

RIESENTOTER · PCA · SEPT 72

DER GASSER



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PHOTOGRAPHY - Vern Lyle

Calendar (see page 4 for Riesentoter events)

Oct 1 - DVSA, Leeds&Northrup, North Wales, Pa.
8 - DVSA, Dravos Shipyard, Wilmington, Del.
14-15 - PHA, Weatherly, Pa.
15 - DVSA, Valley Forge, Pa.



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Presidential Ramblings

Is anyone interested in entering their Porsche in a Riesentoter club display at the Moorestown Mall in March '73? Is anyone interested in a club position? All applications are gladly accepted. Pocono driver's school is in need of flag volunteers - no experience necessary - contact Bob McCullen. Is anyone interested in a tour to a National SCCA race? Is anyone interested in knowing that the Porsche 356 was the 356th design execution that the Master finally chose? Is anyone interested in knowing that next year's Porsche in Europe will probably be a 2.7 liter?

Is anyone interested in taking Editorship of Der Gasser for next year?

Is anyone interested in a white glove concours next year? Are you interested in the fact that the average 911 engine spends 30-45 minutes on a bench dyno, 15-20 minutes in the car at a dynamic stationary test stall, 2-3 hours on public roads around Stuttgart-Zuffenhausen, all at near redline rpm, plus other to-the-floor antics at the factory and at the dock on both sides of the Atlantic? Maybe that's why your first service comes at 600 miles. (Orange Coast Pandemonium)

Is anyone interested in 240Zs? Is anyone interested in a good body shop with reasonable prices? - so am I!

IS ANYONE INTERESTED?

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The Social Hotline

Bob Ahrens

As has been quite obvious for some months, we have tried, and I think with a fine measure of success, to provide a social format combined with our competitive events, so that many more members can enjoy the fellowship that just naturally emanates from our common interest.

There are three important and worthwhile social events scheduled for the balance of the year. These events, I assure you, are receiving our very best efforts, and as a result of much time, thought and dedication on the part of a number of people, these events promise to be the most pleasurable, enjoyable and memorable in the history of this fine region.

No stone is being left unturned in order to provide you with the greatest diversity of menus, events and entertainment, as well as the greatest possible value for your dollar. I urge you to join us for some truly wonderful moments.

Friday, Sept 22 - Great Dinner Meeting, Beautiful Room, Parade Slide Show, Complete Bar, Private Parking - Wm. Penn Inn; send your check to me before the 15th, \$12/couple. One change on the map in last month's issue - the exit from Rt 309 to Sunneytown Pike is closed - if you were planning to use that exit, just keep coming north to Rt 63 and go south on Rt 202.

Sept 30, Oct 1 - Wow - Pocono - Le Chateau - Prime Rib - over 100 mph - Autocross - Floor Show - Drags - Cocktail Party - Trophies - Multi-regional - Only 100 Entries - HURRY!

And then on Dec 1 - it's back to the Wm. Penn where the beautiful Carriage Room will host our 15th Annual Dinner Dance. Let me tease you a little - choice of three delicious entrees - corsages - wine - dinner music, plus three hours of dancing - door prizes - momentos. This is going to be some kind of an evening - only 100 couples will be there - please don't miss it. This is planned for the membership and its success depends on the membership. The 75 other clubs all have their members, but only we have YOU. Let's make Riesentoter the region where 'big, new, exciting things are really happening'.

Valley Forge Revisited

Well, not completely, since there was no concours this year, but I have a feeling we'll be seeing more of those soon. A really good pylon sprint course was laid out by Wayne Flegler and Bob Russo - and Wayne thereupon took his class handily in his B. Bob Koerbel, driving Chuck Walter's car took the 912/SC class (seems that Chuck dnf'd on both runs). Bill Schmidt in his slightly modified 912, ran with the 6 cyl guys and won by four seconds. First in Modified was Dick Sweigart in his hill-climbing Speedster. Pat Imperato won the Ladies class and Tom Beil in his RSK took FTD. Most important, 31 people had a real good time.

After everyone's second run we took off for Camp Hideaway and some good chow. Despite an ill-tapped keg of suds (literally), we managed to get lubricated enough to start a softball game with five 356ers against 14 900 types. We (356) reluctantly accepted a couple of transplants, but won the game anyway. A very enjoyable day, where were you?

*You never understood
That it aint no good
You shouldn't let other people
Get your kicks for you. Dylan*

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PHA Notes

Jess Holshouser

Rose Valley Hillclimb - what a bad day for Porsche-pushers and Riesentoter in particular! Two of the first five Porsches in EP didn't make the top of the hill on the first run. The most serious crash was that of Charlie Hurst, who totaled his Cabriolet when blinded by the sun (it was like driving into and out of a cave from sunlight to shade). The engine, trans and Charlie are OK. Then Dick Gapen, (not a Riesentoter), rolled his Speedster at the right hand turn at the finish. Dick was unhurt also and his car suffered only minor body damage. Dick Sweigart's transmission let go with Connie Shel-drake at the wheel on her first timed run. Oil was dumped at the start line much to the dismay of the officials. In CP, Dick Weiss made a good run but didn't trip the finish timer, and on his way to the turnaround he noticed low oil pressure and parked it. He later found a bad oil sensor. A Datsun driver gave Dick a ride (what a competitor!) and Dick took it easy for a third in class. Jay Schneider damaged the front end of his Formula Vee when he lost it at the finish right-hander. He came out OK also.

Tom Beil took 2 seconds off the record in winning Mod II, (4th FTD) in his RSK. Other finishers: J. Holshouser, 2nd EP; D. Sweigart, 3rd EP; D. Weiss, 3rd CP; J. Schneider, 5th FV.

Watkins Glen Solo I - many hillclimbers entered this SCCA event and Dick Weiss in his 911 was 5th FTD in a field of 66 cars. Running the old Glen course without the downhill section, Dick beat all 10 Corvettes in BP, 8 of the 10 AP Vettes and A Sedans, and won his class by ten seconds.

Weatherly Hillclimb directions (Oct. 14-15): held at Weatherly, Pa., strangely enough, about 8-10 miles southeast of Hazleton, off Route 93. Turn right at Hudsondale from Exit 34 of North-east extension. When at Weatherly, turn right to cross a steel bridge. There are signs directing you to the hillclimb site and it's a very good spectator hill.

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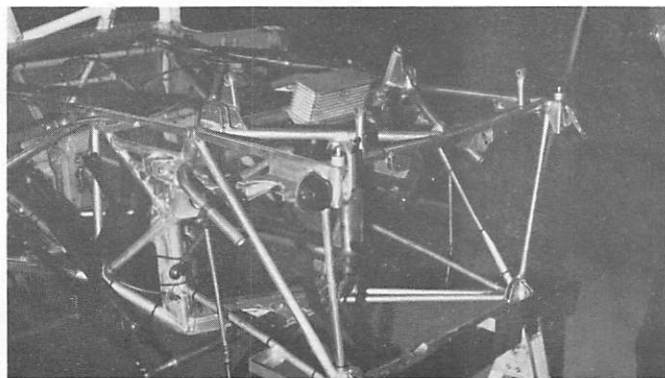
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Dan Lughinbuhl welcoming Riesentoter to the racing shop of Roger Penske in Newtown Square last month.

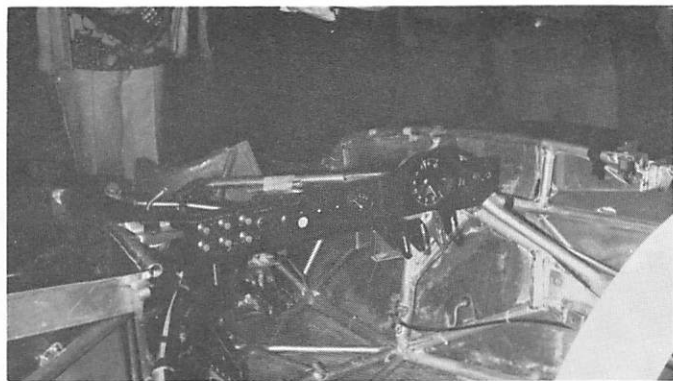
After breaking the news that the engines were in Stuttgart and the bodies were out being painted, Dan led some sixty technical types into the shop for an 'inside' look.



The layout and execution of everything on the car looks like a designer's dream of being able to do everything just as he wanted to do.

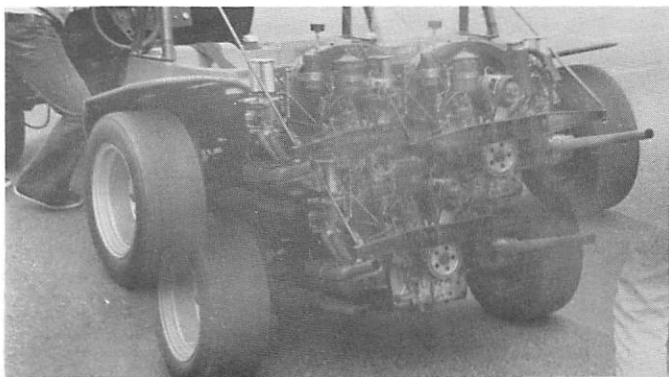
t's At!

A fascinating example - this air valve is used to put 30 pounds of pressure into the tubular frame. Checking the pressure after an hour or so tells the mechanics if any cracks or breaks are present!



This is absolutely some of the finest automotive craftsmanship in the world today - Porsche designed and Penske prepared.

But our own Al Derecola has some competition for the 917 Spyder. His flat-four based V12 still has some traction problems, but hopefully the unique bi-level axle will eliminate them - then Mark had better look out!



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Suspension Tuning

Tony Standen

So you just bought your first Porsche, and lost it going into the first turn, and you want to know what to do about it. Or you got beaten around that long left-hander on the way to work by the VW with the 13 rally lights. You have a right to be irritated! Read on, you've come to the right place.

The rear swing axle plus a rear engine has caused more Porsche owners more, shall we say, interest, than any other feature of the car. Yet despite the disadvantages of these features, the 356 Porsche was, for the initiated, one of the best handling cars of its time. But, as with any good thing, the car represents a compromise between comfort, production costs, total handling considerations, the inherent limits of the basic design and the purpose of the vehicle. The compromise can be broken and certain features improved, sometimes to the detriment of others and sometimes not. What is lost on the swings will be gained on the roundabouts. Specifically, the handling of Porsches can be improved. The improver must, however, realize what other aspects he might possibly lose.

First, what are the principles involved in the handling of an automobile? It is possible to be very technical about this subject - I'll try not to be. The design of all cars, not only of the suspension, but also of engine placement, height, weight, width, etc., is such that, when the car is being driven around a corner and the speed of the car is increased, the tires will lose their grip on the surface and start to slip. When this happens depends upon speed and the tightness of the corner. But of paramount importance is which end of the car will start to slip first. If the front goes first, the car is said to understeer; if the rear goes first, it's an oversteerer.

The design of Porsches with rear engines and, in 356s, swing axles, is such that they are basically over-steering cars. This tendency was masked by the factory designers using the same techniques described later - again, they sought the best compromise which, if you decide to tune the suspension of your Porsche, you will break. The object is to either decrease the oversteer or increase the understeer, or both. The process of robbing Peter to pay Paul.

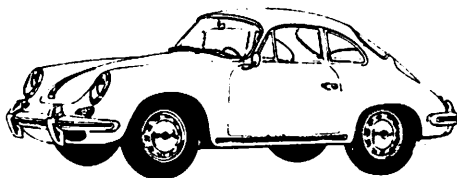
The simplest way to start is by playing with tire pressures. Recommended pressures for country driving are 18.5 psi front, 23 psi rear. This is an attempt by the factory to make the oversteer less by over-inflating the rear tires relative to the front. Within limits, the higher the pressure of a tire, the more grip it will have in a corner. To have the rear tires on a Porsche grip more than the front promotes understeer, the object of the exercise. Overall roadholding can be improved by fitting larger section tires and by using stud extenders to make the car's wheel base wider. Problems here arise from space considerations in the wheelwells, while the compromise involved in raising tire pressures involves tire wear and the increased likelihood of an under-inflated tire blowing out. High tire pressures also cause a harder ride. Given a willingness to experiment and common sense, the handling of your car can be changed by intelligent use of tire pressure alone.

Another design facet of the Porsche that can be changed to improve the handling is the camber angle, or the amount of lean-in (top of tire to inside) of the rear wheels. The principle is that, within limits, the more a standard tire leans into a corner, the more cornering force it will generate. The peculiarities of swing axle irs are that the more cornering force the rear tires are called upon to generate, the less there is of this inward leaning camber. The solution is to add more of this inward camber to the rear wheels when their suspension is in its static position, so there will be more left when the tire is cornering. This will, of course, reduce oversteer. This can be done by playing with the rear torsion bars; I am vague about this because it is an exact job, not to be undertaken on the spur of the moment. Simultaneously or alternatively, a camber compensator, as fitted to S-90s and Carreras, can be fitted. The effect of this is to mitigate camber change under cornering conditions. My roadster was heavily decambered when I bought it; with the Sport Firestones I could never break the rear end away or induce wheelspin with the throttle alone. But I had to have the tires reversed every 3000 miles in order to get even wear, and be careful of the reduced ground clearance and loss of bump clearance.

Finally, the roll stiffness of the car at front and rear can be changed. We have all thrilled to the sight of 911s set up for racing, as they lift the inside front wheel during hard cornering. This phenomenon is caused by the exceptionally high roll stiffness added to the front of the car. Basically, as the car enters a corner, its weight is thrown onto the outside wheels, and as the car leans over, the excess force on the outside tires decreases their cornering adhesion and the wheel starts to slide. Thus, to make a Porsche understeer more or oversteer less - a larger diameter anti-roll bar, providing more torsional rigidity between the front wheels is added on. Excess force on the outside wheels is transferred to the inside wheel, making the car understeer and keeping it level. The disadvantage is a slightly harder ride.

Shock absorbers do not directly affect under or oversteer. But, in the search for better handling, the step of fitting adjustable Konis should not be ignored. Proper adjustment will reduce dive under braking and keep the wheels on the road, again at the expense of the soft ride. At this point, all the perfectionists will want to check and adjust the torsion bar settings to be sure the car is exactly level.

As I implied earlier, the material in this article is somewhat oversimplified. The best overall view of the subject can be found in Taruffi's Technique of Motor Racing, while technical details can be found in automotive engineering textbooks. Car handling is a personal thing, so you should find out for yourself rather than taking the word of others. Porsche Post, Great Britain.



Here's how:

A Clean Solution to a Dirty Problem

In 1966, Porsche changed the exhaust outlet on its 4 cylinder model - much to the relief of concours nuts. For 16 years or so, Porsches dumped their exhaust through the rear bumper overriders, resulting in tarnished chrome from the instant you started your engine.

I hadn't given the problem much thought because I've been running an extractor system. After last year's trip to Sun Valley, Bonnie and I just couldn't take the high decibel level anymore. When the extractor gave way (about 1 yr), I replaced it with a stock muffler - god sakes, I had forgotten how great Porsche engines sound themselves. When we restored the car, we replaced the rear bumper overriders with front overriders without the exhaust outlets. The outlet pipe from a 912 with 2 inches out of the middle and a slight bend just fits the older Porsche - resulting in a clean car, the appearance of an extractor, and pure quiet, except for the loose valves. Wayne Flegler

An Anti-theft Device for the 914/4

A hidden switch, simply and inexpensively installed, can be used to disable the entire fuel injection system. The switch interrupts the ground to the fuel injection power supply relay. If this relay does not activate, the fuel pump relay will not operate either. By installing the switch at this point in the circuit, only the small current from the ignition switch to the relay is being switched.

The ground wire runs from the relay board through the large connector to a nearby ground plug. Disconnect the connector and look at its face - pin #10 is the ground for the relay. Snap the back cover off the connector and the pin and its brown wire can be lifted out. Cut the brown wire at its lug and unsolder it from the pin. Solder a new, longer wire to the pin and reassemble. Run this wire to the switch and ground the other side of the switch wherever it's convenient. The location is up to you; I can't tell you everything - you could steal my car! Jim Tegart - Rocky Mtn. Region

The oil dipstick on 1970 914 models represents $\frac{1}{2}$ quart between 'high' and 'low' marks, not one quart as in most Porsche models. Incidentally, if you sprint or use your '70 914 at driver's schools, I would suggest overfilling the oil by about $\frac{1}{4}$ quart. That model, unlike the '71 and later models, has no provision for reducing oil surge. The slight overfill will help keep the little green idiot light out on those long sweepers, and will not harm the engine. Potomac Region.

One area of the car that every 914 owner should keep clean every 6000 miles is the nylon pulley over which the clutch cable pivots. Dirt cakes around the pulley and it's a fifteen minute job to remove the pulley and clean it - but if this area is not kept clean, the pulley will not rotate and the cable will rub into the nylon. You'll hear a squeak in the cable if you have this problem. The cable will probably last only 2000 miles or so when the pulley is not free to turn. Road and Track.

Get with it.



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1953 Classic coupe #50969, 1500N engine #31758, exterior recently finished in metallic silver, rebuilt engine and transmission, rebuilt master cylinder and brake cylinders, new king and link pins, little wear on Michelin X's, new interior, leather seats, original instruments including Telefunken radio, \$1500 invested, make offer. 1600N engine rebuilt, 15,000 miles, \$390. Peter Haidorfer, 1801 W. Sulis St., Phila, Pa. 19141, ph 215-DA4-2568

1960 356B Roadster Super 90, only rust under driver's seat (has been repaired), good top, tonneau and boot, \$1150. Engines - a Super and a Normal, will accept offers. All items must be sold. Lee Herskowitz, 1925 Wynnefield Terrace, Phila, Pa. 19131, ph 215-TR9-9597

1961 Super engine; 62 trans and brakes; Lucas Driving Lights (round) SLR576; low mileage 165x15 Michelin X studded snow tires, Vern Lyle, 1415 West End Blvd, Quakertown, Pa. 18951, ph 215-536-3733, after 6

Trailer hitches for Porsche 912, except station wagon model, J.C. Whitney, Chicago. (Thanks Tim Kuser)

Wanted: Black and white photos for Der Gasser! My camera will be in the repair shop til after the driver's school - what a bummer! Negatives preferred - I can print them to whatever size is needed. Somebody please shoot something!





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