Beil, 7th
Jim Haas, 10th

CAMP SHAND HILLCLIMB NOT SANCTIONED

The PHA Contest Board at a special meeting at Topton voted unanimously not to sanction the proposed Camp Shand Hillclimb because it did not meet PHA safety standards. Had it been approved, it would have been run in October. The sponsor for the proposed hill was the Appalachian Sports Car Club who used to produce the Hershey Hillclimbs. As things stand now, there are only three hillclimbs remaining for the 1971 season:

Fleetwood, September 4 and 5
Rose Valley, September 25 and 26
Weatherly, October 9 and 10



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ANNUAL BANQUET

Just a reminder that the 14th Annual Christmas Banquet is just around the corner (December 4, 1971), so keep that date open as plans indicate a fine time. (Maybe even lobster and Prime Rib.)

If anyone knows of a reasonable band (\$150 - \$200) in the area, or any new door prize prospects please contact me at the below address:

E. Wayne Ratz
Robert Barry Apts. I-7
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P.S. Knowledge of, or donation of free favors is also desired.

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Cornog Sprint Results

August 29, 1971

912 Class

*1.	Bill Schmidt	48.50	T
2.	Mac Carmichael	50.37	T
3.	Nick Imperato	50.94	T
4.	Herb Barret	51.85	
5.	Bernie Sitron	52.05	
6.	Bill Woomer	53.30	
7.	Paul Stieff	53.31	

Class Speedster

*1.	Dick Miles	48.91	T
*2.	Skip Chalfont	50.04	

Class Straight 911 - 911T - 914/6

1.	Don Reinhard	914/6	49.99	T
2.	Vince Talese	911	51.05	T
3.	Bob Mc Cullen	911	51.63	T
4.	Dick Young	911	52.27	T
5.	John McCullion	914/6	52.99	
6.	Bob Young	914/6	53.05	
7.	Tom O'Rourke	911	53.23	
8.	John Breslin	911	54.02	

Class 911E - 911S

1.	Jack Klinges	911E	46.85	T
2.	Ed Lynch	911S	49.08	

Modified

*1.	Jim Haas	RSK	44.28	FTD
2.	Tom Beil	RSK	46.30	T
3.	Al Deracola	Buggy	49.02	T
4.	Sandy Sadtler	F. II	49.50	
5.	Dave Deracola	Buggy	50.59	

DEADLINE!!

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THE 1ST OF EACH MONTH!!!

A Dirty Story

By Ed Lynch

Does your windshield become a smeary mess when it rains? Do your wipers constantly rearrange an oily film on your glass, providing you with clear vision all the way to your defroster vent? If you are tired looking through waxed paper every time it rains, maybe you'll be interested in knowing what causes it, and how to control it. I say 'control' rather than 'fix' or 'correct', because the problem is like dandruff or B.O. — you have to keep after it.

First of all, your windshield is dirty. So you clean it, the gas station attendant cleans it, your wife cleans it every night when she washes your car (what!). It looks beautiful, but the next time it rains, there you are again...smear, smear...as your wipers go past your nose.

The trouble is that your glass is coated with something that prevents the water from wetting it. Sure, water is on there, but it's not getting next to the glass the way it has to, for the wiper to squeegee it smooth each pass. Instead, the water sits on top of an invisible film, which may be only one molecule thick. This thin layer is really bonded to the glass, locked into every scratch and pitmark, and is spread around very efficiently by your wipers. The film has lots of different things in it, but is mostly hydrocarbons and silicones. Hydrocarbons come from all the familiar sources: exhaust, smog, road grime and spray, polish and wax; and from your trusty car washing rag, which serves double duty by also distributing silicones on your glass. Most modern car waxes are loaded with silicones, which is why they are so easy to apply and rub off. A small smear of silicone will spread out into a fantastically large area. The popular silicone sprays that protect your mouldings and weatherstrips drift onto your windshield in a light haze that is perfect for the smears. Your rag polishes the film to a sparkling finish with the same sad results.

To rid yourself of your spit-shined windshield, and to make it "wetable", you've got to get it really clean once, and then keep from contaminating it at every wash job or pit stop.

GET IT CLEAN: Buy a new sponge just for windshields - the kind that has a rough plastic side for bug scraping and a smooth side for finishing up. Use generous amounts of kitchen cleanser and water, scrubbing lightly until it's squeaky clean. Keep flushing with lots of clear water on the paint to prevent streaking. Remove your wiper blades, take them into the kitchen, and wash them like you would a greasy pan. If they don't have a sharp, clean edge at the glass, they can't do their job. They wear out in six months to a year around here, so inspect closely. Anco makes a refillable blade to fit 900 series arms, and they are not expensive, so splurge.

KEEP IT CLEAN: Each time you wash the car, ignore the windshield with your silicone loaded rag. Instead, use only your new sponge and cleanser as required, and just rinse with water. The water should run down in sheets, and not raise up into droplets on the glass. It will air-dry clean and streak free if you have done it right. Never let the gas pump jockey touch your windshield with anything! If you must clean it between wash jobs, use windex and a clean paper towel. Keep your washer reservoir supplied with the recommended strength of cleaner - solvent, (to which I add a dash of liquid detergent and a double shot of beefeaters' - you might get away with using Gilbey's). Use your washers liberally when driving in traffic throwing lots of road grime on you. Finally, keep your windshield cleaning materials clean, and reserve them only for that one task. Hide them in between. See you next time it rains!

A handwritten signature in black ink, consisting of stylized, overlapping loops and curves, positioned at the bottom right of the page.

Picnic Report

by wayne flegler

We had a fantastic turnout for our annual sprint and picnic. Forty-three damp but enthusiastic members took their turns at trying to find the right line on what looked like a stock car track. This was the largest turnout for a PCA sprint that I can remember in my five years with the club. It is great to see so many new members actively participating and doing so well.

As you can see from the results, there are more trophies due to our new classification system, which was tried for the first time at this sprint. Further refinements are in the making. If you have any suggestions contact Bob Koerbel, Jim Haas or myself.

I would like to thank all the great people who made the day a success; the Deracolas who helped dry the track with their T-Bird, Bob McCullen, Herb Barret, the girls at the timer and everyone who helped — a well deserved thanks.

The picnic got rolling when the beer was opened and the 356'ers vs 900'ers softball game was organized. It seems the 900'ers play some decent softball and defeated the 356'ers 9 to 5 or something like that.

This years annual white elephant auction was highlighted by some high pressure bidding on a Recaro Racing seat. The seat was donated to the club by Jerry Skulley, a new member. Thanks Jerry!! The bidding was opened by yours truly at \$50 (I tried to get it for a cheap price.) but was quickly out done by Bud Eiden (who is restoring his black 911) and Jack Klinges. At the final bid, Jack walked away with a Recaro seat and \$105.00 lighter. The rest of material brought about \$25.00. The \$130.00 total is another record set for the day.

When the food arrived 93 people set about reducing the world's supply of Bar-b-qued chicken. A great meal and a great wrap-up to a beautiful day.

THE PEDDLER

For Sale - 912 PARTS - 2 Excellent 5½" Chrome Wheels with Dunlap CB 57's 185 x 15; 70% tread remaining - \$105 - 4 5½" Painted Wheels - \$60 - Porsche Bra - Cost \$35, sell reasonably or trade for 356B type. William Smith, MA-3-0467, 506 Wiltshire Road, Upper Darby, Pennsylvania 19082

* * * * *

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* * * * *

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* * * * *

WANTED: need air cleaners for early model Carrera 1500 cc SOLEX. Has four (4) bolt mounting two at either end next to each other. (SC five bolt will not fit). Factory parts and shop manuals for 356, 356AB, C with supplements. Bumpers for front and rear 356A without protection tubs. Top for Speedster with bows in new or excellent condition. Pair of side curtains. Any parts for Speedster in New condition. - Dave O'Connor 349 Gerard Ave. Elkins Park, Penna. (215-me-5-0567)

Y B H

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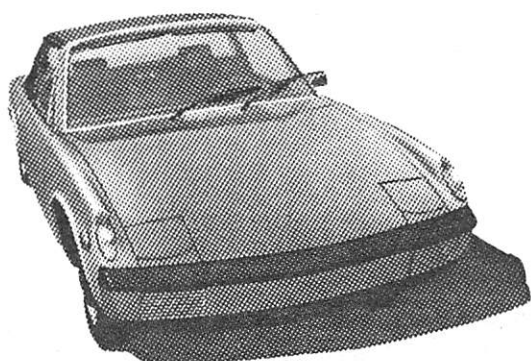
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RESULTS OF RIDGE'S RALLYE

by wayne ratz

The rallye was set to start at 9:00 a.m., however, with only 5 cars, we decided to wait another hour. By 10:00 there were 11 eager rallye enthusiasts and we got things rolling. (A pretty poor turn-out for all the time Ridge Ryman put into organizing this event. Maybe an afternoon rallye would be better.)

Everyone appeared to have a great time with such interesting facets as: the winners Len Amorow and Paul Feldman were entering their first Riesentoter event; Gene and Ed Talone had a flat tire; Vince and Pat Talese were only 17 one-hundredths of a second late for checkpoint number two; and George Howard ran the rallye by himself. Bill Hawthorne brought his father along as navigator and Bob Holland drove a corvaire without a speedometer.

The rallye ended at the Rivers Edge Restaurant in Lambertville, N. J. where a good meal was enjoyed by the rallyists that had endured. However, I don't think the people at the Rivers Edge are awaiting our return.

Maybe more of you will make our next rallye and get to enjoy yourselves as much as we all do at this one. Thanks again to Ridge and all the people who helped out.

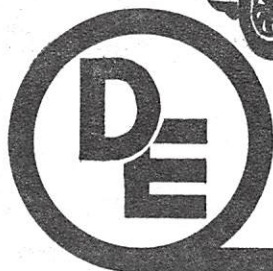
Results

1st	Len Amorow Paul Feldmen	1702	T
2nd	Gene Talone Ed Talone	2187	T
3rd	Vince Talese Pat Talese	2217	T
4th	Bob Holland Maria Travia	2676	
5th	Vickie Chatley Jay Chatley	2729	
6th	George Howard	2867	
7th	Chuck Walter Joy Walter	3200	

8th Bill Hawthorne, Jr. 3400
Bill Hawthorne, Sr.
9th Bernie Sitron 3400
Marilyn Wiesman
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11th Bob Koerbel 3600
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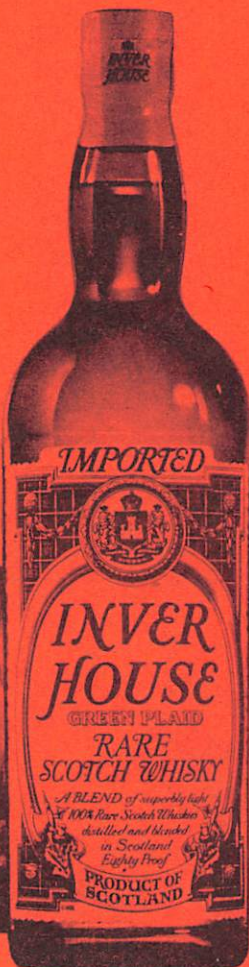
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