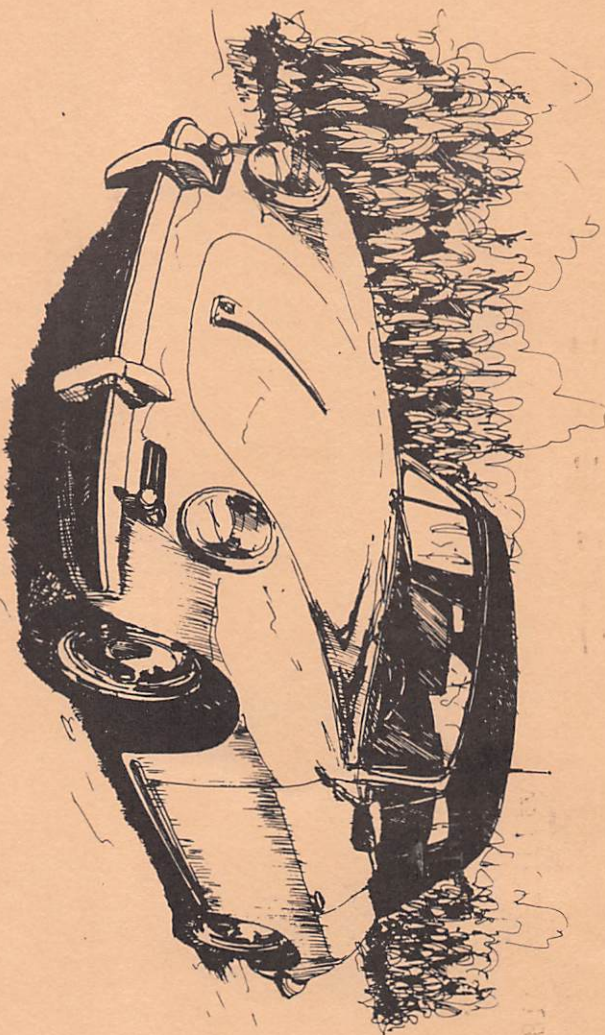




der Gasser

Jun '81

Porsche Club of America: RIESENTÖTER



Next Meeting: 6/24 Geo Wash.

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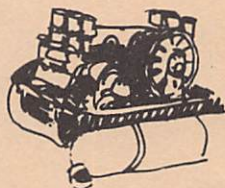
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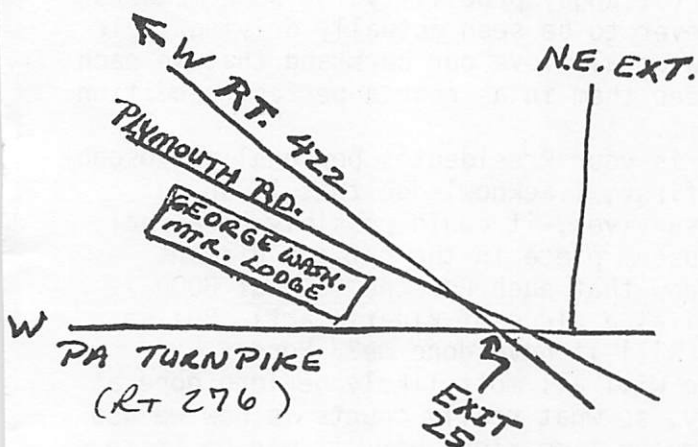


precision

MOTOR WORKS

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NEXT MEETING: 6/24



We will again assemble at the Geo Washington Motor Lodge at Exit 25 of Route 276 (PA Turnpike) in Norristown.

As der Gasser goes to

press there are three possibilities for speaker. Bruce Jennings, 356 racer extraordinaire and master of Sebring is invited. We also have on tap Bill Mayberry, longtime Riesentoter member and professional racing mechanic. There is also some chance that BAE Turbochargers will send us a speaker. So...come on out! Regular meeting time is 8:30 P.M.; if you come at 7:00 and bring \$5-10, you can join us for supper. See you there!

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President's Message

I have noticed a (strange) proclivity for some members of Riesentoter never to be seen actually driving their Porsches. I know we all love our cars and that we each do our best to keep them in as near a perfect condition as possible, but...

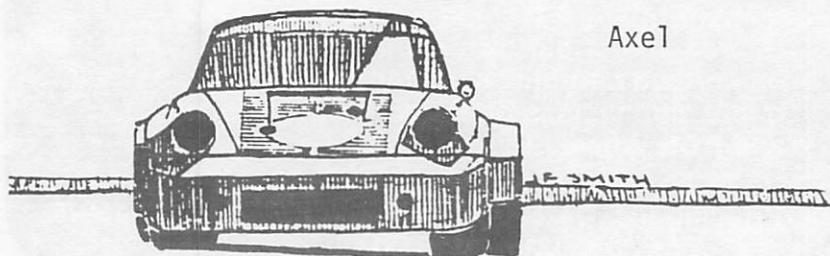
The following is your President's personal philosophy of Porsche use: first, I acknowledge that if any of our cars merely survives, it could possibly be a real, honest-to-gosh museum piece in the not too distant future (we all know that each Porsche is that GOOD - a machine as well as a piece of kinetic art). But so what? What good will it have done me? None.

Simply put, we will all most likely be long gone at that point anyway, so what really counts is how we use our potential Porsche time right now. It may be trite, but when you really think about it, you do only go around once in life ... and each second of consciousness is all that really counts and all that we really know exists. Each of these seconds has a quality that can be measured on a scale from very bad to very good.

Somewhere pretty high up on each PCA member's scale is driving the Porsche. Each second lost behind the wheel is gone forever.

Of course, each of us must set our own individual priorities with respect to our limited time, but being greedy I want as many Porsche moments as I can get before I go. If my Porsche is too clapped out to be a museum piece after I am gone, what will I care? So I shall continue to drive my Porsche on a daily basis simply because that makes a few more minutes everyday that much more enjoyable. I know that some of our members think I am crazy for doing this, but what will any of us care 100 years from today?

Axel



Calendar

Jun 14	Riesentoter/DVSA Sprint	X-Mas Village
Jun 20	Potomac Drivers Ed	Summit Point
Jun 24	Riesentoter Gen. Mtg	Geo.Wash. Motor Lodge, Exit 25, PA Pike
Jul 5	DeI Val SCC/DVSA Sprint	*
Jul 12	Valley Forge MC/DVSA Sprint	*
Jul 19	Schattenbaum/DVSA Sprint	*
Jul 26- Aug 1	Porsche Parade	Asheville, NC
Aug 15- 16	NNJ Drivers Ed	Watkins Glen
Aug 21- 22	Chesapeak Challenge	

* Contact Riesentoter DVSA Reps Ted Sechowicz or Gary Grove for confirmation & location.

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May 3rd Sprint Results

A Stock

Basil Snyman	911SC	101.806	FTD, Stock
Axel Shield	911 S	104.043	2nd, T
Don Galbraith	911 T	105.909	3rd, T
Stu Boreen	911 SC	106.039	
Bob Patton	911 T	106.175	
John Chatley	911 SC	106.356	

B Stock

Bob Corrington	914	103.356	T
Jay Goldfarb	356	103.969	

C Stock

Barry Butler	912	107.526	T
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A/Improved

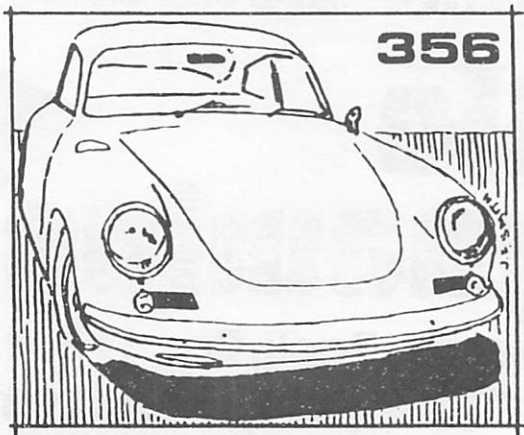
Bob Ahrens	911 E	101.714	FTD, Improved
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Novice

Dodie Reiter	356C	109.990	
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Special thanks to Bob Parker, Skip Corey, Paul Wal-sack, Nick Imperato for running the communications for the day. Bob Russo kept the timers in line and Dodie Reiter managed the timing sheets. Melody & Vern Lyle were everywhere while Gary & Mary Jo Grove along with Ted Sechowicz took care of scoring. This kind of help makes an event succeed! Thanks again to all!

Wayne Flegler



Giantkiller 6 Rally

This Rally is designed to get us closer to what a real TSD (Time-speed-distance) rally is like. Don't panic, it's not a real one. It's just a but of Time, Speed, and Distance combined with an easy, fun-type rally.

No sophisticated equipment (except your Porsche) will be needed. The clock in the car or a wrist watch, some kind of writing instrument, and clipboard would be handy. And a Navigator who reads.

We will start at North Penn High School in Lansdale on Rt 363 (Valley Forge Road) just north of Sumneytown Pike. It's about three miles east of the Lansdale Exit of the PA TPK or about three miles west of the William Penn Inn. If you can't find this, maybe you'd better watch TV on Rally Day.

Rally Day is Sunday, June 28th. First car off at 1:00 P.M. although if you get there earlier you can read the rules. Entry fee is \$7 per car; trophies for Driver and Navigator of the first three places.

PREREGISTRATION is required since we need to know how many folks expect to be at the finish line, an informal tavern. Deadline for Preregistration is June 24th. Mail checks to Box 265B, Kinterville, PA 18930. Call if you need more information: 346-8651.

The Lyles

For Sale

FOR SALE: Stebro exhaust for 924. 3 mos. old. \$60. Craig Rosenfeld at 644-4790. Also, 1956 TR 3, Inspected, good condition.

FOR SALE: 2 7 x 15 & 2 6 x 15 ATS Cookie Cutter wheels, \$450. 4 6½ x 15 Minilite Sport wheels (5 bolt), \$250. 2 185 x 14 Michelin X Passenger Radials, 11/13 " tread, \$95/pr. Bilstein rear shocks for '72-'77 911, good condition, \$50. Bob Holland, 215-436-6577.

Tech Session YBH

I took notes when Bob Koerbel showed us how to adjust Larry Bruce's valve last March; thus, I arrived promptly at 9:00 A.M. at YBH with a new feeler gauge, gaskets, and a wrench. It was time to practice what I had learned.

Unfortunately, it all vanished once my car was on the lift and I felt thoroughly inept while lamenting my poverty - no official blue mechanics suit - and studying my Clymer's.

Enter Sandy Vanderbeck of YBH...he tactfully showed me the box of sand for damming dripping oil and the first aid box for damming dripping blood, how to take up the slack side of the fan belt so that I could turn the engine with a wrench, how to locate the fine score marks on the wheel (What score marks, Oh, those score marks!) and align them with the timing marker, and so forth. He even loaned me his personal gauge, specially mounted for the 90 degree angles around the point of adjustment.

It was a good day...about a dozen of us showed and got a fair amount of work done. Axel changed oil, Larry Bruce tightened his sway bars, Craig Rosenfeld put in a 180 mph speedometer (Hot damn, all the legal numbers are in the first 2 inches!), Don Galbraith got a tech, and so forth. Jim Hannah of YBH kept the Parts Department open all day and spent a lot of time talking Porsches with us.

We hit lunch across the street where the barmaid and a Son-of-Riesentoter had an exchange:

"What kind of beer do you have?" "Try me." "If I do that, I might forget about the beer."

Anyway...Thanks YBH! Thanks Jim Hannah & Sandy Vanderbeck! Thanks Larry Bruce for setting up the session. Incidentally, Larry is talking about doing one more in August...Watch for it!

History

The February 1959 issue of der Gasser reports that Norm Fort finished 74th!!! in an all night rallye.

Winetasted

Bob Holland swore that we wouldn't run out of wine ... he was almost wrong as 50 of us downed a lot of Yugoslavian, Chilean, and Argentinian grape juice. The main course - braised filet tips surrounded by baked potatoes and ratatouille - led all present into a thorough pig-out at the Cafe Vienna on May 24th. Nick Imperato gives the Cafe a high rating in his newsletter and he's right.

Our president, Axel Shield, tried to talk over the crowd ... and failed. Bob Russo congratulated him on the best meeting ever. Vern Lyle briefed us on the Giantkiller 6 Rally then swore that he can beat Bob Ahrens in some upcoming event. (Vern still hasn't found a car!) And the Riesentoter wives turned out in mass ... a range of vintages and styles ye t each of them concourse.

Old friendships were reinforced and some new ones started...it was a great time. Thanks Bob & Maria Holland for setting it up! Let's do it again.

From Der Porsche Sprecher

- Mac Pherson Strut - Dance done by frontend mechanics after pothole season
- Air Cooled - describes your feet in an old 356
- Bra - Made of black vinyl to cover prized possessions
- Wrench - Jewish resort with horses
- Whale tail - Something you get from too much beer
- Hot Shoe - Usually followed by Gesundheit
- Quartz-Iodine - Almost a liter of antiseptic
- Turbocharge - Good only for purchases over \$30,000
- Catalytic Converter - Faith healer, usually exhausted by his work
- Grease Fitting - Preparing Travolta's costumes for his latest movie.
- Speedster - Drink made from Rhine wine & prune juice

More Volts for Old Sparks

"What do you mean, gap the plugs to 0.014 inches? That's what the '65-'67 911 book says for Bosch 265 P.21 plugs. Come on, you must be kidding, I never heard of a plug gapped that tight. This will make my exhaust system backfire; build up carbon, get so-so gas mileage, etc. That's right and that's why an early 911 goes the way it goes --- loud."

The above may well be a typical conversation between 911 owners talking about their ignition systems. You can change to a CD system, but if you want to keep the car "original" then you have to live with the blah-blah-pop.

At the recent tech session at Holbert's I asked the resident expert, Walt Carter, just why the plugs were gapped so tight. Answer: the ignition system of the older 911's is weak. A VW Rabbit has more KV's than the 911. Solution: get a better coil or go to a CD system.

With this in mind, I checked the DC resistance on the primary side of my blue streak Bosch coil and it read 2.2 ohms. The secondary read 7,200 ohms. I had an old Chevy Camaro coil (from a 396 SS) which looked in good shape. I checked its primary and it read 1.5 ohms (this means that I should initially draw 25% more primary current). The secondary read 13,800 ohms. This was an increase in windings (assuming the gage wire is the same) or over 90% which should mean more KV's at the plugs. I then gapped the plugs to 0.028 (to allow a higher voltage build-up before plug firing) and tried it. It was like I had a new ignition system!

It has been about 500 miles since I checked the plugs for carbon build-up. It used to be that every 100 miles called for a clean-up of the plugs. The car idles more consistently; it's quick all of the time and my fuel consumption has gone down. Now I have nothing to tune-up! Theoretically, I should up the ballast resistor wattage by 1/3 (I squared R Law) but I have no problem with the standard unit.

I suggest you get an ohm meter and check your coil after ensuring that the ignition is off. Use the drawing as your guide. Then go to the local auto parts store and find a coil of similar size but with a lower primary and higher secondary resistance. You might do just as well by asking for their conventional higher output coil. Remember that you must regap the

plugs in order to get the full benefit from the new coil.

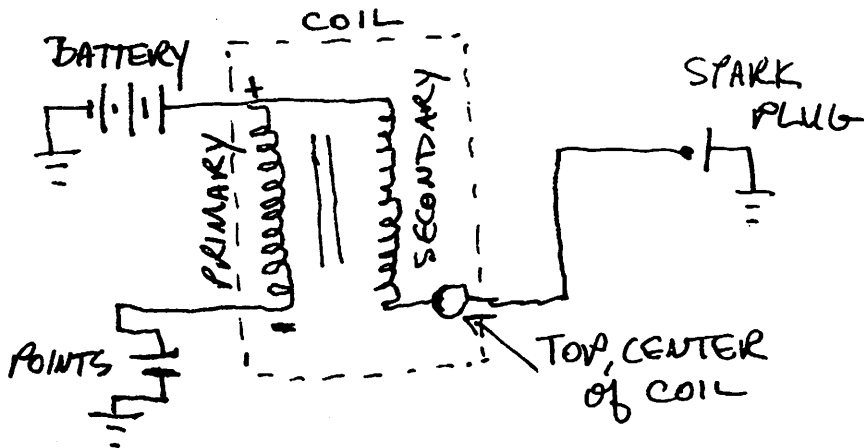
A little more research on the above indicated that 20% of the high voltage spark can be lost due to too much capacitance in the spark plug wiring...reduce this loss by keeping all of the wires as short as possible.

There are a lot of other reasons why you need extra HV at the plugs. These include insulation leakage, cold plugs, lean air/fuel mixtures, high rpm, ever-widening plug gap, geometry of the gap, rate of increase of the HV, electrode materials. The 6 V systems are more sensitive to the above factors than 12 V. It becomes very important that the 6 V ignition system have low leakage components in the wires and plugs. A 6 V system must see about 1 megohm of resistance else the HV spark cannot be generated to overcome the plug gap. A 12 V system needs only 0.3 megohms. This is based on the fact that about 9 KV is needed to break down the spark plug air gap.

Good luck! I hope this helps you to better motoring!

Tony Checkowski

To check primary resistance, put probes across + and -. To check secondary resistance, put probes across either + or - and the center top of the coil.



Groner on FI

April's meeting featured guest speaker Bud Groner who teaches fuel injection at the Pennco Technical Institute in Bristol, PA. Bud's talk was both informal and informative, with much of it being a Q & A session. Since most of the newer (69 & up) Porsches are fuel injected, Bud's sharing of his knowledge with us was appreciated by many Porsche owners. Below are some excerpts.

There are three types of Bosch fuel injection used today, They are:

K-jetronics, also known as CIS. The "K" stands for kontinuuous (continuous)

D-jetronics, the electronic system. The "D" stands for druck (pressure).

L-jetronics, Bosch's newest system. The "L" stands for luft (air). Since it isn't used on Porsches yet, I won't discuss it here.

All Bosch fuel injection systems use a Bosch electric fuel pump rated at 26.5 gallons (100 liters) per minute at zero static pressure.

Fuel injection is very sensitive to dirt. Be absolutely certain that your fuel filter is changed regularly. And while you're at it, change the air filter too.

Among the advantages FI systems have over carburetors is that they use equal length fuel distribution tubes which assure a more uniform air-fuel mix to each cylinder and a more uniform volume to each as well. They also use cool air to burn the fuel regardless of engine temperature; this can be done because injectors; - not hot air - are used to vaporize the fuel. When working properly, FI burns cleaner, gives more power, and requires less fuel than carburetors for the same engine. This is accomplished by getting more efficient vaporization of the fuel.

On the CIS system, adjustments to the pressure regulator at the fuel distributor will control air/fuel mixture. There is also a CO (carbon monoxide) switch which is adjustable. However, the CO should be adjusted (using a CO meter) only if the oil temperature is between 90 and 140 degrees F. If below 90 degrees, the mixture will be set too lean; if above 140, the mixture will be too rich.

Too much fuel (too rich) in the CIS cars may cause the airbox to blow on starting!

There is a thermal time switch, labeled 36C8SEC. This switch works for 8 sec if the air temperature is below 96.8 degrees F. On CIS cars it is imperative that you set the hand throttle only when starting. Using the foot throttle could be fatal to the box.

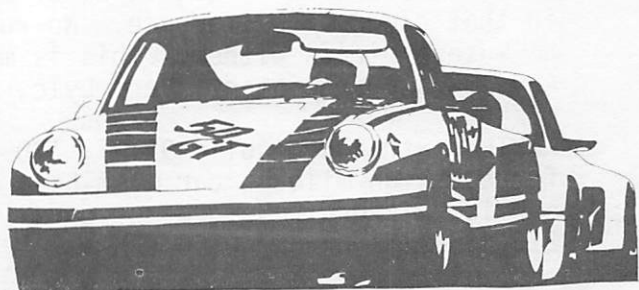
CIS operates at 66 psi.

Another problem CIS cars (as well as the mechanically injected, older 911's) have is getting overflow of oil from the oil tank into the air filter. When this happens, simply change the air filter and avoid filling the oil tank up to the brim. 911's have a 2 litre span between the "full" and "add" marks on the dip stick, so just keep it above "add" and below "full." When the oil drops below "add," usually put in just one quart to bring it above the line.

On the 914's electronic system, a fuel pulse is controlled by a minicomputer. The "brain" of the 914 is just like any car with Bosch D-jetronics. The fuel pulse lasts 5 milliseconds and the amount sprayed is dependent upon the pressure which is under electronic control of the minicomputer. Pressure ranges from 20-30 psi.

The older mechanical FI systems ('69-'73 911's) used a 6-piston pump to spray a fine mist of fuel just above the intake valve of each cylinder. The pulses spray just as the intake valve begins to open. A 3-dimensional camshaft in the injection pump controls the volume of each pulse. The throttle rotates the camshaft while a centrifugal device on the end of a shaft moves it axially. Idle and midrange mixtures can be adjusted separately. A throttle-mounted microswitch cuts off the fuel flow when the throttle is released at high rpm's. The injectors open when the fuel pressure in them exceeds 285 psi.

Bob Patton



Help!

Reading through our old der Gassers I have noted that many issues and some complete years are missing. For the benefit of future members I would ask that any of you who have the following issues give consideration to making a donation to the official Riesentoter records. Also, if anyone has old Riesentoter correspondence which they would like to give to our Archives, I would be happy to receive and file same.

Axel

1959 Mar, Apr, Jul, Aug, Nov, Dec
1960 Jan, Apr, May, Jul, Sep
1961 Nov, Dec
1962 Jun
1963 Aug, Dec
1964 Aug, Nov, Dec
1965 Mar, Sep, Nov, Dec
1966 Apr-Aug, Nov, Dec
1967 Jan, Feb, Apr-Dec
1968 Feb-Apr, Jun-Dec
1969 Mar, Apr, Jun, Jul, Dec
1970 Nov, Dec
1971 Aug, Dec
1972 Feb, May-Dec
1973 All
1974 All
1975 Feb-Dec
1976 All
1977 Oct
1978 Sep, Nov, Dec
1979 Oct, Dec
1980 Jun



More Help

WANTED: Decent car - 2.4 T, E, or S; 2.2 T, E, or S in that order of preference. No rusty buckets but no museum pieces either. This is meant to be driven. Any leads appreciated. Vern Lyle; 346-8651

WANTED: Straight, solid 911 T, '70-'74. A/C preferred; high mileage car must have documented service history. No project cars! Call Bob Koons, 215-466-2731 or 687-0166 (PM's).

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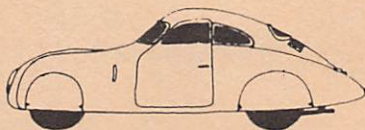
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