

Riesentöter region, Porsche club of America

RCR BISSCR

MARCH
1979

President's Message

"Help Wanted"

Enthusiastic person wanted for rewarding job as Technical Committee Chairman for Riesentöter Region of Porsche Club of America. Duties include arranging technical (work) sessions at various area Porsche + Audi dealerships. No prior experience necessary.

As I am a firm believer in a full-employment economy, I thought I would place the above classified advertisement. This position provides an opportunity for a new or recent member who would like to ease into an active role in the Club.

Sprinting season is coming up...keep an eye on your region's events calendar for the date of our drivers' school, an event which presages the start of our Porsche car oriented season.

Bill Smith

Technical

Holbert's Porsche+Audi on route 611 in Warrington will host a Tech Session for the Riesentöter Region on Saturday, April 21. Starting time is 8:30 a.m. Parts Department will be open and a mechanic will be on duty.

Dennis Mahoney will be on hand with some sample QI lights (see article) and will assist in installing and aiming them. Parts Department will have QIs in stock to fit all Porsches.

See you there.

Meeting Notice

The March 28 meeting of Riesentöter Region, PCA will be held at 8:30 pm at The Joshua Tree, 625 Lancaster Avenue, Bryn Mawr, PA.

At press time efforts were still under way to secure the services of a local expert to discuss things members may wish to consider doing at the next Tech Session.

Membership

Prospective new members are invited to join us at an upcoming meeting and/or special event to "try us out" before officially joining PCA. The regular meetings are informal, and spouses or friends are encouraged to also participate. Potential new members are reminded that their applications and dues must be processed through the local region by being turned in at a meeting or event, or by being sent to the Membership Chairman.

The following new members are welcomed to Riesentöter Region, PCA:

Arthur Ansert, Jr.
Langhorne, PA

John Durocher
Gladwyne, PA

Richard Bell
Abington, PA

Charles Nolan
Langhorne, PA

Levi Francis
Reading, PA

John Reker
Membership Chairman

Nehtung!

Mar 18 DVSA Drivers School/OYRSCC
 Mar 25 (rain date for drivers sch.)
 Apr 1 Sprint/VFMC
 Apr 8 Sprint/SCCA(Phila.)
 Apr 21 TECH SESSION at Holbert's
 Apr 29 Sprint/PCA
 May 6 Sprint/OYRSCC: June Fete
 May 13 (rain date for June Fete)
 May 20 Sprint/VFMC
 May 27 Sprint/SCCA(Phila.)
 Jun 10 Sprint/OYRSCC (tentative)
 Jun 24 Sprint/SCCA(Lehigh Valley)
 Jul 8 Sprint/VFMC
 Jul 22 Sprint/SCCA(Lehigh Valley)
 Jul 29 Sprint/PCA
 Aug 12 Sprint/SCCA(Phila.)
 Aug 26 Sprint/VFMC
 Sep 9 Sprint/OYRSCC (tentative)
 Sep 16 Sprint/SCCA(Phila.)
 Sep 23 Sprint/VFMC
 Oct 7 Sprint/OYRSCC (tentative)
 Dec 1 Social: ANNUAL BANQUET

PCA and OYRSCC use Bucks County Community College as their sprint site (Swamp Rd. between 232 & 532, Newtown)

SCCA(Phila.) and VFMC use Montgomery County Community College as their site (rte 202 north of rte 73)

SCCA(Lehigh Valley) will confirm a site in the Allentown area

For DVSA sprints, registration begins at 9:30 a.m. and first car off is at 11:00 a.m. (all sprints listed so far are DVSA)

Slow Lane

by Dennis Mahoney

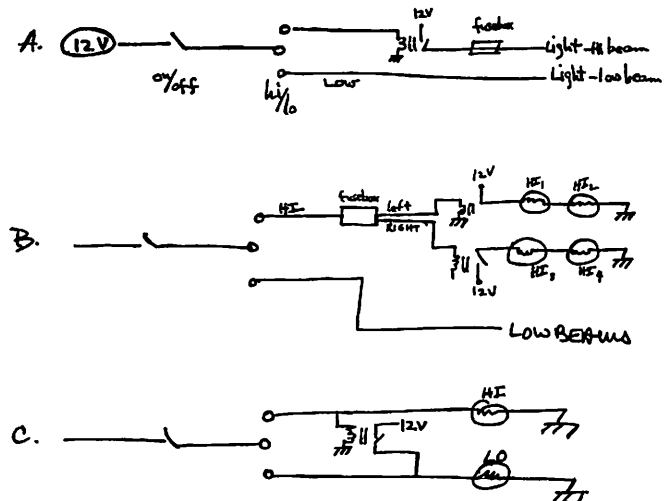
QUARTZ LIGHTS - II

Last month I talked about the advantages of QI lights. They are a great improvement over sealed beams and fit any car. The size and mounting method are the same and they're installed the same way a replacement headlamp would be. If you purchase H-4 types the power plug simply fits on the back, while for some of the other types jumper wires have to be used. Either way is easy.

The alignment is also very easy. On low beam the light will have a V-shaped cutoff when shined on a wall. Simply position the point of the V directly in front of the light and about 1" below the center of the light when the car is about 25' from the wall.

If you use a dual bulb unit such as the Bosch H-1's for 911's or the Marchal Ampilux (a standard 7" light for any car) you may want to try higher power bulbs — the 100W H1's — & also keep the low beams on along with the highs. With 100W bulbs you can expect some improvement, but they don't seem to last as well and they may also pit your car's headlight off/on and dimmer switch contacts. To avoid this, relays can be installed (the circuits are given below, although I don't think it's worthwhile). A good relay is available at Porsche dealers which can handle over 200W and which costs \$7.70 (the relay, not the dealer). Remember: you only need the relays with 100W bulbs.

If, as in my case, you had Marachal Ampiluxes with 100W high beams, 55W low beams and a transfer relay you would use circuits A + C. If your Audi 5000 (quad lights) had H-4 hi/lo units and 100W high beam units, you would use circuit B (NOTE: you shouldn't use a transfer relay with H-4 units, and you should use two relays for high beams because of higher current). For all the leads marked 12V use No. 14 stranded wire or heavier.



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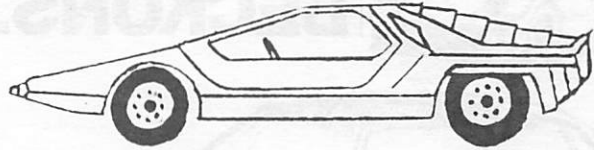
Editorial

Le Sacre du Sprintemps

(apologies to I. Stravinsky)

At the February meeting Ted Sechowicz announced the 1979 DVSA Sprint Schedule (which comprises most of our current calendar) — as usual starting with a Drivers School. He tried to put to words the benefits of the Drivers School, but I gathered that

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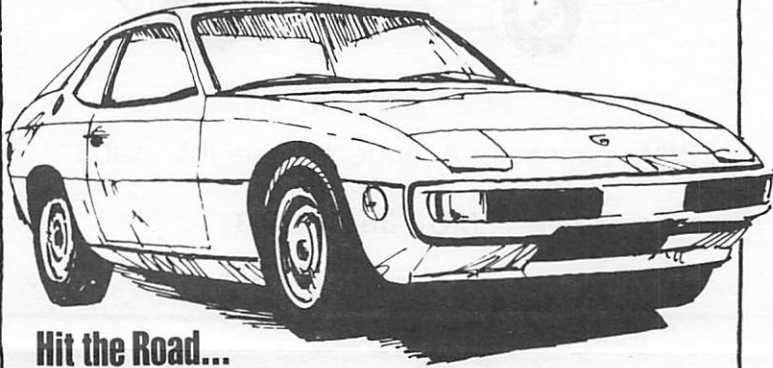
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Hit the Road... Porsche, Audi or Volkswagen

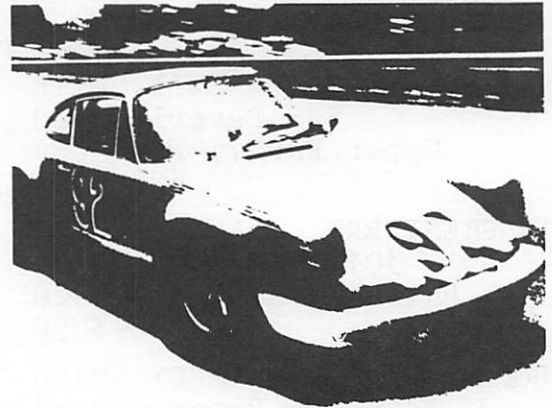
Remember the way it used to be?
You'd buy a car because you really loved to drive. Your machine had a little better performance than your neighbor's car. It was a pleasure to hit the throttle and get moving. And Handle? How often did you take that back-road turn a wee bit faster than normal just to feel the response as you cranked the steering wheel over hard left? Yes, those were the days. And those still ARE the days!
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most people would agree "you had to be there" applies to this experience.

Believe me, I really need a sprint. My 914, albeit not viewed by some as a "true" Porsche, seems to tell me that 4,000 rpm is lugging it and that there's no excuse for not drifting around curves (and even corners) when there is no snow or water to mess up the traction. Maybe I can even burn up the last of my thinner oil before the weather gets warm enough for a change-over (or I can just wait for it to leak out through the decrepit pushrod tubes). Anyway, several recent passengers have suggested I need "sprint therapy." And I thought white knuckles was the latest cosmetics rage!

A Tech Session is coming up, and some of you may be wondering what you should do to/for your Porsche in order to be competitive at the sprints. I will defer to higher authorities on the fine points of setting up your Galaxy 500 to blow the doors off Ted Sechowicz's 914 (such authority might need to be a Supreme Being), and there are a few things you can do with some \$\$ and time that will shave a little precious time off your runs (how do you spell "relief"?). I would recommend you at least change your oil to a summer weight or whatever your tenured colleagues with your model car recommend as optimal (or come to the next meeting for a bit

more information), and get a tune-up. Beyond that, there is the tire pressure which should be increased at the time of the sprint. At your leisure, apply a monster vacuum to the pedal area and suck out all the pebbles (you might check the cables themselves at the Tech Session as part of your Spring Cleaning).

Wheel bearings loose? Other sprint or general safety concerns can be checked out at the Tech Session, or in some cases the privacy of your own driveway or garage. Like sexy driving gloves, proper shoes, etc.

The investment is really minimal: you can put free air in your tires, borrow a safety helmet (or lay out \$20 for a Sears el cheapo), and do what you would normally do to your Porsche through proper maintenance —and you are ready to sprint. The hard part is training your body to sense and properly react to the forces influencing the car during the sprint (or at any other time) —that is why you should go to the DVSA Drivers School and other similar events.

Try it. Maybe Ted will be your instructor and give away his secret to you. I know: it's all done with mirrors.

JE

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