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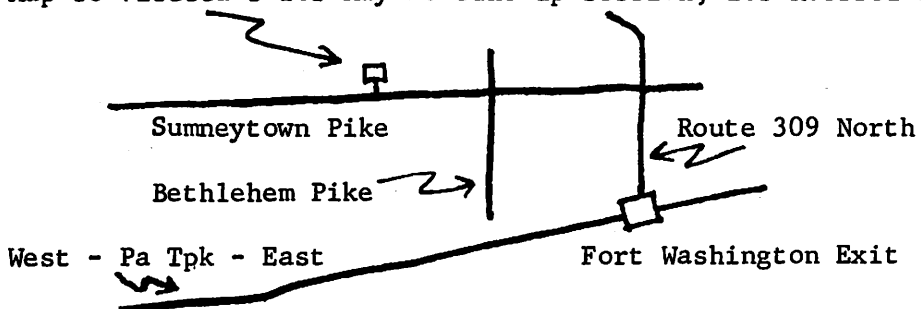
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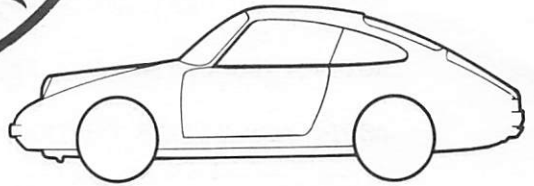
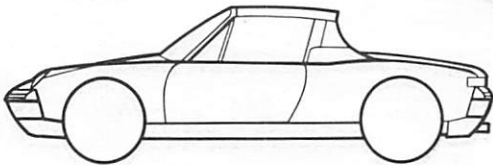
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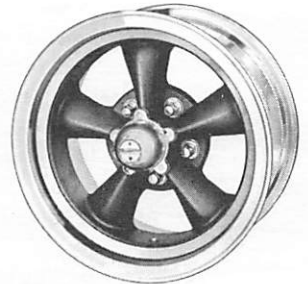
Late news (or things we forgot)

Map to Vitetta's for May 20 tune-up session, Bob Koerbel for details





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PORSCHE | AUDI

Up-comin'

MAY 20 - 911 Tune-up Session, Frank and Dollie Vitetta's, p.2
20-21 - PHA Hillclimb, Pine Grove, map last issue
21 - Sprint at Christmas Village. NO STINGERS TIL AFTER 12
21 - DVSA Championship sprint, Dravos, Wilmington
27-29 - Swap Meet, Pittsburgh, details last issue
28 - DVSA sprint, GE, King of Prussia
27-29 - SCCA Nationals, Lime Rock, Conn
31 - May Super Duper Dinner Meeting, 7 pm at Bell Tower Lounge in Center Square. On Pa. Route 73, 2 miles west of Route 202 adjoining Golf Course (near Lansdale). There are already 55 people signed up, so don't delay. Advance reservations are absolutely necessary; make your check for \$6/person to Riesentoter PCA and mail to Joan Haas today (address p.1). This is a great opportunity for all members, old and new, to come out and rap with the gang. Everybody is sure to enjoy the delicious patio luau and our private bar. Remember, this is the May meeting! This is your evening, planned for your relaxed dining and your Porsche pleasure. Mail that check. May 31 - 7 pm - Bell Tower - see you there.

JUNE 3-4 - Ocean City Cavalcade, see Ed Lynch
3-4 - PHA Hillclimb, Duryea, Reading
4 - DVSA sprint, Wilmington
4 - Northern NJ Region sprint at Christmas Village
8 - Phila Jaycees dinner for Dr. Mattioli, details p.6
10-11 - PHA Hillclimb, Locust Gap, map next issue
10-11 - SCCA Nationals, Thompson, Conn
11 - DVSA sprint, Cornog
11 - Opening round of CAN-AM, Mosport, Ontario, Canada
17 - TransAm and Continental 5000, Watkins Glen
18 - DVSA Championship sprint at Cornog
25 - Our 2nd Annual Sprint and Show at Valley Forge Hospital
25 - DVSA sprint, Wilmington
25 - CAN-AM, St. Jovite, Quebec, Canada

JULY 16-21 - 17th Annual Porsche Parade, Lake Geneva. Already 30 Riesentoters are signed up; call Bob Russo, 215-355-4610 for details. July will be here before you know it.

I tried it...I liked it... Tom Edmunds

As I pulled into the Cornog Go-Kart track for the sprint two weeks ago and saw not only fellow PCAers but other assorted "cars", my trepidation doubled.

Having never sprinted before and only having some hastily obtained advice as to what to do, I had to rely on hope, my car and most of all - determination. The tech inspection was much easier than expected, so obstacle number one was passed. For my turn on the track, I got into a long line of cars bordering the lake, and from across the way it resembled a scene on a Japanese fan. I spent an hour and a half waiting, trying to study the course and watch the other cars. No real help, though, experience is still the best teacher.

To prevent my girlfriend from becoming bored and realizing that my control was being slowly torn away, she was given the usual jobs of fetching cokes and hot dogs and transporting forgotten hubcaps back to the 'pits'. Still she was bored. I think she will be happier when she participates!

Finally it was my turn. On goes the helmet, sun glasses and seat belt. What bright words does my girl have but, "Are you nervous?" "No, but Right Guard doesn't work on the left side!" I'm at the line, the flag comes down, and off around the first turn into the hairpin; around the second turn and down the straight. Three times I did this and the checkered flag said 'relax and coast home'. My time was 72.94 which was pretty slow, even though 'out there' it seemed like 5 seconds. Back to the pits and time for thought. Now things look better and make much more sense. Back to the line with the revs up - now I'm an old timer. Off into the first turn, faster this time. Wait longer to brake-a little faster into the hairpin-don't cut this corner too close(water kills traction)-accelerate sooner and harder-smooth shift into second after running the tach into the red. Three laps of pushing harder - 68.42 the man said.

Unfortunately, because of the number of cars at the meet, there were only two timed runs, but I learned a great deal. Not only about sprinting, but that the Porsche can do whatever I ask. The big part is concentration, but there's a lot to learn!

And so did we . . .

The sprint to which Tom just referred was a DVSA Championship event hosted by our region. Waiting your turn through 94, I said 94, cars was something of a drag, but amusement was provided by a Dodge Swinger whose suspension was no match for it's driver and a Jaguar driver with a grudge against upright pylons. Thirty one hard-core Riesentoters plunged through the muddy staging area to a damp track and brought home some pewter.

Ed Lynch was .05 seconds behind the Class A winning Corvette, with Jack Klinges and Bob Oslin a close 3rd and 4th. Class B, (four cyl) looked like a Porsche benefit with Wayne Flegler, Chris Kissel, Joe Murphy and Dennis Koelmel within 1.18 seconds for the first four places. Dick Miles Speedster took top time in B Modified. In the Ladies Class, we had Carol deLuca, Louise Lyle and Dottie Murphy finishing 2nd, 4th and 6th.

It was a good showing for our Porsches. The extra large turnout was handled as well as could be expected, and you absentees were the only losers.

But . . .

Our first rallye of the year, The Rum Runner, saw two cars get very lost and upset when the final checkpoint wasn't in existence when they arrived. We apologize and explain that the Rallyemaster would have been there but got held up repairing someone else's car. Give us another chance, huh?

It was a beautiful day for a drive in the country and when the checkpoint people flagged the cars and said 'this is it' - it was the Mountain House Hotel. The winners were Chris Kissel and guest, the winners of the Rum Runner award were Tom Edmunds and guest and the FTD (farthest traveled distance) went to Steven Glass. Everyone scoffed some good food and drink at reasonable rates and most then motored home into the Quakertown sunset. The few stragglers adjourned to the Klinges' parlor for more Porsche talk and to meet Jack's Pina-colada-drinking Irish Setter!

All in all, a real nice way to spend a Sunday afternoon - where were the rest of you?

ATTENTION, Race fans

On Thursday, June 8, the Philadelphia Jaycees will host a dinner to honor Dr. Joseph Mattioli, president of Pocono International Raceway, for establishing and maintaining a major race track in the Philly area. The dinner will be held at the Holiday Inn, City Line and Monument Road, Phila. Cocktails are at 6:30 (cash bar), and arrangements are being completed for F&M Schaefer brewing company to provide complimentary beer. Arrangements are also being made to have a variety of cars on display. The secondary purpose of the dinner will be to promote and help publicize the 1972 Schaefer 500 - demonstrating the enthusiasm and support of racing fans in the Philly area, thereby gaining more constructive media coverage of the event.

Chris Economaki has been asked to be Master of Ceremonies and special guests who have been invited are Mark Donohue, Wally Dallenbach, Steve Krisiloff and car owner Roger Penske. There is a chance that PIR will give a free ticket to each person for the practice sessions and time trials. For further info concerning reservations, contact Joyce Willis, 215-L08-3206. Tickets are \$7.50, checks payable to Phila Jaycees.

PORSCHE PORSCHE PORSCHE PORSCHE



Every Riesentoter should have a badge on his car - what do you say, Roger?

History of Riesentoter Don Reinhard

In February 1957, seven people met at the Bull Tavern to discuss the possibility of a region for this area in a newly formed national organization, the Porsche Club of America. Those present were Charles and Helen Beidler of Langhorne (now of New Hope), Les Kauffman of Warminster, Jack and Ginny Case of Levittown (now of California), Phil Cowan of Phoenixville, and Bob Sacks of Levittown. As a result of this meeting, a charter was granted to the Eastern Pennsylvania Region of PCA in August 1957. There were then 15 members who elected Jack Case as the first president.

The club objectives were and still are to maintain the highest standards of courtesy and safety on the road and the highest standards of operation and performance of the Porsche car. The club is non-profit, non-partisan politically, and non-factory affiliated.

In 1957, the Eastern Pennsylvania Region's charter area was the whole state of Pennsylvania and southern New Jersey. The area now covered is eastern Pennsylvania and three counties in New Jersey which are adjacent to Philadelphia, since other regions in Pittsburgh and Harrisburg have been formed.

By late 1958, the membership had grown to 35, which was probably all the Porsche owners in the area, since the car was not well known.

Then, as now, the main activity was the monthly meeting. Held the last Wednesday of the month, it is a time to conduct club business, hear a speaker of interest and enjoy the good fellowship of other Porsche owners. In the early days, our competition events were held whenever possible - a race in some club member's field, a rallye, a driver's school at Baker's Acres, possibly an engine teardown at the local Porsche dealer's shop or a picnic at the Tohicken State Park.

In the past 15 years, even though the membership has grown to 270, the main activity is still the monthly meeting, but driving events are now held once and sometimes twice each month. Last year, the driver's school was at Pocono Raceway.

During these years, the regional nickname of Riesentoter (say reason-tote-er), which loosely translated means giant killer, was adopted, as was the checkered flag and Speedster insignia. Competing under this banner, the members have had many successes in national SCCA racing, the Pennsylvania Hillclimb Association and the sprint trail. In 1968, the membership adopted 'Riesentoter Region' as the official name.

The biggest event this region held during the years was the 8th Porsche Parade, the annual week-long convention of PCAers from all over the country. Eastern Pennsylvania hosted the Parade in 1963 at Split Rock Lodge in the Poconos. Led by President Charles Beidler, the region put on the best Parade held up to that time with over 300 persons attending. Now the region is preparing a bid on the 1976 Parade to coincide with the nation's bicentennial celebration. It will most likely be in the Poconos again.

The growth of Riesentoter Region parallels that of National PCA. Having been started by eight men in 1955 in Washington, D.C., the national organization now has some 75 regions and almost 7500 members. It is the largest sports car club anywhere that is not directly supported by a manufacturer.

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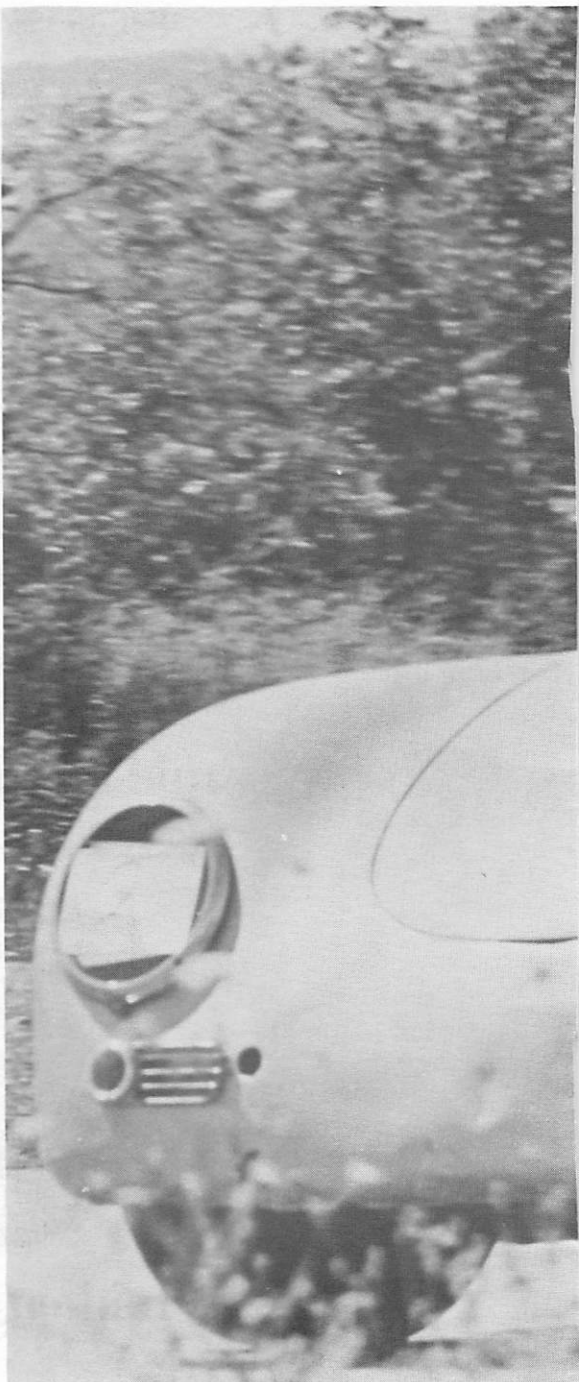
PORSCHENALITY

OF THE MONTH

Many years ago, Dick Sweigart was hillclimbing with a modified english car and was always bested by Porsches. His own Porsche experience began with the purchase of a Normal Speedster in which he immediately surpassed his best times in the prepared 'other' make.

Nowadays, Dick and co-driver Connie Sheldrake can be seen at our sprints and all the PHA hillclimbs in this 1957 model that goes like stink. The silver beauty gets it's urge for going from a 63 Super engine that has been properly 'prodified'. Dick has reground the cam, ported and polished the heads, installed 10.5:1 40 over pistons, modified the carbs, lightened the flywheel and balanced all the moving parts.

It all adds up to a Storming Speedster that climbs hills - like right now!





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Tell me what it's all about Bob Russo

After processing membership applications for a year as membership chairman, it came to my attention that many of our new members are not familiar with our various events. This situation possibly has been responsible for poor participation at some of our events. In an attempt to enlighten our members and hopefully increase attendance during the activities season, I have compiled the following definitions.

RALLYE

The word rallye instantly brings to many people's minds a great deal of calculations, slow speeds, confusing directions, etc. This is not necessarily true as there are many types of rallyes. Time-speed-distance rallyes (TSD), the most sophisticated of all, involve covering an accurately measured and detailed route in a prescribed time. The idea is to follow printed directions without mistakes and complete the rallye exactly on time. Penalty points are given for being early or late. As in anything there are degrees of difficulty. A rallye can be designed for the novice with easy directions and uncomplicated calculations, covering a relatively short distance. Or it can be strictly for the experienced with intricate directions, many calculations, and covering hundreds and possibly thousands of miles and sometimes several days! In either type, checkpoints along the way carefully time and assign penalty points to participants.

Gimmick type rallyes can take various forms. These rallyes are designed to appeal to those not interested in accurate calculations and maintaining specific speeds, but rather to provide a way to tour the countryside, enjoy the scenery and with a little luck, win a rallye. One type is the poker rallye in which the participants follow printed directions, stop at each checkpoint and draw a card from a standard playing card deck. At the end of the rallye the player with the best poker hand wins. Another is the Hare and Hound rallye in which rallyists must choose which direction to take at an intersection. If they choose correctly they see a marker within a short distance. If there is no marker, they must return to the intersection and choose again. It is obvious that there is not a lot of skill involved, but a great deal of luck and a lot of fun in a gimmick rallye.

CONCOURS

Probably the least understood event is a concours d'elegance. Literally translated - a "showing of beauty". Cars are judged on their appearance and on the cleanliness of the exterior, interior, engine and places you never thought to clean. Real concours freaks spend weeks, months and John Chatley has even spent two years in preparation for an event! Teams of judges, often wearing white gloves, scrutinize every portion of the car in an attempt to find a particle of dirt (ask John about the time they removed a spark plug from his engine to break a tie for first place)! Each section of the car has a maximum number of points and the entrant with the most points wins first place. The cars are divided into classes by model type and points are given for the age of the car, total mileage and miles driven to the event. The most outstanding advantage of a concours is that even if you do not win, you end up with an impeccably clean Porsche.

AUTOCROSS (SPRINT)

Autocrossing or sprinting, our region's most popular event, is a speed event which allows the Porsche-pusher to test his car and his skill against the clock as well as against other cars. Since our events are run on go-kart tracks with one car at a time on the track, the danger of denting or damaging your car is minimal. The challenge is to get through the tight, twisty course as quickly as possible. This is a true test of driver skill since cars are classed with others equal in performance. You really don't have to be a Jackie Stewart or Sterling Moss to come out and enjoy this event. Sprinting does allow us the opportunity to really 'drive' our Porsches and appreciate the handling of this fine automobile.

Gymkhanas are similar to sprints but are usually run on parking lots with pylons delineating the course. They very often contain special maneuvers such as having to back through a gate, parallel park in an area, or stop as close as possible to a particular pylon. Again the contestants are racing against the clock. This is a very low pressure type of event and a good way to get the wife or girlfriend interested in driving the car in club events.

DRIVER'S SCHOOL

Probably the most beneficial of all club events, these schools, as the name implies, are learning situations. The emphasis is not on speed. Instead, the participants are taught to drive quickly, safely and precisely. Qualified drivers acting as instructors accompany drivers through the course demonstrating techniques of high speed driving and discussing the correct line through the turns. After instruction, the drivers go out on their own to polish their techniques. Any driver who takes the event seriously, concentrates on the instructions and uses his head, will come away a better driver, not only in competitive type driving but also in everyday public road situations. These schools are highly recommended to all our members, whether or not they are interested in competitive events. We don't guarantee a person to be able to qualify for the number one grid position at Sebring after the event, but he will be better able to handle his Porsche at speed.

TECHNICAL SESSIONS

These are usually informal gatherings to exchange Porsche info. We have had tech sessions as the program for our meetings, with selected club members, Bob Holbert and dealer mechanics as the panel of experts. Our recent tech sessions have been at the excellent facilities of Holbert's Porsche-Audi, and members have been permitted to bring their cars and do their own work or solicit help from club members or Holbert's mechanics. That's what I call dealer-owner rapport! If you have any tech questions, come out to our next session or ask our tech chairman. We're all willing to help.

As is obvious, the above activities combined with meetings and other social gatherings afford a wide variety of events, some of which should appeal to every member. If you are a new member, you should try each event even if you are uncertain. You never know how you're going to like something until you try it. If you have been an inactive member for awhile, you might re-try our events - they've changed, you've changed - maybe you'll like them.

Come on out - enjoy your club, your car and your people.

Firing down your engine

Potomac Region

If a fire totals your Porsche, you are not likely to recoup the full value of the car from the insurance company. And if the car is repaired, at best it will be inconvenient, at worst an odor will linger and at least parts will be expensive. You can carry a dry chemical type of fire extinguisher in a handy location, but preventing a fire is the best idea, herewith a few specifics for particular model Porsches.

First, gas lines should be secure. For years, Porsche has used push-on pull-off fuel lines on its carbureted engines. A small worm type hose clamp is a better idea. Second, you should run with the fire arrester (air cleaner) in place, since this would prevent any carb backfire from spreading. (Some insurance companies stipulate that air cleaners must be in place for the fire insurance to be in effect.) Third, you should remove any flammable material inside the air cleaner housing. For example, plastic velocity stacks have no place on a carburetted engine.

Most fuel injected engines have plastic stacks, but there has been little trouble since backfiring through this system is almost non-existent. The 911T engine, also found in the 914/6, is the one most likely to backfire through the carbs. The reason is that the smog control laws caused the factory to set the mixture on the lean side, causing the backfire. Metal stacks are now standard and available for about \$4.

A number of 1970 T engines came with a solenoid actuated gas line in the air cleaner housing that squirted raw gas at the velocity stacks while the engine was being started. This sure-fire design has been discontinued and should be eliminated from all carbureted engines.

Early 914/4s were the subject of a fire-related factory fix-up. Dealers were told to replace all acid damaged parts and fuel lines and place a cover over the battery of all 914/4s they had sold. An uncovered battery in a 914 fills to overflowing when it rains and the acid spray causes, among other things, plastic gas lines to dissolve. The 914/4 runs 28½ psi fuel pressure and you wouldn't believe the fuel flow. Several have burned to the ground.

The most recent fire-related change is a step in the wrong direction. The metal air cleaner housing has been replaced by a flammable plastic housing. It is disguised as a non-flammable fiberglass, which would have been a great idea. Light weight, fire-proof, easily repaired (cost about \$90). But alas, they are not fiberglass, they are flammable plastic. Perhaps the inside could be coated with something like fiberglass or other fire-proof material. Hopefully the factory will go to fiberglass or back to metal in the near future. Until then, keep your fire extinguisher handy.

Remember, it is your car. If a fire destroys your car and Porsche-Audi is unable to determine the cause - they accept no responsibility for the fire after it occurs.



The background might be your permanent home - don't let it happen. (Photo courtesy Anton Henz, Lansdale)

Substitute Ignition

For those of us with capacitive discharge (CD) ignition systems, a constant hazard is blowing the whole unit. Leaving the key on for more than a few minutes will set you back about \$130 - if you can find another unit in the wilds of where-ever. The driver's manual doesn't go into the fact that there is a real danger in leaving the key in other than the accessory position with the motor not running.

Let's assume you've blown your CD unit in no-where-ville. Nothing you do gets it started. There is a way out, and you should make it a permanent part of your car, so you can plug it in if need be.

Buy a 12-volt VW coil, a points capacitor, some insulated #12 or #14 wire, and several alligator clips or other connectors. Mount the new coil in place of the old after putting aside all but the high tension wire (the thick one). Put this wire into the center pole of the new coil. Disconnect the wires at the lower external terminal of the distributor and run a new wire from there up to the negative terminal of the coil (1). Also attach the pigtail of the capacitor to the distributor terminal. Now find a good ground nearby and run a wire from the body of the capacitor to it. Tuck away the old wires.

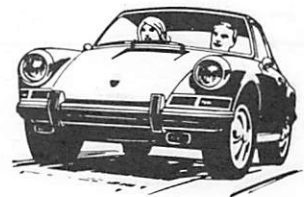
On the left wall of the engine compartment, pull the three prong plug out of the bottom of the CD unit (a rectangular, large ribbed affair to the rear) and disconnect the single wire from the lower front of it. Finally, find a hot switched takeoff point in the three (or four) fuse box nearby. Run a wire from there to the positive terminal (15) of the coil and you're back on the road.

Roger Chaney (PCA Tech Chairman) suggests these additional points: use the original coil; keep the leads as short as possible; disconnect also the SCR unit's three poles (small round thing near the CD). Metropolitan New York Region

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1958 356A Dark blue enamel, no dents or nicks, Dunlop radials, chrome wheels, extractor, Carello QI. 20,000 miles on engine rebuilt to Super specs. Car in excellent condition with very little rust. Around \$2000, will haggle. Joel Server, after 5 at 215-382-2679 or days at 215-594-8881

1962 Super engine in good condition. 1953 1500N two piece case engine partially disassembled minus cylinder heads, running well when torn down for guide replacement. Unused Unisyn, \$8. Vern Lyle, 215-536-3733 after 6

* * * * *

Next time a hot rodder bugs you with boasts of power, stuff this dyno comparison into his exhaust port: Plymouth Road Runner - 383ci, 335hp - 160hp to rear wheels; Porsche 911S - 134ci, 200hp - 165hp to rear wheels. (Conn Valley) That's 1.49 hp/ci advertised and 1.2 where it counts. Hey Detroit - HUMBUG!

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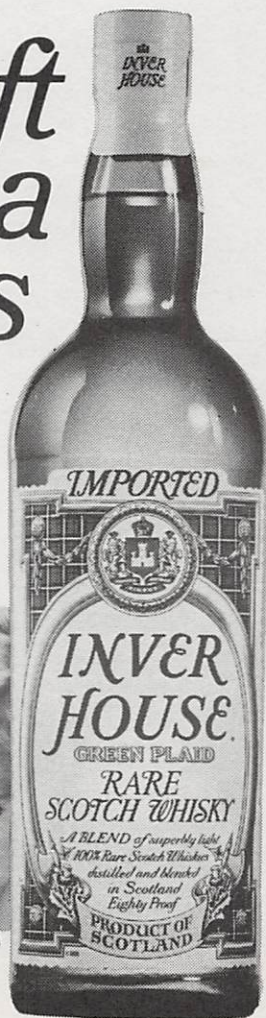
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