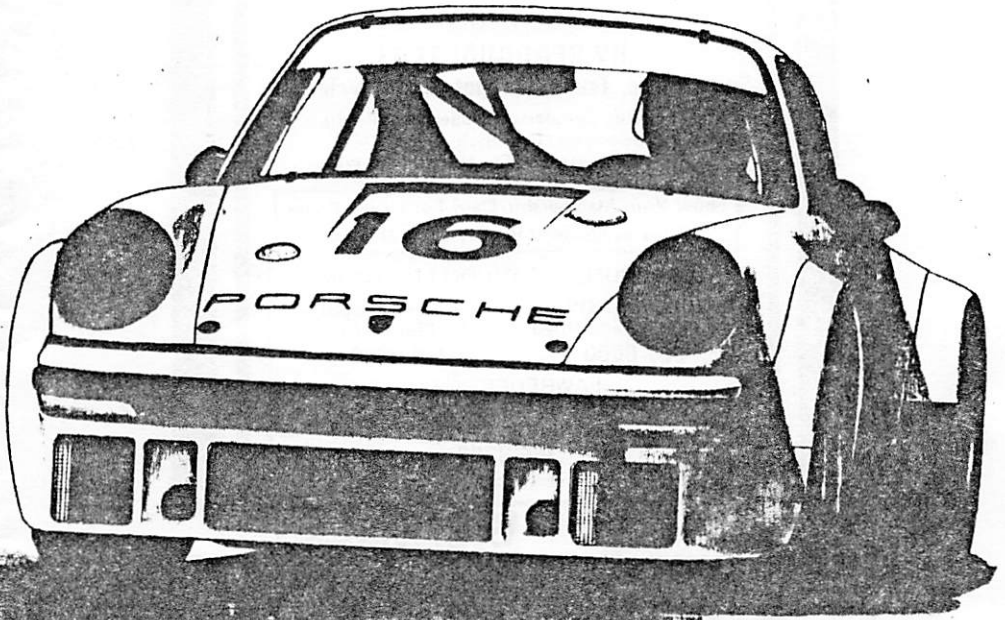


DER GASSER



MAY 1980



riesentöter region
porsche club of america

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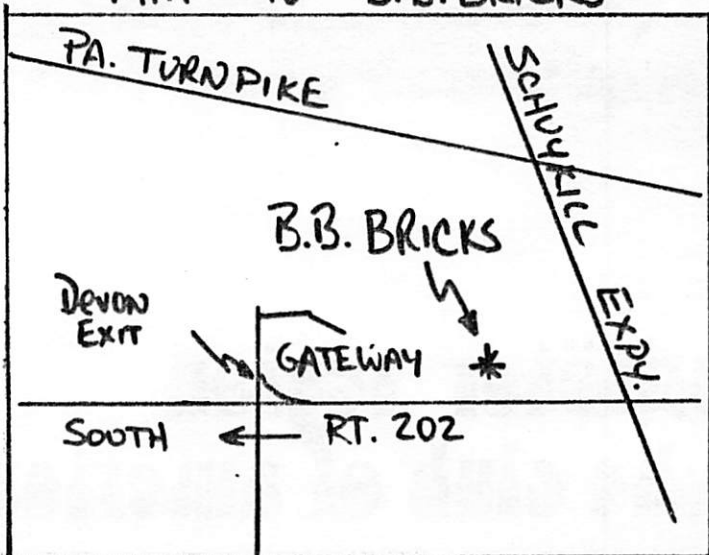
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INDUSTRIAL PARK
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MAP TO B.B. BRICKS



president's message

I don't know what your reaction was when you heard the news, but quite frankly, I was surprised and disappointed. Ok, you haven't heard about it? It seems that Porsche has withdrawn from the Indianapolis Memorial Day race. Apparently, USAC reneged on allowing the amount of boost that had initially been agreed upon for 6 cylinder turbocharged engines. (The boost figure, for all you 930 turbo owners out there, was 54.) Does this mean Formula 1 instead?

I had a number of inquiries concerning K & K Speical Interest Automobile Insurance. If you are interested here is their address and telephone number.

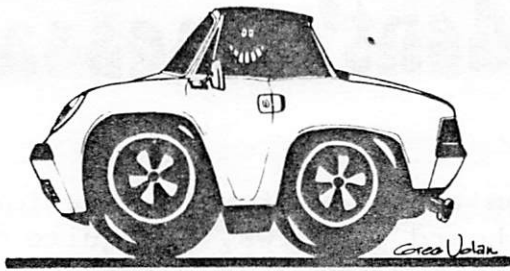
K & K Insurance Agency, Inc.
3015 Bowser Avenue
Ft. Wayne, IN 46806
Tele.# (219) 744-4101

Our meeting this month is at B.B. Bricks in the Gateway Shopping Center, King of Prussia. We invite you to join us for dinner, as you can choose from a varied, and inexpensive menu.

As always, keep the club activity calendar handy and join in whenever and wherever possible.

Bill





SCHMUCKSTÜCKE

Yes, folks, we're talking about those little gems the Riesentöter Goodie Store offers for sale at each meeting. We are not attempting to compete with existing parts suppliers, although selected car maintenance items are occasionally in our inventory. Our primary interest is in making available certain amenities which enhance your enjoyment of Club participation, help you enjoy your Porsche a little bit more, tell others that you are a Club member, or (most often) a combination of these effects.

For example, we regularly stock the pins, badges, Up-Fixin manuals, etc. advertised in Panorama as available directly through PCA: our price for these items is the same as that charged by PCA. Other items are obtained through various suppliers; in some instances, we arrange for special production (such as application of the Riesentöter insignia).

Any "profits" obtained from Goodie Store sales are returned to the Club treasury for allocation in the best interest of the Membership. Please remember this fact when you encounter some items priced a few cents higher than that listed by Caveat Enterprises of East Jebip. What you save on such items may well be eaten up by shipping charges or be offset by less than prompt response to your Caveat order; in any event, remember the worthy cause of the Goodie Store.

We expect to make "special offers" at each meeting, and to announce them in Der Gasser. For the May meeting, consider the following:

	Regular Price	5/28/80 Price
Riesentöter Decal	\$1.50	\$1.00
Riesentöter Stickpin*	\$2.50	\$2.00
PCA Stickpin*	\$3.00	\$2.50

The Goodie Store welcomes suggestions regarding items which might be of interest to the membership.

John English
Goodie Storeperson

*limited supply

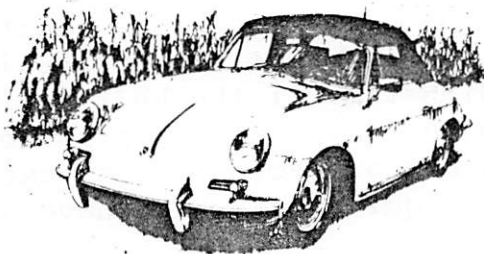
WAY BACK WHEN

May 1965

Don Reinhard, (the then President), said that "One of our concerns has been obtaining interesting programs (at no charge of course) for the last Wednesday of the month." Funny how times never change.

In the "FOR SALE" section Roger Newman had for sale a '63 Bali Blue Cabrolet, S-90, mint cond., 2 tops, full leather, limited slip, AM-FM Blaupunkt, headrest, Nardi wheel, new X tires, low mi. No price on this one, so we don't know how good a deal we missed.

Bill



TECHNICAL

The following is a list of short technical tips, mostly relating to 911's, which I've discovered over the years.

1. Headlight rims are chrome and very difficult to paint. For the Bosch insert types special trim rings which are already primed can be purchased from Stoddard at about \$80.00 a pair. If you want to paint the new car rims or think \$80.00 is a lot the rims can also be dechromed. Look up electroplating or plating in the Yellow pages. It doesn't harm the brass underneath and they can be rechromed later. Cost should be \$10-\$20.
2. New car dealers rarely repair gauges, especially speedometers. In the case of a Porsche it may be difficult or expensive to replace a gauge. Atlantic Coast Speedometer Service (tel. 609-641-1195) repairs all foreign gauges. If the speedo is rebuilt (about \$25.00) not just calibrated the guarantee is 1 year: 6 months better than a new one.
3. 1977 Porsche 911's are equipped with thermal reactors and air pumps. It's well known that these can be removed and header manufacturers often tout the benefits of doing this to let the engine run cooler. This can be accomplished simply by removing the air pump (belt). No air = no heat. Better to remove the pump entirely since it may seize with time if the belt is removed. If you are replacing headers the best ones to buy are Porsche heat exchangers or their equivalent which have a tuned exhaust.

ACHTUNG!

- May 25- Multi-regional sprint at Rutgers Atheletic Center in Piscataway
May 28- Monthly meeting at B.B.Bricks
Jun 1- DVSA/SCCA sprint at MontCo.
Jun 6/7/8- NNJR Drivers School at Pocono International
Jun 15- DVSA/PCA sprint at Bazaar, Horsham, PA
Jun 29- PCA Multi-regional sprint at Bazaar, Horsham, PA
July 18/20- Chesepeake Challenge XIII
July 27- PCA Multi-regional sprint at Gloucester Co.C.C.
Aug 9/10- 48 Hours of Watkins Glen sponsored by Zone 1
Aug 17-DVSA/PCA Sprint, Bazaar Horsham Pa.
Sept 14- DVSA/PCA Sprint, Bazaar Horsham.



Look for information in next months DER GASSER on a dinner meeting and German wine tasting. This is tentatively being scheduled for July at the Cafe' Vienna in Frazer, PA. Reservations will be required. More on this later.

FOR SALE

911 SC PARTS- Heat exchangers and muffler/
almost new/ cheap! Rear european lenses-\$30/pr.
Bosch H-1 headlights w/ black rims-\$125/pr
PC/260 oil filters-\$11/ea. Mark Sheldon
609-695-2996

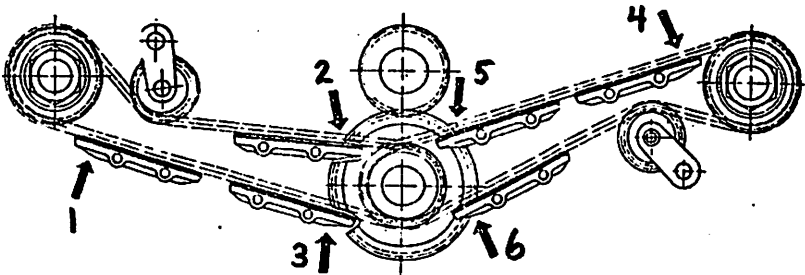


FIG 1:16 Positions of timing chain guide ramps

Timing Chain Guide Rail Replacement

Most all engines, except for some very early ones and the new 3.0 Litre ones, are equipped with one piece, flexible rubber timing chain guide rails. In service, these rubber rails may become hard and brittle. If one of them breaks, the results could be very serious, not to mention expensive, as pieces fall into the intermediate shaft gears or get thrown up into the camshaft sprockets.

A good preventive measure is to replace the old rails with the new style plastic ones. There are six rails altogether, and for some reason, the factory recommends five black rails (part no. 911.105.222.06) and one brown rail (part no. 911.105.222.05). Turbo type timing chain cover gaskets (part no.'s 930.105.191.01 left and 930.105.129.01 right) of graphite will fit all 911's, and quite well. Although not necessary, it is a good idea to change the oil during this procedure.

Replacement of the guide rails is performed in the following order:

1. Jack up rear of car, and place it on jack stands.
2. Remove muffler (on air conditioned cars, also remove compressor and supporting brackets).

3. Remove sheet metal on rear of engine.
4. Remove both timing chain covers (on CIS cars, remove temperature sensor in left cover to prevent damage).
5. Place a floor jack under the engine, just behind the oil strainer plate - the engine must be supported while the motor mounts are removed.
6. Remove the two large motor joint bolts, and then remove the bracket from the rear of the engine case.
7. Using a 19 mm wrench on the crankshaft pulley, turn the engine to TDC on cylinder #1. The Z1 mark on the pulley is at the engine seam, and the distribution body. This will let you make sure that the camshaft timing remains correct. (See figure 1:20)

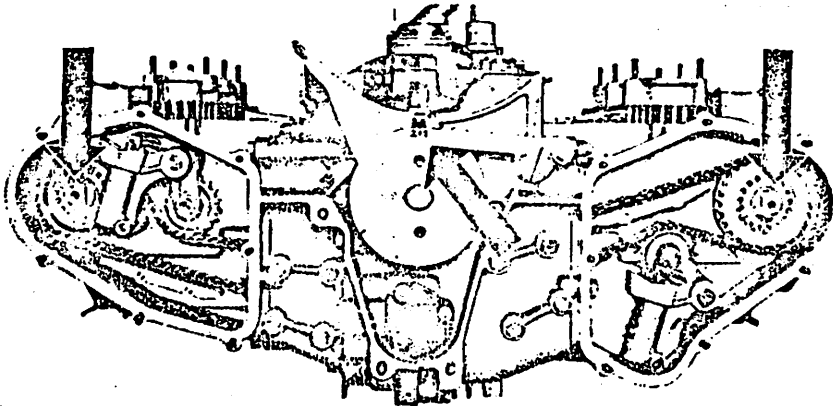


FIG 1:20 Checking valve timing. Outer arrows point to camshaft markings, central arrow to pulley mark Z1 aligned with crankcase joint

8. A tool with a right angle bend, a pair of needle nose pliers, or, if you're lucky, your fingers can be used to pry off the outer two rails (number 1 & 4 on figure 1:16). BE CAREFUL not to drop the rails into the engine or you will have a real fishing expedition. The rails can be removed through the oil strainer if you've drained the oil, but it won't be fun.

9. To install the new ones (both black here), heat them in hot water and tap them into place. A plastic screwdriver handle tapped with a hammer works quite well. One of the mounting holes has little plastic fingers in it, and you don't want to break these off. The longer end goes toward the camshaft (i.e. toward the outside).
10. Now for the inner rails (number 2, 3, 5 & 6). Here's the tricky part. The rails are covered by the case, and each has two bolts securing it. For best results, remove the outer bolt first; then, allowing the rail to pivot on the inner bolt, firmly grasp the rail with your index finger and thumb. Carefully remove the inner bolt and extract the old rail, being careful not to drop it into the case. The rubber rails are large enough to get a good grip on, but the plastic replacements aren't.
11. To install the new ones, loop but don't knot a string through the hole near the short end. With about 12 inches of string on each side of the rail, you have good assurance of not losing the rail in the case. Maneuver the rail, long end first, into position so that the inner bolt can be inserted through the hole, and tighten the bolt. Pull the string through the hole, align, insert and tighten the outer bolt. The brown rail goes to the right, inner, lower position (number 6).
12. To reassemble, follow steps 2 through 6 in reverse order.

BOB PATTON

NOTE: Once you've gone this far there is no sense stopping with just the rails. Install chain tensioner guards or mechanical tensioners for full protection in the cam drives. ED.

hillclimbing

The 1980 hillclimbing/Solo 1 season for PHA (Pennsylvania Hillclimb Association) will get underway on May 17-18 at Watkins Glen with a drivers school (and plenty of track time) on Saturday and a Solo 1 PHA event on Sunday. We will be running the complete Grand Prix circuit!

With the gradual disappearance of hillclimb sites, PHA has had to turn to flat-track events to help our calendar. So we've seen Watkins Glen, York and Pocono enter the calendar. But in these difficult times, we take what we can get.

After Watkins Glen, there are two firm hillclimbs and the possibility of two more events. The old standbys are Giants Dispair Sept. 6-7 and Weatherly Oct. 11-12. On the tentative list are Duryea Hillclimb and a flat track Solo 1 at Pocono on Saturday of a weekend that includes a Regional SCCA road race on Sunday. We do hope that those and more come to reality.

PHA at this time is in a very difficult situation of event-sponsoring clubs saying that they will not put-on events without enough drivers. It isn't with their time and energy and they can't take a loss. On the otherhand, drivers say it isn't with their time and energy without enough championship events. The drivers do have SCCA Solo 2 events and sprints to take up the slack, however. We are hoping that we can get the momentum going.

For this season, our team is short one driver to make a full team of six. At this time we have Dick Sweigart, Connie Sweigart, Carl Ulrich, Tom Beil and Jess Holsouser. As an example of what I was

saying earlier about the lack of drivers, our club at one time fielded two and one-half teams (14-15 drivers)! Things have indeed changed. So with hope, hard work and determination we'll try to revitalize the PHA.

Keep it between the trees.

Jess Holshouser



TECHNICAL Cont'd

4. Another way to improve your 1977 911's is to replace the distributor with a 1972-1976 one. This has 10° less of centrifugal advance and a steeper curve. Time the car at 6000 RPM like the earlier cars. It's easy to do, fairly cheap compared to headers, and works very well. If you're autocrossing you can't afford not to.
5. Badly hit Porsches are hard to repair if the frame is bent. At the factory special jigs are used. There are only a few in the U.S. One is at Stoddard and another is at Custom Car Craft in Mooresville, N.C. (tel. 704-663-0382). They specialize in Porsches and do a lot of custom engine building and bodywork. The quality of all the work I saw is excellent and prices seem to be about a third less than Philadelphia. For example a complete repaint on a 911 including removal of fenders, doors and glass, etc. costs about \$2,300 - \$2,500 and takes 6 weeks there's a 3-6 month lead time and probably more before the 1981 Parade.
6. 911's with rear speaker shelves have one stereo channel in the two doors and the other in the shelf. Often they are hard

TECHNICAL Cont'd

to balance. This is due to the better high frequency response off the rear window from the speaker shelf. the door speakers have the high notes absorbed in the seats, vinyl, etc. Possible sollutions are: 1) disconnect the speaker shelf and get equally bad sound from each channel, 2) connect an equalizer like the Blaupunkt equalizer/amp (or a Japanese one at half the price) to boost the treble from the doors, 3) remove the speaker shelf and wire the speakers separately then run the channels left to right not front to back and put in a fader. So far I've done solution 1.

7. Finally, everyone's talking about gold these days but platinum also does well. This winter it was \$420/oz. and 795,000 oz. were used in auto catalyts. The catalyts are valuable even as scrap. Reworkers are paying \$2.50-\$9/lb. Over half the platinum refined goes into car catalyts and if we could get rid of them the price of jewelry would really go down.

DENNIS MAHONEY

meeting notice!

See you at this months meeting. The program will be films of some recent Sebring 12 hour races.

Join us for dinner... B.B.Bricks menu is interesting and inexpensive.

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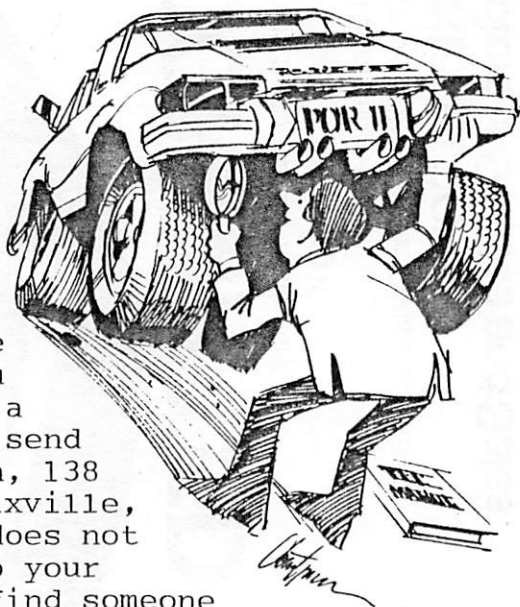
Bob Holland
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MR GOODWRENCH

Our technical chairman, Bob Patton, will run a question and answer column in DER GASSER

beginning with the June issue. If you have questions of a technical nature, send them to Bob Patton, 138 Merlin Rd., Phoenixville, PA 19460. If Bob does not know the answer to your question he will find someone who does.



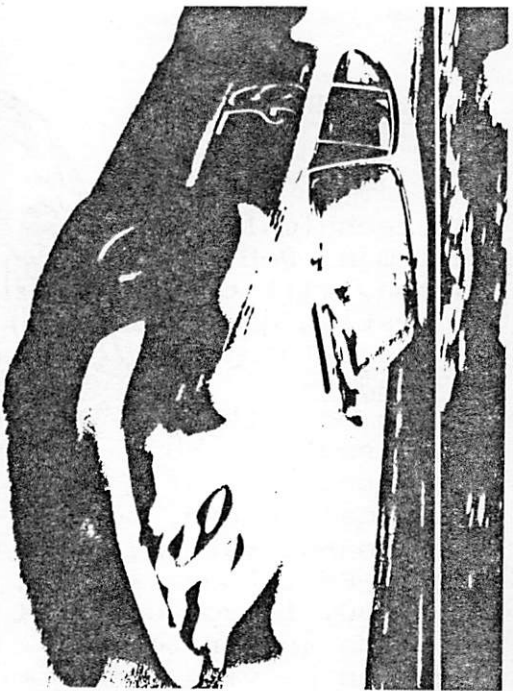
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