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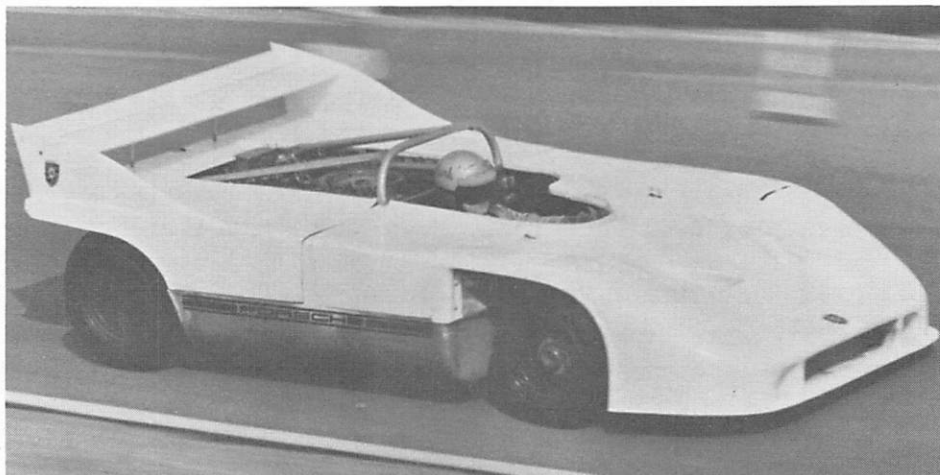
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COVER: John Kent talks things Porsche with the Master.

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President's Message

Last month, our Editors published a two page layout on the Girls of Riesentoter, a small tribute to our wives and girlfriends who somehow find a way to tolerate our 'sometimes' overwhelming zeal for our Porsches and related activities.

It is really great to see more and more of our women coming out to events, and participating as well. It looks as though some of the women have discovered what some of the men have known for a long time - Porsche pushing is fun!

(Ed. note - speaking of Porsche pushing, the INQUIRER reported that George Follmer's average speed at Mid-Ohio in the L & M Porche (!) was 92,876 mph! We hear that Mark will be back for the last three races - then watch that Porche fly!)

Up-comin'

Aug 19-20 PHA, Rose Valley, map last issue
20 DVSA, Cornog
27 DVSA, Cornog
30 Meeting, Springfield Hotel, guest speaker, Nick Nagurny, Auto Sports Writer, Phila BULLETIN
Sept 2-3 PHA, Duryea II, dates may change
10 Porscherama, more details later
10 DVSA, Dravos Shipyard, Wilmington, Del
16-17 PHA, Tuscarora, map last issue
17 DVSA, Cornog
22 Dinner Meeting, details page 12
23 Pocono Tech Inspection at Holbert's Porsche-Audi
Sept 30 and Oct 1 Pocono Driver's School, details page 12

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I Love a Parade

Vicky Chatley

Would you believe that the Chatleys finally made it to a Porsche Parade - with a Porsche?

The 17th Parade was held at the Playboy Club-Hotel at Lake Geneva, Wisconsin, and you can be sure that everyone knew Riesentoter Region was present.

For one thing, we had a large group there - the Fleglers, Russos, Lynches, Lyles, Koerbels, Ahrens (with 3 children), Howards, Reeds, Murphys, Sitrons, Kents, Chatleys, McCullen, and Oberson. Which meant that when we went to dinner, we asked for things like a table for 20.

We also brought home a lot of pewter. John Chatley came in second in the Concours in the 912 class and 11th overall. The Kents also won 2nd in class 356C. And we really shined at the banquet when the autocross trophies were awarded. Ed Lynch had 1st in class (911S); Bob Koerbel, a 2nd in the rain, (SC); Louise Lyle, (C-Ladies) and Wayne Flegler, (B) got 3rds; Vern Lyle, a 5th in C and John Chatley, a 7th in the 912 class. Bob Koerbel also took an enormous trophy for 2nd in the tech quiz. I think they used it to hold the goodies they smuggled out of Playboy's buffet breakfast. Our pewter streak came to a halt with the announcement of the rallye awards.

We flat-towed the Porsche across Interstate 80 and through Chicago. At one point, John had me sitting in the Porsche cleaning off the brakes as we sped along at 65-70 mph. We pulled up to a tollgate, and I noticed the ticket-taker looked a little surprised when I waved to him as the Porsche silently rolled by. We later discovered that he had charged us for only one car.

We arrived at Playboy Saturday evening to find the accommodations much better than expected. That night and Sunday we worked on the car, and the only part of the spacious grounds I saw was one corner of the parking lot. We did stop long enough for a Riesentoter get-together and dinner. (Have you ever showered and changed during a hotel-room party?)

Monday morning we had lots of help on the finishing touches for the concours. Unfortunately, it rained and the final judging of the top 15 cars was moved to a garage area where the unbelievable happened. After 27 months of work and even spending our wedding anniversary stripping the roof, someone raised the garage door too fast, causing a ceiling bolt to break off and drop on the middle of the car roof! John sort of muttered something like - "Oh, darn it!"

Tuesday was overcast, but we decided to test the Porsche at the driver's school. Terrible noise on the way - brake pad in backwards. John really didn't get a chance to drive as the engine was missing badly and needed adjustment. But I understand the track was great. (Ed. note - It was great, but there was a curious lack of corner workers and Porsche drivers being what we are, it soon looked like wheel to wheel racing. I wouldn't have minded in a race car, but in our freshly painted C, I made about a dozen laps at eight-tenths with an SC so close behind me I couldn't see his headlights! Finally my better judgment caught up with me and I pitted to get out of traffic - but that was a hell of a situation for basically competitive drivers.)

Meanwhile, Ed Lynch was at the autocross providing the most spectacular sight of the Parade. On the rain-slicked track Ed found the largest puddle for a beautiful 360 and continued sideways, spraying water everywhere, at about 65 per.

It rained again Wednesday. Those who autocrossed Tuesday went to driver's school and vice-versa. We got Bob Ahrens to try both and he was like a kid discovering candy. He was last seen hurrying home to make the sprint at Bushkill. Our region also earned the distinction of having the only mishap in the speed events. During the slalom, Joe Murphy was putting on a beautiful display of controlled oversteer in the wet, but got carried away with everyone yelling "Go, Joe!", and tried to put a 55 gallon drum through the door of the Speedster.

The rallye was held under sunny skies Thursday. With Marilyn and me navigating for our respective spouses, Bernie and John managed to get out of the parking lot without going off course.

It is also notable to mention both the Reeds and Chatleys completed their first rallye, finishing one point apart.

Friday was occupied by the tech sessions and quiz, or just sampling the activities at Playboy - golf, tennis, shooting, riding, all-terrain vehicles (miniature tanks), fishing, lying by the pool, or for some, Bunny watching.

On the social side, we tried a midnight swim (and if you hear any rumors about Ed skinny-dipping....), partied in our rooms, and visited the sidewalk cafe in the hotel for hot fudge sundaes during the wee hours. The banquet meals left something to be desired, but a lot of Parade enjoyment comes from renewing old acquaintances and making new ones.

This was the first Parade we have ever attended totally, (half the Washington Parade, all of Boston but sans Porsche, part of Sun Valley and still no 912) and in many ways, the most enjoyable. Monterrey, here we come!

MU gaining

(Road & Track)

A new organization, Motorists United, has been formed to represent the motoring enthusiast's viewpoint in Washington (such representation is imperative if driving enjoyment is to be preserved) and MU is the only concrete effort we know of.

MU has 1000 members, but it will take a minimum of 10,000 members to get the Washington lobbying effort underway. It costs \$5 to join MU (P.O. Box 2042, Palos Verdes, Cal. 90274) in the hope of getting your viewpoint represented where it counts - and at this point the investment takes a certain amount of faith as the success of MU is not yet assured. MU advocates a better approach to automotive safety and emission legislation than that currently being taken by the US government.

(Ed note - MU has been solidly behind a master driver license, inertia belts, braking standards, reasonable emission levels, etc. Send them 5 - if Porsche people don't care, who will?)

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Spirit of PCA



You may not be able to tell, but in this photo you see a good example of the spirit that brings Porsche people together - and welds them together into what we call PCA.

A fanatical love of the car is almost a prerequisite, but when one realizes that he is among an entire group of people - some of whom are even more fanatical about Porsches than he is - a real feeling of brotherhood develops which is indefinable. For example, would you let anyone other than a PCAer drive your car around the block? Possible, but unlikely. Would you let even a PCAer take your car on a trip? Well, maybe.

Back to the photo, we see Bob Koerbel driving Wayne Ratz' car with Bob Russo's engine and tires and John Chatley's carb parts at the Parade driver's school - 900 miles from home! That has gotta be some kind of trusting brotherhood!

But the spirit was more pervasive than that. George Howard offered me an engine to use if my rebuild was not completed in time and Chuck Boschen offered Bob Koerbel his car to use since Bob's wouldn't be finished! To merely thank someone who makes you an offer like that seems insufficient. The entire PCA 'thing' started to come into focus when I realized I would have done the same for them.

Well, Bob Russo and I installed my engine (Russo built, by the way) at 1 am the night before we left and Bob went home to prepare the Ratz SC for its trip. Bob Koerbel ended up driving a Plymouth to the Parade and co-driving the Ratz/Russo/Koerbel/Chatley Special in the speed events.

While Bob Russo was handling the car at the autocross, Dr. Porsche himself nodded approvingly and remarked - "Car runs good". No wonder - it was running on pure PCA spirit - one hundred octane!

Try some - you can't help but like it.

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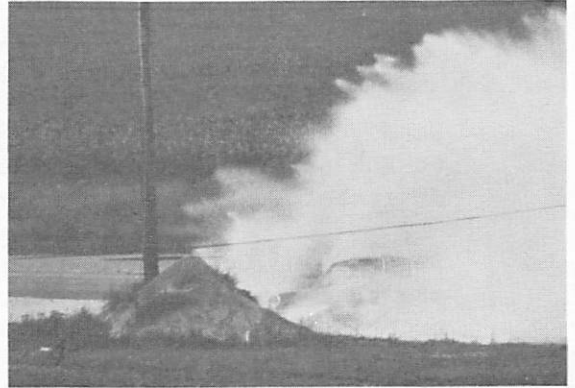
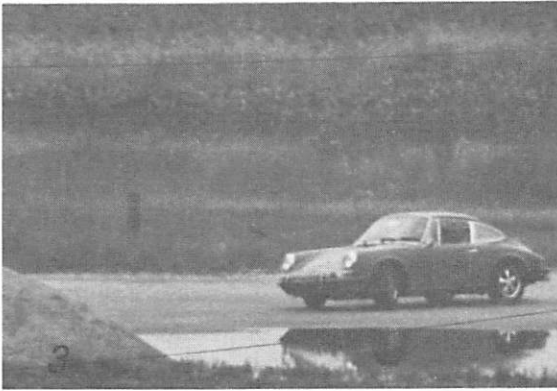
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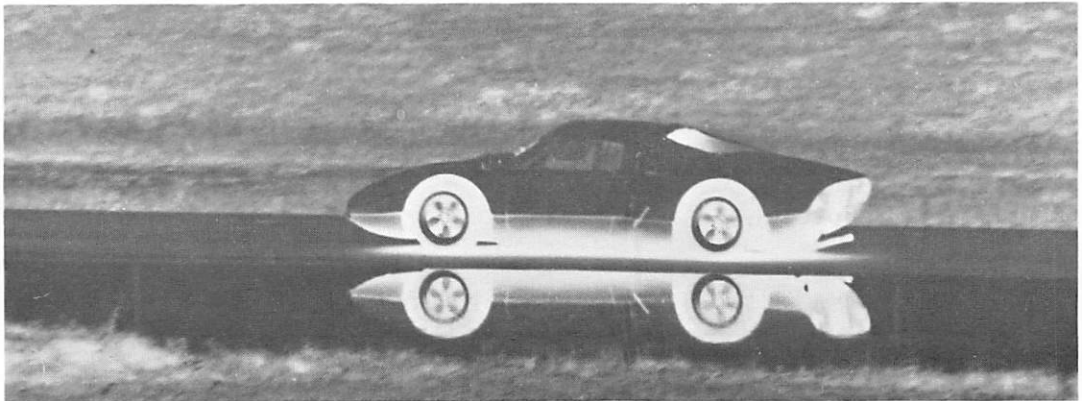
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Bill Starks - Sales



1) Heading for trouble, 2) A lesson in hydroplaning, 3) Overcorrection, 4) A quick 360 and splashdown! What appears to be an action sequence at the Parade autocross is actually four different cars on the oval.



I have a secret yearning for a 904, but knowing that I'll never really have one, I have to look at them negatively.

The Social Hotline

Bob Ahrens

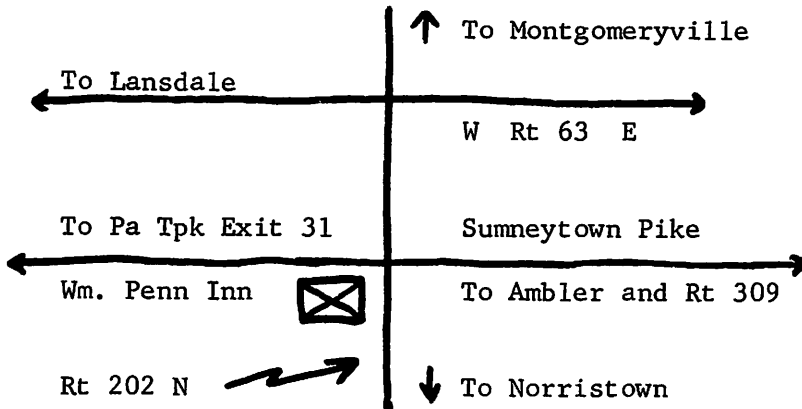
Friday - Sept 22 - 7pm - The Surrey Room at the William Penn Inn near Lansdale has been chosen for our September Dinner-Meeting where you will be served a delicious dinner amid luxurious surroundings designed to make your evening enjoyable and memorable. A choice of dinners will be available - Stuffed Breast of Chicken or Tips of Beef Shishkabob @ \$12 per couple, including tax and gratuity. We anticipate seeing all of the people from the last dinner plus many more of you sharing your first Porsche social with us. This is a splendid opportunity to rap with old friends or acquire some new ones. A real nifty complete cash bar will be open from 6:30. Coats and ties are in order, gentlemen.

Send your check for \$12/couple, indicating choice of dinner, to Bob Ahrens, 1468 Doris Road, Roslyn, Pa. 19001 and please do it before Sept 15. See map below to Wm. Penn Inn.

Sept 30 and Oct 1 - POCONO - it's getting closer! The Poconos are ready, the driver's school is ready, the autocross and trophies are ready, Le Chateau is ready - are YOU ready for the 'Big One'? Reservation forms are on their way for our own Mini-Parade weekend - Saturday, driver's school sponsored by Penske Porsche-Audi - autocross on Sunday and the middle filled with social goodies. Speedy Ed Lynch, Activities and handsome Bob Holland, Social Chairmen.

Come join the fun.....Riesentoter

Where big, new, exciting things are happening



Hillclimb Report

Jess Holshouser

Scheduling of hillclimbs this year has not worked according to plan for various reasons. Whereas at the start of the year there were 10 events scheduled, it now appears that the number of hills may be as few as six, with a seventh a possibility. The latest casualty is Giant's Despair near Wilkes-Barre - after the flood, the road caved in. Topton was cancelled when all the residents on the hill could not be signed up. Fleetwood will be moved to Reading for a second running of Duryea, because the course at Fleetwood has deteriorated to the point that it can not be run at speed. The problems go on and on. No hills were run in July. As of July 15, the schedule is:

Rose Valley - Aug 19-20 - Trout Run, Pa., map last issue
Duryea II - Sept 2-3 (dates may change) - Reading, Pa.
Tuscarora - Sept 16-17 - McConnellsburg, Pa., map last issue
Weatherly - Oct 14-15 - Weatherly, Pa.

Get with it.



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Oil Right, you guys.... (Rocky Mountain Region)

In a recent conversation with an engineer from a well known petroleum organization, I learned that 'shear out' relates to the tendency of oils to lose their viscosity extenders. This becomes apparent when high temperatures and loadings exist and is particularly noticeable with multiple-viscosity oils. When these oils are subjected to high heat and high loads, the additive that gives them body or weight disappears and leaves you with only the base oil from which the lubricant initially was compounded. If you thought you had 10-40 weight oil in your engine, you now have 10 wt plus some unknown amount of viscosity extender, but certainly not the 40 wt protection you thought you had. The higher the temperature and load imposed, the quicker the viscosity extenders disappear. The new SAE designation 'SE' is no better than the old 'MS' in this respect, although SE multi-viscosity oils are almost universally recommended by Detroit manufacturers. The engineer did admit that he uses a 10-40 SE oil in his own american car, but changes it at half the recommended intervals.

Porsche did some experimenting with multi-viscosity oils a few years back and although never giving specific reasons, they did discover that these oils would destroy an engine under extreme dynamometer loads in an incredibly short period of time. It would appear that the engineers's explanation is the answer.

A little further along in our conversation I casually mentioned that I owned a Porsche and on a completely unsolicited basis he ventured an opinion that Valvoline Racing Oil is a mighty fine oil for these engines. Since he represents one of Valvoline's competitors I have no reason to doubt his word, but obviously I can't mention his name or his company. His recommendation may not represent the final word on lubricants, but in consideration of the Porsche's inclination to high crankcase temperatures and the high horsepower to weight ratio of it's engine, the use of multi-viscosity oils should not even be considered.

The name of the game then, as far as Porsche owners are concerned, appears to be utilization of a good quality high detergent straight weight oil, and frequent changes adjusted for seasonal variations and driving conditions.

...or else!

Referring to Porsche's recommendations on single weight oils, about 10 years ago the factory ran some life tests on Super 90 engines: 150 hours continuous operation with 55 minutes at 5500 rpm and 5 min at 5800, etc. The best multi-grade oils tested led to engine failure after 24 hours, many after as few as 8 hours! All MS grade 30 wt oils made the 150 hours. Admittedly, this is a severe test, but is your expensive engine worth the risk? (Jersey Shore Region)

Are you an Upfixer? Steve Chronister, Central Pa. Region

There are a few of us who really enjoy getting down to the nitty gritty - giving the engine a good scrub, or painting the exhaust system, etc. To the Porsche owner of normal inclination, we are called 'freaks'. To join this rapidly growing clan, one must have some indifference to physical pain and a few simple tests will tell if you qualify.

Test number one is the greasy, grimy skinned knuckle test. First, find the biggest file you own, along with a pail of crankcase drainings. Run the file briskly over the knuckles of your right hand and immediately plunge it into the gook. Now rub it in, and if the tears on your face are from joy, you're ready for the second test.

This one is a bit tougher. First, get your engine warmed up, nice and hot. Now just press your forearm against the exhaust pipe til you smell smoke. If this sends erotic tingles of pleasure up your spine, you're really freak material.

If you're still with me, it's time for the final exam. This one really separates the men from the boys. Just grab your biggest adjustable wrench and drive it and your clenched fist into the nearest wall.

If you didn't mind any of this one bit and are still ready to crawl under that car, you're in with the elite crowd of Porsche freaks - your reward being that you'll be as much a part of the car as any of its mechanical components and you will have more knowledge about the car than you normally would have after many years.

Porsche Store

1955 Speedster, rebuilt 1600S, very good condition, driven daily, \$1900, write for details. Gene Homan, 1438 Lime Valley Road, Lancaster, Pa. 17602. Ph 717-687-8328

Parts from 68 912: left front body damage, bent frame, rest of body good; trans, interior parts, etc. Jay Steinbrunn, 215-ES9-0255

1968 912 5 speed. Chassis #128.0.3193, engine #128.3301. Red/black int, chrome wheels, 34,000 miles, very clean, never in competition, Holbert serviced, \$3800. Sam DeLabar, 215-253-4379

1963 B, red convertible, 1600N. Best offer over \$1250. Call after 7 or on weekends, Chuck Boschen, 215-675-3839

Wanted: Small house or apartment with garage/work space, in Phila area - moving east Sept. Ted Way, 521 Del Medio Ave, #307, Mountain View, Cal. 94040

Wanted: Instructions or diagram for installing Hella glassless headlight conversion into 356C. Vern, 215-536-3733

Extractor exhaust for 914/6, used 3000 miles. I liked the sound, the neighbors didn't; \$15. Don Reinhard, 215-826-2035

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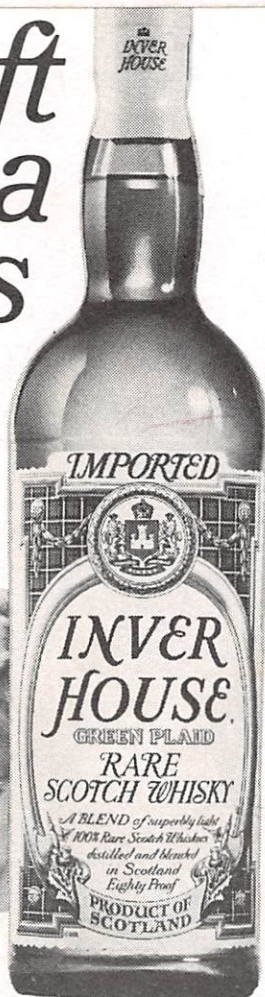


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