

PCA \* RIESENTÖTER REGION

JAN 72

*der*

# **GASSER**



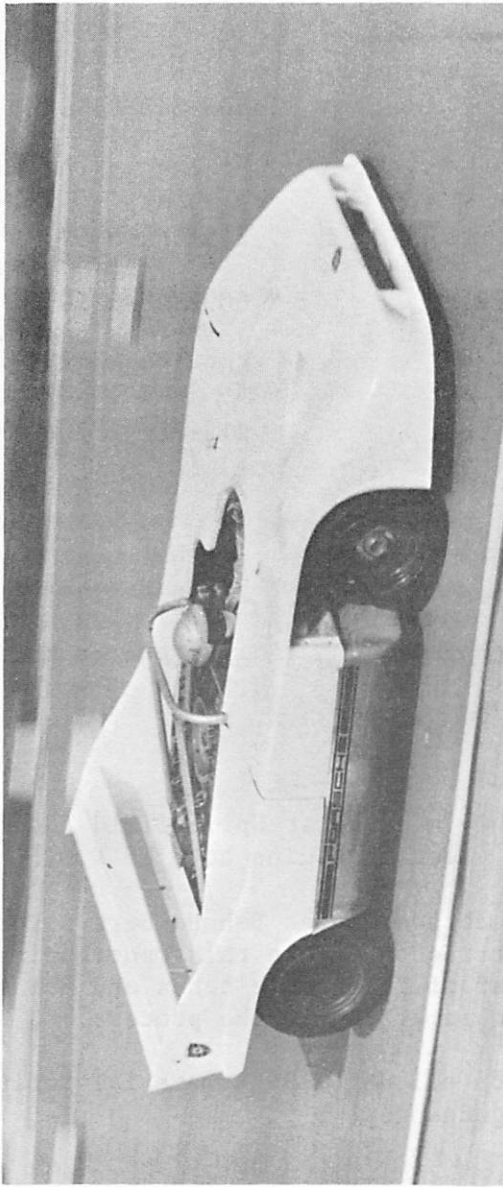
# HOLBERT'S

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to the members of  
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VICE-PRESIDENT - Bob Russo	215-355-4610
SECRETARY-TREASURER - Joan Haas	215-642-8087
MEMBERSHIP CHAIRMAN - Wayne Ratz	609-848-6010
ACTIVITIES CHAIRMAN - Ed Lynch	609-399-6535
TECHNICAL CHAIRMAN - Bob Koerbel	215-527-2370

## *der GASSER Staff*

EDITORS - Vern and Louise Lyle	215-536-3733
PRINTING - Autoprint Inc., Woodbury, N.J.	609-845-4470

## *PCA Calendar*

JANUARY: 26th - First monthly meeting at Springfield Hotel in Flourtown. Meeting begins at 8:00 P.M.

29th - Informal tech session at Bob Holbert's Porsche-Audi in Warrington. Take this opportunity to rid your car of its little aches and pains and maybe learn something in the process.

FEBRUARY: 1st - Deadline for all der GASSER material including advertising changes.

ATTENTION: Early registration for the Porsche Parade can save you the price of a set of plugs. Anyone planning to attend should contact any officer at this month's meeting. We should register as a group - forms and details will be available at the meeting. Parade dates, July 16-21.

## *President's Message*

After five years of attending Porsche Club events, I am looking forward to 1972 with more enthusiasm than ever before. Not only because I am President this year but because '72 promises to be a great year for our region.

A complete program of events is being organized by Ed Lynch and will be published as it is finalized. Incidentally our first event will be Saturday, January 29th at Holbert's Porsche-Audi in Warrington. Bob Holbert has opened his entire shop to our club for an informal tech session. You will be able to perform your own work anytime between 8:00 A.M. and 4:00 P.M. (sorry, no major work). Similar events will be scheduled throughout the year. Let's see a large turnout!

With the varied program we are planning, a lot more help will be needed, so don't be surprised if you are asked to be on a committee. You will find that working can be more satisfying than just attending an event. Remember, this is your club and you have as much say in what's going on as your officers.

Articles and pictures for this year's der GASSER would be greatly appreciated by Vern and Louise Lyle as it would make their job a little easier. Let's get behind them and make this year's newsletter the best ever.

As you know, our region will be making a formal bid this year for the '76 Annual Porsche Parade. A large Riesentoter contingent at the Playboy Club in Lake Geneva for this year's Parade certainly wouldn't hurt our chances. More on this in the near future.

In closing, I would like to point out that the dealers in our area have expressed their desire to help the club. And as Porsche owners, we hope to work with them to further improve our relations.

See you at the January 26th meeting.

Wayne

## *Executive Board 1972*

**PRESIDENT:** Wayne Flegler, a five-year member of PCA, was our Activities Chairman for the past year, and in that capacity, put together something for everybody, culminating in the driver's school at Pocono. His original interest in sprinting has now expanded to include all aspects of club activity. From Woodbury, New Jersey, Wayne and Bonnie ('71 der GASSER editor) drive a '61 Karmann notch-back coupe.

**VICE-PRESIDENT:** Bob Russo and his '67 912 prefer competition and tech events. Bob enjoyed great success as last year's Membership Chairman, and urges everyone to take advantage of our upcoming events and learn more about Porsche-pushing. Bob and Jean live in Southampton.

**SECRETARY-TREASURER:** Joan Haas takes over this demanding job for the second year in a row because she does it so well. Joan says that the 911S she drives doesn't like her very much, but that's hard to believe, especially when you've seen her handle husband Jim's RSK Spyder!

**MEMBERSHIP CHAIRMAN:** Wayne Ratz drives a '64 SC coupe and lists his main interests as sprinting and socializing with other Porsche nuts. Last year, Wayne and Judy worked at all our events, headed up the Banquet Committee, and assisted the der GASSER editor. The latter job entailed anything from writing for the paper down to licking stamps. That's club fervor!

**TECHNICAL CHAIRMAN:** Bob Koerbel has been a Porsche lover for many years and a club member for five. He has Porsche-Audi service department experience and is currently trying to get his '65 SC painted and on the road for the sprint season. He also has an old Speedster (which needs restoring) in his barn, if anyone is interested.

ACTIVITIES CHAIRMAN: Ed Lynch, a Pan Am pilot, was a founding member of Porsche Club of Great Britain in 1961. He digs Porsches so much that all the while he worked for Ford (pardon the language) he drove a red Speedster! Ed, wife Mary Lou, six little Riesentoters and their '69 911S Targa live in Ocean City, New Jersey.

der GASSER EDITORS: Vern and Louise Lyle are on their fourth Porsche and are diehard 356ers. They sold her Jaguar to buy the '64 C they currently drive. Vern will be trying a little harder at the sprints this year, since Louise beat him 2-0 trophywise.



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## Page Six (from the editors)

Bonnie Flegler's rendition of der GASSER 1971 brought a new look to our newsletter that was well received and we intend to keep a good thing going, with a few minor changes. We come to the editorial job with very little experience, some new ideas and a whole bunch of enthusiasm - so while we try for first in class, we may settle for a novice trophy.

In an old song, Bob Dylan says 'Half the people can be part right all the time and some of the people can be all right part of the time but all the people can't be all right all the time'. Uppermost in our minds is the desire to inform, enthuse and maintain interest among our fellow members for our great cars and our great car club. And since the newsletter exists for the membership at large, it is our opinion that the majority should be served, but we will try not to slight anyone. In so doing, we feel that an important editorial function is to entertain constructive criticism, but please keep Mr. Dylan's words in mind.

We would like to make a one time request for our material files: BW photos (up to 4x5) of club activities or any automotive activity of interest to Porsche pushers would be welcomed; also technical articles on proper care or use of our cars. After all, we are a bunch of Porsche addicts and some of you must have had experience with downers and fixes (i.e., trouble and its subsequent repair). Your solution to a problem just might be of interest to the rest of us. Send us what you would like to see published. Understand, of course, that we may have to edit material to fit available space and also that your articles may not appear right away. But the success of der GASSER as a communications vehicle does depend, to a great extent, on your support. DO IT NOW!

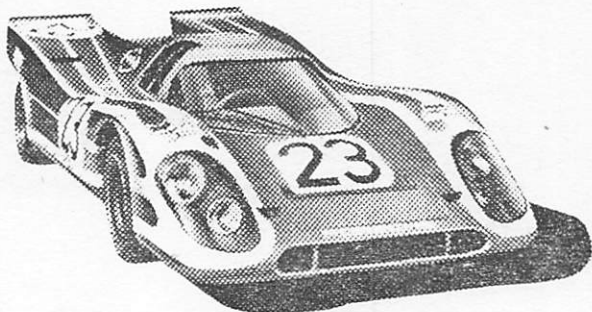
One more thing. Many times you might have questions (especially new members) but feel they are too elementary to ask at meetings. Our phone rings all the time for Porsche talk and I'm sure that holds true for any of the other officers. Don't be like me - I was in the club two years before I found out what the hell a Riesentoter is!



# Y B H

## PORSCHE | AUDI

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We learned a lot  
from our \$36,000  
mid-engine Porsche 917:



**The mid-engine Porsche 914.**

The mid-engine Porsche 917 and the mid-engine Porsche 914 can be seen in the movie "LeMans."





## *PORSCHENALITY OF THE MONTH*

To most real Porsche nuts, any Speedster is some kind of groovy. Sure, most of them leak rain and wind, but not even a Porsche is perfect. A Speedster has all the goodies that make a Porsche what it is, just minus the frills. Usually.

Skip and Linda Chalfont's Reutter bodied 58 Super is not your normal Speedster, so to speak. It's all Porsche: Skip cites the car's great maneuverability (an understatement); reliability (brakes, clutch and generator in seven years; and durability (120,000+ miles with good compression and very minimal oil consumption.)

But this Speedster is different from other Speedsters - as different as wet and dry. A special top constructed by the previous owner is air tight! An extra bow prevents the top from flapping on the driver's head and plexiglass side curtains with wind wings and an enlarged rear window add the finishing touches to a really beautiful - a Super Speedster.

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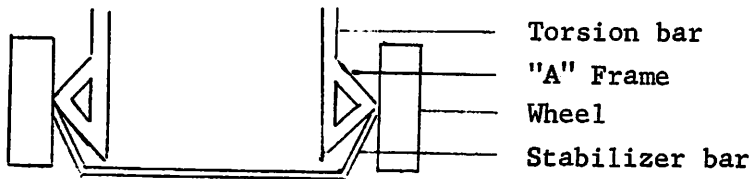
Al Willis	-	General Manager
Werner Nelboeck	-	SERVICE
Roger Kumpf	-	Parts
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## *Banquet Contributions*

King Automotive - \$5, \$3, \$1, \$1 gift certificates  
Moore Porsche-Audi - \$25 gift certificate  
Willis Porsche-Audi - \$25 gift certificate  
Shell Oil Company - 100, 50, 25 gallons of Super Shell  
Kensington Products - Racing jacket, 5 car thermometers  
Addco Products - Sway bar  
YBH Porsche-Audi - \$25 gift certificate  
Heinrich's Porsche-Audi - \$25 gift certificate  
Volkswagen Atlantic - Porsche Targa Radio  
Robert Bosch Inc. - Racing jacket, 48 cigarette lighters  
Champion Spark Plugs - Spark Plug Radio  
Harley Products - 3 cans wax, 3 cans tire cleaner  
Quaker State Oil Co. - Sterling Silver Salad Fork and Spoon  
Kirk F. White - \$25 gift certificate  
J&E Enterprises - Pair Carello Driving Lights  
Automobile Quarterly - Copy of Automobile Quarterly, 2 sets prints  
Howard Shoemaker - 4 sets Porsche prints  
Gulf Oil Co. - 3 Racing jackets  
James Kelly - 2 Car blankets and Stadium seats  
Wayne and Judy Ratz - Fire Extinguisher  
Cibie & B&B - Pair Cibie Driving Lights  
NGK Spark Plugs - 25 Key chains  
Semperit Tire Co. - Racing jacket, 2 ash trays, 2 pillows,  
6 key chains, 2 lighters  
Robert Bentley - Book on Automobile Design  
STP Corp. - Racing jacket, T-shirt, Mr. 500 book, STP hat  
Vilem B. Haan - Grand Prix beach towel  
Edelbrock Equipment Corp. - 2 Unisyns  
AMCO - 3 leather gear shift knobs  
M.G. Mitten - Porsche lighter, Porsche key case  
Judson Research - Judson Magneto  
Bob Holland - 10 bottles of wine  
Foreign Car Parts of Willow Grove - Gift certificate  
Holbert's Porsche-Audi - 5 Surprise gifts  
Don and Doris Reinhard - \$10 gift certificate to Holbert's  
Herb Barret - Case of Gulf Oil  
Riesentoter Region - PCA Membership  
Mr.&Mrs. Wobensmith - Bottle of Champagne  
G.V.S. Country Store - Ice Bucket  
Car & Driver - 3 1 yr subscriptions  
Road and Track - 2 1 yr subscriptions, 2 best stories of R&T

## Stabilizer bars (excerpted from John Leonard, Potomac)

The presence of stabilizer bars (also called anti-sway or anti-roll bars) in a Porsche suspension is an important element for any type of hard driving. A stabilizer bar is a piece of steel that links the front wheels (or rear wheels) together in such a way that when one wheel is pushed up into the fender well, the other wheel is subjected to force in the same direction. When the left wheel moves upward, the left arm of the stabilizer bar also moves upward, causing the bar to rotate and lift the right arm. If both wheels are being deflected, as they would be when hitting a bump, the bar has no effect. However, if the car is leaning as in a corner, one wheel is moving up while the other is going down. During a right hand corner, the right wheel is being forced downward by its spring or torsion bar and resists being forced upward by the right arm of the stabilizer bar. This resistance is transferred to the left wheel by the bar and decreases the degree of body roll.



The purpose of stabilizer bars is twofold, to increase roll stiffness and to permit 'chassis tuning' between the front and rear suspensions. Roll stiffness is desirable because it causes the car to respond more quickly to steering input. The car reaches its suspension configuration for maximum cornering force sooner because it doesn't have to roll as far. Also, increased roll stiffness keeps the car closer to level and allows the suspension geometry to keep the maximum amount of tire tread on the ground.

Chassis tuning is the other benefit of stabilizer bars. If you picture a car as a rectangle with a wheel at each corner, it would be level when going straight, but when cornering, the rectangle would be leaning with the outside wheels supporting most of the

weight. Now, if you lift the low front corner of the rectangle - the high rear corner will move down. The low front corner is effectively lifted up by increasing the size of the front stabilizer. By so doing, the outside (low) front wheel must carry an increased load but the weight distribution between the rear wheels is made more even. Since the traction available from a pair of wheels (front or rear) decreases as the weight distribution shifts to one side, the result of increasing the size of the front stabilizer bar is to decrease traction in the front while increasing traction in the rear. Exactly what you do to reduce oversteer of a 356.

Now, what would have happened if the rectangle had flexed? The effect of a larger front sway bar would have been drastically reduced. In fact, the Targa and 914 flex so easily that chassis tuning is all but impossible in stock configuration. In addition to stiffness, a further requirement for a tunable chassis is a predictable spring rate or torsion bar stiffness. What I am leading up to is that the hydroelastic front suspension in 1969 and later 'comfort group' cars is not suited for hard driving, much less competition. The front struts are so unpredictable that one of our member's car went up on two wheels in an autocross and later got dangerously close to rolling over on an otherwise normal corner at driver's school. Several other comfort group cars have had similar experiences. It is sad that Porsche has produced a suspension that is unsafe under hard cornering. The normal suspension parts can be ordered but unfortunately many sets are back ordered for other Porsche pushers who would rather switch than roll.

Getting back to real Porsches, the following is presented as an empirical guide to sway bar sizes based on autocross competition. Porsche 356: stock bar 16mm front only, recommend change to 19mm. Porsche 911-912, '65-'68: 13-14mm front bar only is OK; 14-15mm front bar with 15mm rear bar; 16-17mm front with 16mm rear. Porsche 911, '69-71 with longer wheelbase: 12-13mm front bar only is OK; 14-15mm front with 15mm rear; 15-16mm front with 16mm rear. Note: The B&B 19mm rear bar is approximately equivalent to a 16mm factory bar because the arm lengths are different.



*Here's how:* (excerpted tech information from other regions)

When installing new brake pads on a 914/4, note that the rear pads require a different procedure than previous Porsche models. A hex plastic cap, locknut and allen bolt must be removed and backed out respectively before installing new pads. The new pads are then adjusted to be .008" away from the disc, using the allen bolts. Check a shop manual for further details (there are two adjustment bolts per caliper, one being reached through the trailing suspension arm) and do not try to force the pistons back. (Golden Gate)

The paint used by the factory on the inside of the oil screen cover of 911s has a tendency to peel off, allowing the paint to get into the oil system. Since the cover is always submerged in oil, about the only conceivable reason for painting it in the first place is for rust protection while in the parts bins. The next time you have the oil screen off for cleaning, remove all the paint from the inside of the cover. (Potomac)

Speaking of cleaning oil screens - if you're tempted to do so in a 914/4, it is recommended to everyone not to over-torque the bolt which holds the screen in place. The bolt enters from the passenger side of the case and is threaded into the driver's side of the case. If it is torqued more than seven (7) foot-pounds both halves of the case will crack. The only known remedy is to replace the case at the owner's expense. If you change your oil at least every 4,000 miles and use a "for service MS" quality oil, the strainer will never get dirty. (Potomac)

The oil dipstick found in the 911 oil reservoir is the best indicator of the need for a fresh quart. If your car has an oil level gauge and it disagrees with the stick, believe the stick. However, be sure that the stick is properly inserted into its hidden guide tube inside the oil filler spout. If it isn't, it will give you a false reading which can deceive the unwary into thinking the engine has more oil than it really does. When that happens, you are in danger of running the engine at too high an rpm for the oil to keep up with, or worse yet, running dry. (Potomac)

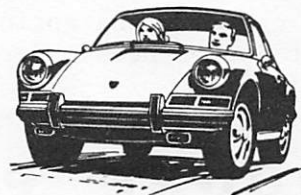
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1966 911/5. Purchased new April '67 with all modifications. One driver, one owner. The original 911 with all gauges, trim, chrome wheels, Konis, AM/FM/SW, 45,000 miles - white/black interior. Very, very clean! R. Anderson, 215-565-1033, nite 269-5248

1957 Coupe, Serial #P66229. Engine and running gear in very good condition. No inspection due to rusted floor pan. Interior and remainder of body in good condition. Reasonable offer around \$400. Walter Pflauner, MI-6-1396

2 - 165x15 Mich studded snows on Porsche rims, \$40; 2 - 165x15 Columbo studded snows on VW rims, \$30 (original cost - \$20/pr to stud); '900' 15mm front and rear sway bars (fact) with most fittings, \$30; 911 (69 and later) fact QI driving lights, complete harness, relay and 2 replacement horn grilles for mounting, \$70; Blaupunkt Auto Signal Seeking AM/FM radio, \$75; 2 - 356-912 rims and tires, \$10; 4 912 hubcaps, \$20; '70 911 Trans (700 mi), \$400; 911E Flywheel, \$45. Jack Klinges, 215-536-9420.

Spare parts catalogue - 911/912 model 1969. Edition October 68 with supplements. Three volumes covering 912, 911T, 911E and 911S, \$50. Tom O'Rourke, HI-9-8639

Dismantling '62 Karmann Coupe. Body shot. Brakes, transaxle, factory compensating spring, wiper motor, sunroof motor, speedometer, what do you need? Vern Lyle 536-3733

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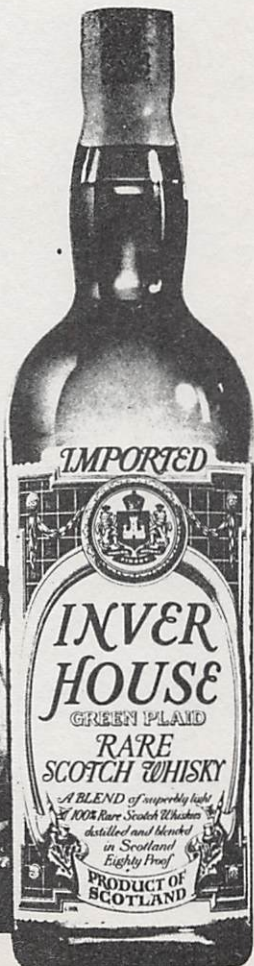
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