



DER GASSER



APR 74

NEWSLETTER OF RIESENTOTER REGION, PORSCHE CLUB OF AMERICA

PRESIDENT'S MESSAGE

Believe it or not, the Parade is just three months away. With 500 registrations already in from all over the USA, this will have to be one of the most Spectacular Parades in PCA history.

Related to the Parade is a meeting that will take place on Saturday, May 4, at the Sheraton-Valley Forge Hotel. Rather than a gathering of the full PCA Executive Council, as originally planned, this meeting will be limited to those individuals having direct responsibilities for the various activities of the Parade. Lou Marable, National President, will be there along with a number of PCA and Porsche-Audi representatives from around the country. All Riesentoter and Northern New Jersey Region Parade Chairmen will also attend. It should be an interesting and informative day, setting the stage for the Parade itself. Our thanks go out to Bob and Alice Crowthers for handling the arrangements.

You'll read elsewhere in this issue about the upcoming Riesentoter Region events. We have a diversified calendar and we hope to see a good turnout each time. I personally feel that the calendar for the remainder of the year is tailored for wide participation. How about proving that I'm right?

See you all at our regular monthly meeting at the Peacock Inn on April 24. We'll start promptly at 8:30 and wrap it up quickly so there's plenty of time for Nick Imperato's special program. Don't miss it! (Remember, Nick, streaking is against the bylaws, except on May 21.)

Herb

NEXT MEETING

Nick Imperato, our Program Chairman, has come up with a Super program for our April 24 meeting at the Peacock Inn (8:30). Our guests will be Mark Donohue, President and General Manager of Penske Racing, and Dan Luginbuhl, Director of Communications for Penske Racing. Mark will address the group following our extra-short business meeting that evening and he will be made an honorary member of Riesentoter Region. Dan will present a film entitled "Search". Produced by Sears, the film reveals the story of the Porsche 917-30, the car that Mark drove to the Can-Am crown in 1973. Let's see everyone at this meeting.

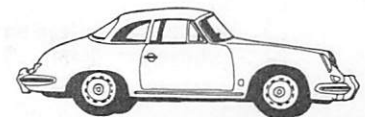
FUN TIME '74 * Bob Ahrens and Pat Imperato

BRUNCH AT THE HILTON, MAY 19
SUNDAY MORNING 11:00

Fun Time 74 takes you to the beautiful Valley Forge Hilton for the best, most exciting, most delicious brunch east of the Great Divide.... buffet style, choose from over 25 entrees and delicacies - all for \$3.95 per person.

Around 1 o'clock, after our appetites are somewhat appeased, a mini "Porsche Parade" will wind its way through scenic Chester County to the Hagley Museum outside Wilmington, Delaware. The Hagley Museum, at the junction of Rt. 100 and 141 is on the site of the original DuPont powder mills. Dioramas and creative exhibits trace America's industrial growth from colonial times to the 20th century. There are jitneys to take you around the 185-acre property to restored mills with working models. Fortunately, at this time "Eleutherian Mills", a 3-story Georgian country home built by E.I. DuPont in 1803 will be open to the public. This house has been listed in "Great American Homes" and is only open 12 weeks out of the year.

Be sure to bring your cameras to capture some beautiful views along the Brandywine. Admission is free to Hagley. May 19th is going to be a Super day for a trip - llam, Valley Forge Hilton, Route 202 - see you there.



FUN TIME '74

WEDNESDAY JUNE 26, 7:30 PM
PEACOCK INN
KNOCKWURST
HOTDOGS
SAUERKRAUT
BEER
ALL YOU CAN EAT AND DRINK
\$3 - WOW!!

OFFICERS

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215-CL9-1378

DVSA * Vern Lyle

Some highlights of the DVSA rules: one driver per car, per class, per event for points; any stock diameter wheel requiring no spacers or adapters (no mention of width); emission control equipment must remain functional; extractor exhausts are not permitted; air cleaners required, velocity stacks prohibited; any of the above changes or any other changes affecting the cars performance puts you in a Modified class.

Here are the classes for Porsches with the hottest competition from last year underlined:

A Stock: Porsches, all 6 cyl and Carrera; AMX; Cobra; Corvette; Griffith; GT-350; TVR; Pantera; Mangusta; Lotus Twin-Cam and Super 7.

B Stock: Porsche Speedster, 912, 914 and 2 liter; 240 and 260Z; Datsun 2000; XKE; Elan +2; MGC; Morgan SS; Sunbeam Tiger; TR250, TR6; TVR 6 cyl; Europa (Renault engine); Mini-Cooper S; Jensen-Healey.

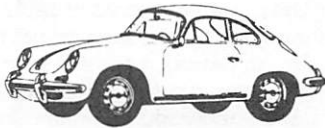
C Stock: Porsches, all 4 cyl not in B Stock except 1300cc; Abarth OT 1300; Alfa 1750; Healey 100-6 and 3000; Daimler SP250; XK120, 140, 150; Lotus Elite; MGB; Morgan; Opel GT 1900; Saab Sonnet; Triumph GT6, GT6+, Tr2, 3, 4; Turner 1500; all other TVR.

E Stock: I don't think we have too many 1300cc Porsches running sprints, but if so the competition is Sprite, Spitfire, Fiat, etc.

The schedule of Championship events:

- 5/5 - Wanamakers in Jenkintown
- 5/19 - Valley Forge Hospital
- 6/9 - Leeds and Northrup (PCA)
- 7/21 - GE at King of Prussia
- 8/25 - Montco Community College
- 9/8 - King of Prussia Plaza, Pole 43 (?)
- 10/13 - site uncertain

The rest of the schedule is available from Bob Russo or the Editor and it seems as if there is a sprint just about every week. Check with Bob (our DVSA contact) for any date or site changes.



UPCOMING PCA EVENTS

- | | |
|------------------|--|
| April 28, Sunday | Sprint Series I, Neshaminy Mall |
| May 5, Sunday | May Day Rally |
| 18, Saturday | Sprint Series II, Bushkill |
| 19, Sunday | Brunch at Hilton, trip to Hagley Museum |
| 21, Tuesday | Streaking Day |
| June 9, Sunday | DVSA Sprint, site uncertain |
| 22, Saturday | Sprint Series III |
| 26, Wednesday | Beerfest Meeting, Peacock Inn |
| 29, Saturday | Tech session at Holbert's |
| July 13 thru 18 | PARADE |
| Aug 3, Saturday | Picnic at Fischer's Pool |
| 10, Saturday | New Hope Auto Show, dinner at Hacienda Inn |
| 17, Saturday | Sprint Series Final, picnic and trophy presentations |
| 24, Saturday | Tech session at Holbert's |
| Sept 6, 7, 8 | Porscherama; Lime Rock |
| 27, Friday | Dinner Meeting |
| 29, Sunday | Giant Killer II Rally |
| Oct 6, Sunday | Watkins Glen Grand Prix |
| 19, Saturday | Trip |
| Nov 9, Saturday | Tech session at Holbert's |



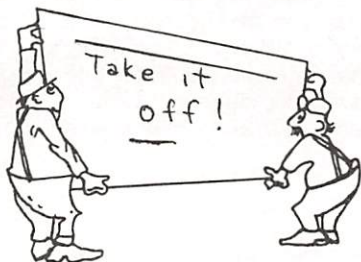
Bob Russo "enlightening" Glen Canfield on the inner workings of her Porsche. (Tech session at Holbert's)

TECHNICAL STUFF * Bob Russo

If you're plagued by squeaking brakes as most of us are, there is something you can do. Since the fix involves removal of pads or drums, this is a good time to check the condition of the brake system. The squeal is caused by vibration of the pads or shoes, so to solve the problem we must eliminate the vibration.

For disc brake cars, remove the wheel so that you have access to the caliper and pads (use stands for axle support, don't trust the jack). Now's the time to check that each caliper is operating correctly. Have your wife or girlfriend or both depress the brake pedal while you watch to see that both pads are moving against the disc. When the pedal is released the disc should turn easily. If both pads don't extend or retract, the caliper must be serviced. A hung caliper will cause rapid, uneven pad wear and possibly pulling to one side. If the caliper checks out OK, remove the pads by extracting the "hairpin" locks and pushing the holding pins toward the center of the car. Clean all parts with a good solvent, but be careful of the rubber boot around the piston. Pay extra attention to the back of the pad and piston edge which contacts the pad. Lay the pads face down on some paper and spray the metal backing (not the side that touches the disc) with Hightack or Permatex disc brake adhesive. Reassemble pads and repeat procedure with other 3 wheels. Set brakes by blocking pedal to force pistons against pads and let sit this way for about six hours. Since the pads are now firmly attached to the pistons, there should be no vibration, ergo no more squeal.

Drum brake cars present somewhat more of a problem since removal of the drums is necessary. Begin in front by removing the dust cap from the center of the drum. On the driver's side you must remove the cotter pin holding the speedometer cable. Loosen the holding clamp with an allen wrench and unscrew the clamp. Remove the bearing being careful not to get dirt on the bearing. Now have your assistant very slowly gradually depress the brake pedal. Check to see that the pistons are moving. DON'T allow the pistons to extend too far as the piston will pop out. Remember you are just checking to see that the pistons move freely. Perform the check with only one drum removed at a time. Now, file a chamfer on the leading and trailing edges of both shoes on approximately a 45° angle. Clean all dust from the drum and backing plate surfaces. DO NOT get dirt into the center of the drum. Check the grease seal and replace if necessary. Pack inner and outer bearings with grease and reassemble wheel. Tighten bearing until the washer under the nut moves when slight pressure is applied laterally to it. To remove the rear wheel remove the large cotter pin and using a 7/16 socket undo the castle nut.



RUN TIME '74 * Eric Koch

Achtung! The first sprint of the quadraregional sprint series, originally scheduled for April 27, has been changed to Sunday, April 28. We have a new location also - Neshaminy Mall. Take the Pa. Turnpike to Philadelphia Exit #28, then north on Rt. 1 to the Mall.

We apologize for the change, but due to a legal technicality, McGuire Air Force Base has become unavailable to us at this time.

The second event of the series is tentatively scheduled for Saturday, May 18 at Bushkill Pines. This to be verified at our April 24 meeting. For any additional information, please call me at 215-699-3984.

Poker Rally Washout: Our first scheduled competitive event was a real washout on March 31, thanks to old Mother Nature. But there is a bright side to this tale - the rally has been re-scheduled for May 5, and we have ordered sunshine. Starting time is 12 noon at Strawbridge's parking lot at the Plymouth Meeting Mall. This is strictly SOP with fun for all. See you there!

RAP AT IDLE * The Editor

You've probably noticed the different style of type used in this issue and we'd like to do something about it. You see, we had a little burglary at our new house and one of the items missing is the club's IBM electric typewriter. It was insured, but after the insurance company depreciates things, they're not worth very much. We'll get something back, but I don't know what as yet.

The club would like to buy (or be given) another electric typewriter. It would probably have to be a used one to fit into our budget. If anyone has any info on procuring such an instrument, please call me or anyone on the Exec Committee.

OUR GUYS DO IT * Ray Ebert

A special note of thanks is due three of our club members - Stu Baird, Bob Patton and Ted Rudberg. These three fellows came out in early December to get some experience for the Parade Rally. They did a fine job of manning two checkpoints for the Valley Forge Motor Club's annual Sno-Go Rally. Sno-Go is the final event of the PRCA Championship Series. Being a championship event, it attracts many of the better rallyists in the area. Among other things, these rallyists expect checkpoint operation to be of championship calibre. The efforts of these 3 fellows surely made this happen.

A brief chat with Ted, Stu or Bob will, I am sure, convince even the skeptic that checkpoint operation is not difficult. However, it does require people. The more people, within reason, the easier the operation. We expect to do this same thing in the spring with more local rallies. So come on Riesentoters, get involved, it won't hurt a bit and it will help make the Parade the success that everyone wants it to be.

Call Ginny or myself at 215-947-5829 after 6.

RETURN TO:
RIESENOTER REGION, PCA
1925 Wynnefield Terrace
Philadelphia, Pa. 19131



SUPPORT THESE PEOPLE,
THEY'RE OUR FRIENDS!

Holbert's Porsche-Audi
Warrington, Pa.

Scott-Penske Porsche-Audi
Allentown, Pa.

YBH Porsche-Audi
Edgemont, Pa.

Tillson Motor Car Service
Philadelphia, Pa.

Moore Porsche-Audi
Philadelphia, Pa.

Heinrich's Porsche-Audi
Wyomissing, Pa.

Willis Porsche-Audi
Cherry Hill, N.J.

Algar Porsche-Audi
Rosemont, Pa.

Sportmotive
Bryn Mawr, Pa.

GOOD THINGS TO BUY

4 - 5 $\frac{1}{2}$ x15" factory alloy wheels with 4 - 165x15
Dunlop CB57 mounted. Wheels are in very good
condition, tires look brand new - both on my '70
911T Targa which has never seen inclement weather
and only has 10,000 miles. All for \$400. Mel
Feldman, 215-WI7-5695

Will give practically complete files of the follow-
ing to anyone who will arrange to get them:

Road and Track 1964-1973

~~Christopherus #51-108~~

Panorama 1969-1971

Kyle Wing, 240 Skyline Drive, Easton, Pa. 18042
215-258-4820

TIRES - 4 Goodyear Blue Streaks. Excellent for
sprints and Porsche driving schools, less than 75
miles on tires, 5.00/9.20 15, mounted on 914 5 $\frac{1}{2}$ "
rims, \$125; without wheels, \$75. No fender modifi-
cation necessary on 914. Sway-Bar for 914 front,
perfect condition, \$20. Dennis Koelmel, 215-357-
8575

VACATION IN OCEAN CITY: 2 recently renovated 3 bed-
room units. New kitchens (D/W, range, disposal,
washer & dryer). 824 Stenton Place; a short walk
to North Street beach (the best). Upstairs unit -
\$230/wk (has access to garage); downstairs unit -
\$210/wk (off-street parking) - can be rented by
week, 2 weeks, $\frac{1}{2}$ season, season, etc. - upstairs
not available in August. Contact Vicki or John
Chatley, 215-696-1657

FACTORY ALLOY WHEELS, 2 5 $\frac{1}{2}$ ", 2 6" with practically
new Semperit 185VR70x15 steel belted radial tires,
\$425; 1967 911 tachometer \$25; 1969 911T engine
parts - rebuilt short block, Webers, etc. David
Duerr, 215-265-1047

TECHNICAL STUFF * Vern Lyle

Converting a 356C with Zenith carbs to Solexes
seemed simple enough, so I made a good deal on
a pair of new 69 912 carbs. The bolting on was
easy, but the problems were multitudinous, e.g.,
hard starting, popping back at idle, backfiring
on deceleration, and a tendency to flood after a
hot shutdown. Some of these have been solved,
one has not.

The first 3 problems indicated a weak mixture and
after checking all the obvious things like 1) no
air leaks, 2) float level, 3) pump pressure, 4) no
gas line restrictions, etc, I came down to correct
jet sizes. Now these carbs were new out-of-the-box
and had never been opened. All the jets were the
correct sizes for a 69 912, but one carb had 1.1
power enrichment jets and 0.7 pilot air bleeds,
while in the other carb these were reversed. I
changed them but that was not the answer. I then
noticed that there were some differences in jet
sizes between the 912 and the S90 Solex, so I
changed all the jets to the S90 settings. The
result was x#@!, the problems remained. Sort of
in desperation, I borrowed some S90 carbs and put
them on my engine - it ran great! At first, I was
even more confused, then the lights started blink-
ing - it must be in the carb body. I had heard of
different internal drillings and guessed that it
has something to do with using emission control
carbs without the plumbing.

I decided to use a larger pilot jet since this is
effective at idle and, to a degree, up into the
mid-range. I went two sizes larger and readjusted
everything. The carbs have not backfired since
and the engine runs like a bear!

Now the flooding problem. A lot of inquiries and
study have led to innumerable causes and cures -
none of which have solved the problem. It appar-
ently is quite common with Solexes in varying degrees.
Chuck Stoddard says that the heat of the engine ex-
pands the fuel in the mechanical fuel pump, forcing
it up past the float needles. You can verify that
this happens - pull off the fuel line on the outlet
side of the pump with the engine shut off and hot,
and wait a few minutes. Chuck says that an elec-
tric fuel pump mounted outside the engine compart-
ment will eliminate the problem. It does sound
reasonable and I'll keep you posted on how it
works out.