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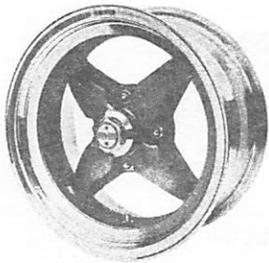
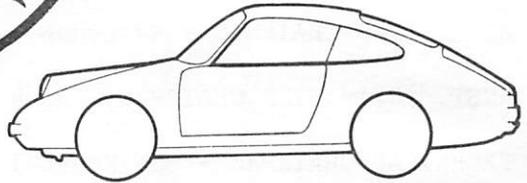
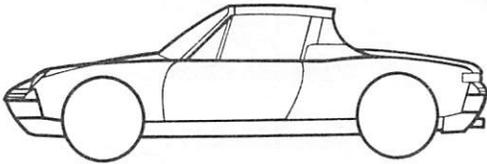
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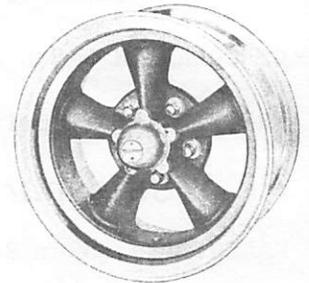
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PCA Calendar

MARCH: 19 - Rum Runner Rallye. First car off at 2 PM from Springfield Hotel in Flourtown. See details page 4.
29 - Monthly meeting at Springfield Hotel, 8 PM. Go-Patrol team as guest speakers, also film on 17th Parade plans.

APRIL: 8 - Wino Rallye (are they trying to tell us something?)
23 - DVSA Championship Sprint hosted by PCA.
26 - Monthly meeting

COVER PHOTO: Bob, John and Chuck ponder the Porsche flywheel nut and 300 ft/lbs. of torque. This was at the first tech session at Bob Holbert's.

REVISED POA CALENDAR

MARCH 29 - MONTHLY MEETING AT SPRINGFIELD HOTEL - 8PM
50 - PATROL TEAM AS SPEAKERS

APRIL 9 - Run Runner RALLYE

23 - DUSA CHAMPIONSHIP SPRINT HOSTED BY POA
26 - MONTHLY MEETING

MAY 13 - WINDO RALLYE - WINE-TASTING PARTY TO FOLLOW
VERY LOW PRESSURE RALLYE

REREGISTRATION form for WINDO RALLYE - PLEASE
COMPLETE + BRING TO MEETING OR MAIL TO ED LYNCH
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NAME _____

NO. of PEOPLE _____

REGISTRATION FEE \$ _____
SPEE CAR

President's Message

At latest count, 13 Riesentoter Porsches will head for Lake Geneva, Wisconsin this summer for the 17th Porsche Parade. We hope more of our members will join us for a week of Porsche fun. A 15 minute film describing the parade will be shown, probably at our March meeting. Also on the menu is the Go-Patrol, in a return engagement by popular demand.

The results of the Pocono questionnaire will have been tabulated by the time you read this. The executive board has decided that the driver's school will be held no matter what. It is just a question of how you feel concerning price and the setting of a date. If we are to remain a progressive club, we must continue to improve our program, with Pocono being one of our more successful events. The enthusiasm shown for Pocono at last month's meeting was most encouraging. It is great to know that the membership is behind us - makes us think we are doing something right.

Ed Lynch has revised the Riesentoter points system. (Did I hear someone say it was about time?) This point system is used to encourage and award those people who are our most valuable members, since points are given for all activities concerning the club. The new system is more equitable than before and a greater number of people will benefit from it. Girls, remember that you are also eligible for the Riesentoter award at the end of the year.

We sincerely hope that our new members will come out to the events and let us get to know you and your wife or girlfriend. You will find it doesn't take much to fall into the group - just an abundance of enthusiasm. Then we can all strive toward a successful 1972.

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Up-comin'

Our calendar of events for the entire year is almost complete and will be published next month. Meanwhile, to keep you posted and to whet your appetite: how about the Wino-Rallye and dinner in April? - should be a staggering attendance at that one; Bushkill Pines sprint in May; Ocean City Cavalcade (concoors, rallye and sprint) and our own Valley Forge Show and Sprint in June; July is Lake Geneva, of course, but a sprint will be held for those not attending the parade; August has again been selected for our sprint and picnic at Camp Hideaway.

Final dates are being set for Pocono Driver's School, more sprints, more rallyes, tech sessions and would you believe a night at the Atco dragstrip? Next month, we'll tell all, you'll just have to wait for it to come around again.

Of immediate interest is the Rum Runner Rallye on March 19th. Ed Lynch and Wayne Ratz have put together a fun type rallye that will be enjoyed by tyro and hard-core rallyist alike. A rallye has been described as a drive in the country to Grandma's house - only you don't know where she lives, you don't know how to get there but you have to arrive exactly on time! What the definition leaves out is that it's a hell of a lot of fun going - and you don't need a Curta calculator or mini computer for this type rallye. It starts at 2 PM on Sunday (everybody should be up by then) at the Springfield Hotel in Flourtown. Entry fee is \$5 and if you plan to have dinner afterwards, wear appropriate clothes, if you plan to wear clothes. For newcomers, it's a good idea to get there a little early to find out what you're supposed to be doing. At our first rallye, we registered, got a number and a fist full of typed instructions and left in five minutes. That's not the recommended way to begin. As you might expect, we finished 19th out of 21 starters due in part to missing a checkpoint. As they say, if all else fails read the instructions - better still, do that first.

The calendar is looking great for everybody this year and if you don't count yourself as a rallyist, give this one a try, you may change your mind.

Riesentoters at Daytona by Jess Holshouser

Dick Schuck and Dick Weiss, Riesentoters who are active in road-racing and hillclimbing, competed in the Midnight Challenge, (Feb. 5) and the Six Hour Daytona Continental, (Feb. 6) and did very well. They had worked very hard for several months in preparing for the races and ended up with a combination of Weiss' 911 body and Schuck's racing engine. Essential engine and suspension parts were either x-rayed or magnafluxed to ensure reliability. With a pit crew of fellow Porsche driving hillclimbers, they used three days getting things sorted out.

The Midnight Challenge was a 200 miler for Group III and IV cars, SCCA sedans and NASCAR Grand Americans. From a grid position of 25th, Schuck worked the car up to 1st in under 2.5 liter when the accelerator linkage broke. He was able to repair it off-course under the flashlight of a corner worker. Rejoining the race, he had dropped 6 positions with the delay, but worked his way back to finish 4th in under 2.5 and 9th overall, despite a second linkage failure before the end.

At 3 AM, the crew took over to prepare the car for the 6 hour race to begin at 9:30. It was a warm, clear day - a welcome relief from the cold rainy days which preceeded. The car gridded 44th of 60, having qualified well within the FIA 140% time of the average of the three fastest cars. These were the 3 liter Ferrari 312P factory cars. Weiss said it wasn't long after the start of the race when he was passed by the Andretti/Ickx Ferrari and it was on the high banked turn when Weiss said he was doing 155! He was passed by at least a 50 mph differential - quite an experience! About 3 hours into the race, the Schuck/Weiss car went out with gearbox failure and two more spectators were added to the crowd.

In the February 26 issue of Autoweek, there is a great photo of Schuck/Weiss being passed by Andretti/Ickx on the outside of a left hand turn, with the inside front wheel of the Porsche lifted a couple of inches. It was a good showing for the team and one that they thoroughly enjoyed.

Page Six (from the editors)

They COULD build a real Porsche again - instead of trying to fit every pocketbook like the US manufacturers who sell to markets rather than to enthusiasts. Dodge Daytona, Plymouth Sebring, Porsche Targa - get the picture? We're starting to look just like them. The ad men seem to be taking over with the result being diversity of models and constantly increasing prices. I really think the aim should be to simplify the model line and improve a simple, basic car - why fight a winning formula? To introduce an exotic sohc racing engine for street use - who needs it? Constantly changing engine sizes - 2.0, 2.2, 2.3, 2.4 - and now 2.7 is coming according to Autoweek, then 3.0! Sure the six is great but so is the price. And when the front suspension is disassembled to change a shock absorber or the rear halfshafts require removal, cleaning and lubing occasionally - is that really necessary? It just seems that the machine as built today is more complex than it needs to be.

They have all the fixins' for a decent car, why don't they build something like this - a 914 with maybe the styling of the 916 and a fuel injected 2 liter 912 engine which the factory should be able to sell for under 5 grand? To call it a 913 sounds kinda weird, but they could call it Porsche and all her old lovers would come running.

Simple, reliable and with more than enough guts to keep in front of traffic; relatively expensive to keep it somewhat exclusive; sophisticated enough to deserve the name and with the indefinable something that 356 cars have that 900 cars don't have. I mean, anybody can dig a 911T, but you know that the guy who grooves on an old Super 90 has a 1600cc pushrod four chambered heart.

The aforementioned 913 would be the only kind of car that could make me think of giving up my C coupe. How about it, Ferry? A step backward you say? It might be just the opposite.

Y B H

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We learned a lot
from our \$36,000
mid-engine Porsche 917:



The mid-engine Porsche 914.

The mid-engine Porsche 917 and the mid-engine Porsche 914 can be seen in the movie "LeMans."

Y B H

PERSONAL



The modernity of the car

The car is a...
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PORSCHENALITY

OF THE MONTH

After logging over 200,000 miles in various 356 models and his 911S, Ed Lynch declares that he much prefers the Targa for power, comfort (read HEAT) and the surprisingly small amount of tuning required to keep it fit.

Now on his 5th Porsche, Ed cites its safety, handling and functional design, traits especially valuable to a man who regularly drives three hundred miles round trip to work. He enjoys first class motoring with just routine maintenance and states that he'll never own another make car even when the Feds put on the final turn of the screw.



Here we see Ed bending the Targa through Turn 6 at Bushkill Pines Raceway.

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1972 PHA Calendar

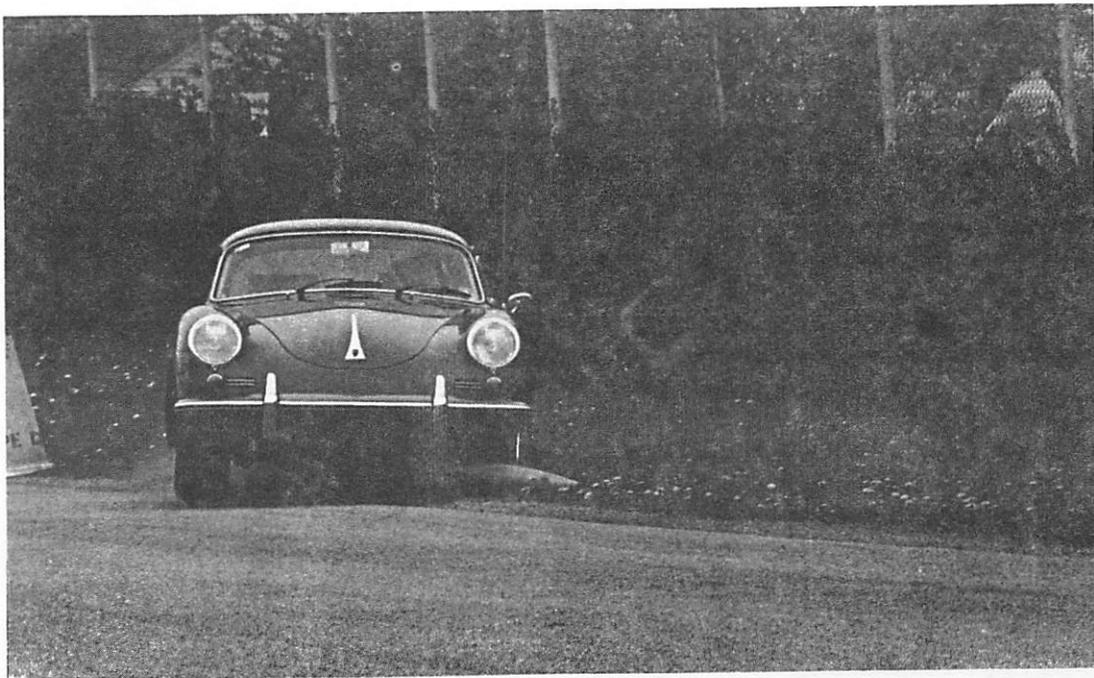
- May 6-7 Pine Grove Hillclimb (Subject to PHA Safety Approval)
- Lebanon Valley Sports Touring Club
- June 3-4 Duryea Hillclimb (Reading, Pa.)
- Blue Mtn. Region SCCA
- June 10-11 Locust Gap Hillclimb (Subject to PHA Safety Approval)
- Schuylkill Valley Corvette Club
- July 1-2 Rose Valley Hillclimb (Trout Run, Pa.)
- Williamsport Sports Touring Club
- July 15-16 Giant's Despair Hillclimb (Laurel Run, Pa.)
- NE Penna Region SCCA
- July 29-30 Rose Valley Hillclimb (Trout Run, Pa.)
- Williamsport Sports Touring Club
- Aug 5-6 Tuscarora Hillclimb (McConnellsburg, Pa.)
- or a new hill (Subject to PHA Safety Approval)
- Franklin County Sports Car Club
- Aug 12-13 Topton Hillclimb (Topton, Pa.)
- Warhampton Motor Club
- Sept 2-3 Fleetwood Hillclimb (Fleetwood, Pa.)
- Duryea Sports Car Club
- Oct 14-15 Weatherly Hillclimb (Weatherly, Pa.)
- NE Penna Region SCCA

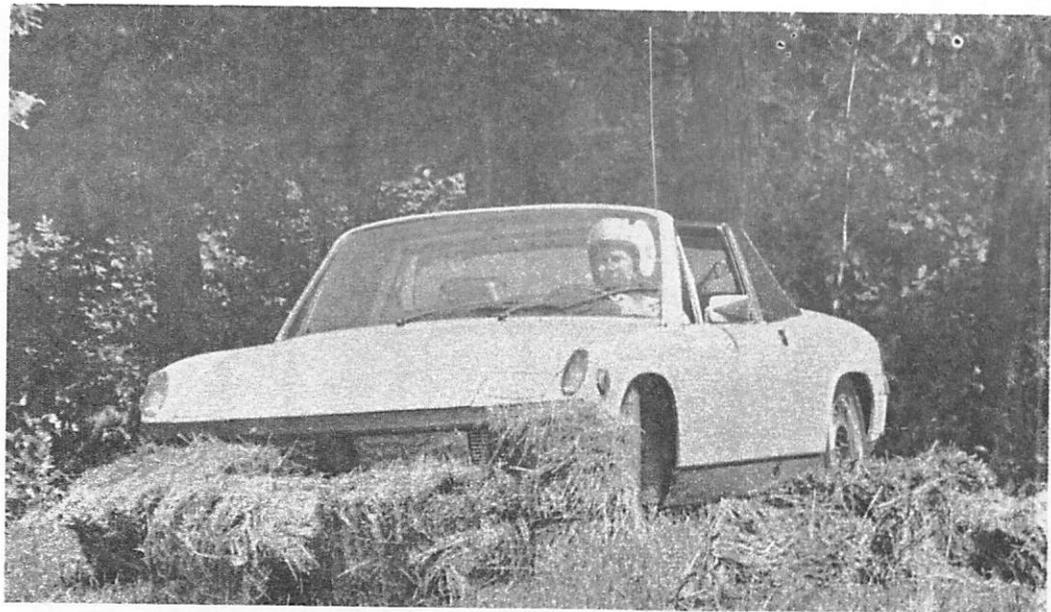
Directions to the hillclimb sites will be published in future issues. If you have never been to a hillclimb, try it, you may like it. Take along a picnic lunch, sit back in the shade and watch the race cars blast up the hill. There is quite a variety of exotic machinery but even the production cars can set your adrenalin flowing. Go!

Introduction to Sprinting

For those of you who haven't yet tried sprinting - thinking that the hard-core guys out there are too good or too serious about it - here's a look at some of the hotshoes in their more inglorious moments. The point is not to make jest but to illustrate that anybody can get sideways sometime and somebody can get sideways anytime but nobody can get sideways all the time. (I think Abraham Lincoln said that.)

We'll have an article or two in a later issue giving some basics about sprinting and some instructions on how to avoid ending up in a picture like these, but if you do get crossed-up it should teach you something about your car and how you handle it. Sprinting gives you a chance to hang it all out if you wish but you only go as fast as you want to go. Come on out and get your feet wet - it's the best place to learn how to drive your Porsche. And if you're not driving it vigorously, then you're wasting some of the best things it has to offer.





"Is this what they meant by bailing out?"



"That cost you 10 pts. in the concours, George!"

Here's how:

When the needle of your 911/912 speedometer begins to jump a little at a steady speed, it is trying to get your attention to save you a big headache. It seems that the manufacturer decided that the metal input shaft inside the speedo would turn forever inside a drilled hole without lubrication. One of the local Porsche shops recommends that you put a little penetrating oil on the shaft without getting it all over the inside of the instrument, and states that most of their customers have reported that the needle wiggling went away and never came back. To be safe, you could disassemble the speedo and lubricate the shaft with some light grease. If you don't do anything, the shaft will eventually seize and break the speedo cable. At that point, you will have to locate, pay for and install a new cable as well as repair the speedometer. (Potomac)

Many articles have appeared which detail fancy relays and other fixes to ensure operation of the starter motor and solenoid on 356 models when they are old and hot. This is usually due to the solenoid's refusal to make contact with the main terminals that feed the starter. This in turn is usually caused by either sticky junk on the starter motor shaft that prevents the solenoid actuated starter gear from sliding into engagement with the flywheel, or the inability of the solenoid wires to carry enough current to get things moving. The solution to the sticky junk is a thorough cleaning. The solution to lack of current flow is not a relay, but rather a cleaning and crimping of the bayonet and sheath connection on the ignition switch, since corrosion can creep in here. Heat aggravates the problem as the connection elements expand, the result being a push start. (Carrera)

As you turn on the ignition of a 914/4, listen for the fuel pump before you try to start. If the fuel pump does not operate, the probable cause is one of the relays on the left wall of the engine compartment. Remove the plastic cover and you should see 3 or 4 identical round relays. As viewed from the rear, they serve the following purposes: 1&2 fuel pump, 3 heater fan and 4 rear window defroster (if installed). Test the relays by turning the ignition and heater control on, causing the fan to operate. Try each relay in the third socket until you find the dud. A smart guy would carry a spare in the empty 4th socket. (Potomac)

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1971 911T 5 spd coupe, appearance group, AM/FM stereo, air, chrome wheels, Dunlop SP, Signal/Tan, 8700 miles, best offer over \$7000, Thomas J. Fabian, 3936 Freemansburg Ave, Bethlehem, Pa. 18017

1966 912 Solex carbs with intakes, \$100, excellent condition; some 68 912 engine parts. Wayne Flegler after 6, 609-848-0446

62 Super engine in good condition. This is in my C at present while C engine is being rebuilt, so you can hear it run (rebuilt 30,000 miles ago in Germany according to previous owner). Also 53 1500 Normal engine, partially disassembled minus cylinder heads. Was running well when torn down for guide replacement. Vern Lyle after 6, 215-536-3733

ATTENTION !

You have probably noticed that this is a shorter issue than last month. The only reason is lack of material. Anybody can write a half page of something worthwhile - we would appreciate it if YOU would do it.

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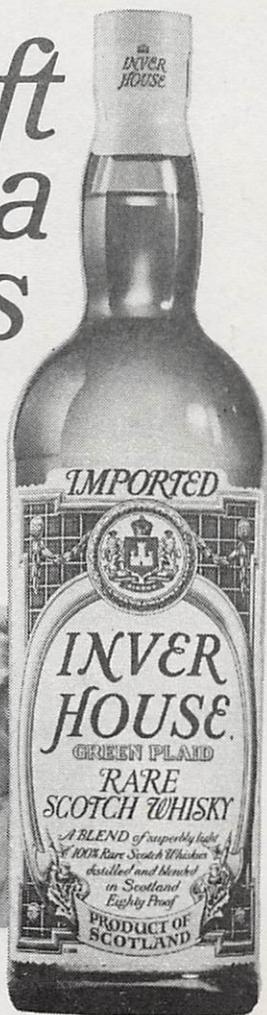
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