

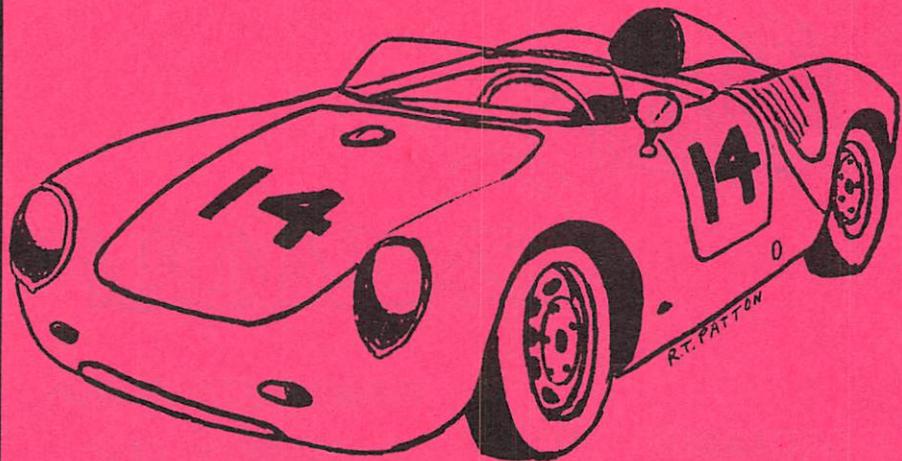
Der Gasser

DECEMBER 1975

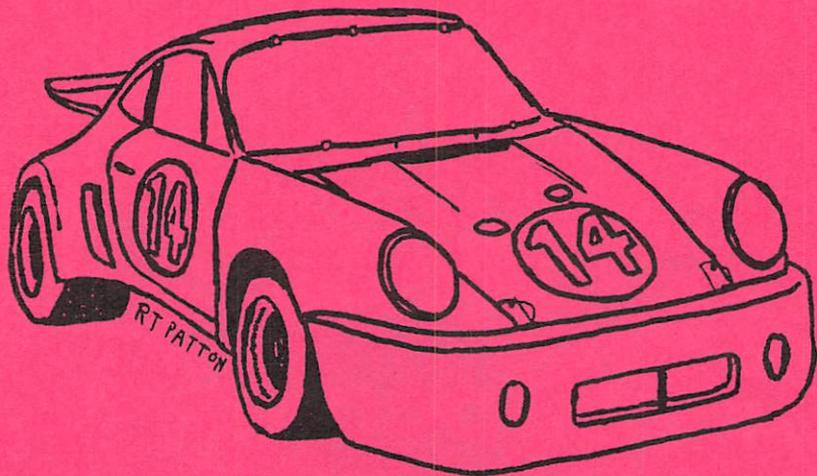
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PRESIDENT'S MESSAGE

The 18th Annual Dinner Dance was again a big success this year and reflected the tremendous effort that went into it on the part of the Banquet Committee members. On behalf of all the Riesentoters in attendance, our thanks to everyone who helped to make the Dinner Dance an affair to remember. And we also appreciate the generosity of the door prize donors who saw to it that no one (or almost no one) left the Dinner Dance without a worthwhile memento in hand. How will next year's Banquet Committee match the superlative job that was done in 1975? It will happen, you'll see. That's one of the unexplainable but gratifying mysteries about Riesentoter Region and our members --- the ability to improve upon the unimprovable.

In last month's President's Message we congratulated the new officers for 1976 and thanked the members of the 1975 Executive Committee for their fine job. As this is December, a busy month for everyone and a month with too few days to accomplish everything on our "things to do" lists, we'll just reaffirm those earlier sentiments here and quickly conclude our message this month by wishing everyone a very happy holiday season. See you in '76!

Herb

Please Note:

The December issue of PANORAMA contains the ballot for the current referendum on proposed By Laws amendments. The printer deleted the "FOR" and "AGAINST" headings over the columns where the ballot is to be marked. Please mark the two active member columns "FOR" and "AGAINST" and the two family member columns "FOR" and "AGAINST" when you fill out your ballots. And please VOTE. Ballots must be postmarked no later than January 19, 1976.

While driving my 356 in the rain, I often wondered why I didn't have windshield washers like other cars. Oh, I know there is a big black rubber bulb by the clutch pedal, but whenever I tromped on it, one of three things happened: 1) the underside of the wiper blades got a bit damp, 2) a steady trickle of water dripped on the passenger's feet, or 3) nothing. I don't know the reason for the low pressure, but I finally did something about it which is certainly worth the small amount of effort and money expended.

First, I purchased a 6-volt electric washer motor from old reliable J.C. Whitney (\$6.95). There was no wiring diagram included, but even an electrical dunce like me knew that it had to be connected somewhere. I ran one wire from the pump to the fuse box and used #2 fuse (cigarette lighter, 25A). While it is conceivable that running the washers and lighting a cigarette at the same time might overload the fuse - who smokes in their Porsche anyway? As an alternative, use fuse #3, which is used only for gas heaters. At any rate, this ties you into a power supply. The other wire from the pump goes to a push-button switch, the other side of which is grounded. I mounted this cleverly near the wiper switch. So much for the wiring.

At first, I connected the pump to the existing washer lines, retaining the standard nozzles and check valves. The results were not impressive - the flow was stronger and now the top of the wipers got wet - but it seemed that the holes in the nozzles were too large. I purchased two standard type nozzles from an auto parts store and discarded the check valves. What a difference! Now the spray went over the roof and landed in the vicinity of the rear bumper. Cute - but not what I had in mind. With a bit of wedging under the nozzle mounting bolts, I finally aimed the nozzles just right.

I happened to go to a sprint just after that and learned what the check valves are for. On a hard right hander, washer water was pouring out of the left nozzle - very distracting. So the check valves go back in.

Now I no longer envy '61 Valiants or Cadillacs or even 911's. I've taken one more step toward keeping the 356 alive forever.

I DID IT ONCE AND I DID IT AGAIN!!

NICK IMPERATO

Now the car is almost out of the Body Shop. After discussions on minor glitches and having them repaired I will now begin to put it all back together.

I begin with the greatest intentions but.... I can't put in the glass because the head liner has not arrived from one of the suppliers. It is Sunday and I am missing a few bumper bolts so that will have to wait.

A month ago I ordered a black twist carpet kit from another supplier. It arrived yesterday.... only it was the most beautiful RED fuzzy carpet you have ever seen. So...back to the store and back to the factory. (Hurry up and wait.)

One thing that did come through well is my Rubber Kit. All the pieces for the entire car. There seem to be some extra ones that I will have to figure out where they go.

Patience is a virtue....I have learned that well. When working on an older car you don't have any choice.

DON'T plan on a completion time....just let it happen. As you begin to rush you make mistakes, a scratch here or a busted nut there. Haste causes great aggravation, it's not worth it.

There is a great amount of pleasure to be derived from restoring a car. You can almost feel that you are working along with Dr. Porsche, that you are saving a bit of Antiquity for posterity and best of all you will be driving a SUPER car that you have knowledge of every nut and bolt. Not to mention, saving a good amount of money.

THE END



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THUMBS UP

November 10, 1975

John Clever, Chairman
Parade Competition Rules Committee
P.O.Box 691
Tracy, CA 95376

Dear John:

How gratifying to note at last the elimination of a sexist tradition in the Parade Competition Rules--the Ladies Class. You are to be commended for rectifying the discriminatory assumption that women cannot and will not compete with men in driving competition. For years, women obediently accepted the automatic relegation to Ladies Class, thereby resigning themselves to develop limited ability. The psychological effect has been devastating--today most of us women can't compete successfully with the men, and it's going to take some practice with the faster cars until we realize that we are able people. We needed this push to begin developing confidence in ourselves.

It will be interesting to note the female participation in future Parade competition events. Women can still compare their ability with other women, if that is what they want, and if just-beginning women drivers are apt to be discouraged by this new rule, whoever told a man he had to win first time out? I think most entrants compete for the sport of it and for some self improvement--not just for a place in the standings.

Now that the elimination of Ladies Class is a trend nationwide, I'm sure we'll see much better driving among our women. And with the keener competition, there's no reason we shouldn't run as fast as the men--maybe faster!

Louise Lyle
Vice President
Riesentoter Region

The new Porsche SC Engine

(OR "WOULD YOU BELIEVE...A PORSCHE CIVIC?")

In order to meet stringent EPA requirements, Honda of Japan is now producing a stratified charge (SC) engine with two combustion chambers per cylinder. Now, the Wizards of Zuffenhausen have developed a new approach to the SC engine. Three (count 'em, three) chambers per cylinder.

Basic research on the Porsche SC system has been conducted on a one-cylinder engine, with additional testing on a 6-cylinder air-cooled (Ed. note: must be a 911) and an 8-cylinder water-cooled engine (Ed. note: apparently a 928; watch for development here).

The standard Otto cycle engine (4-stroke internal combustion) is plagued with a curious phenomenon. At a 15.5:1 air/fuel ratio, unburned hydrocarbons (HC) are at a minimum - great - BUT, oxides of nitrogen (NOx) are at a maximum - bad news. Further leaning will reduce NOx, but increase HC, due to lower expansion and exhaust gas temperatures. The Porsche SC engine seems to have all but eliminated this problem. The auxiliary chamber is run at a 9.5:1 air/fuel ratio for good ignition stability, and the main combustion chamber is run below a 20:1 air/fuel ratio (and without burning valves!). In both areas, the 15.5:1 ratio is avoided, to cut down on NOx, but excellent results were achieved with HC emissions as well. Carbon monoxide (CO) levels are about the same as with the Otto cycle engine. See figure 3.

As you may already know, increasing the compression ratio in an Otto cycle engine from 6:1 up to 10:1 will cause you to use about 25% LESS fuel. A similar increase in the Porsche SC engine will cause it to use only 10% less fuel. This is due to the basic improvement in the combustion process in the SC engine, which makes it less sensitive to changes in parameters such as air/fuel ratio, ignition point (i.e. timing), and compression ratio.

Increasing the SC engine's compression will cause a slight increase in HC and NO_x emissions and a simultaneous reduction in CO emissions.

Due to its special combustion arrangement, the SC engine is relatively insensitive to changing of its fuel characteristics. Since part of the fuel is burned in the rich section and part in the very lean section, the range where the greatest amount of knock normally occurs (the range around stoichiometric) is avoided. With 10:1 compression ratio, it is possible to operate the Porsche SC engine without knocking on an iso-octane/n-heptane mixture with an octane rating of 88. Spark retard becomes necessary only when operating the engine on fuel with an octane rating of 85 or less.

The operating process of the Porsche SC engine approaches the theoretical isothermal expansion cycle closer than existing conventional engines, with accompanying advantages in the areas of exhaust emissions and fuel economy. Further refinements to this engine will improve its cold start and running up characteristics. With sufficient development, the new system may provide a valuable alternative to the conventional Otto cycle engine with exhaust gas treatment.

(Excerpted from the Oct. 1975 issue of Automotive Engineering, the official publication of the Society of Automotive Engineers, with permission from the editor, Robert J. Fabian.)

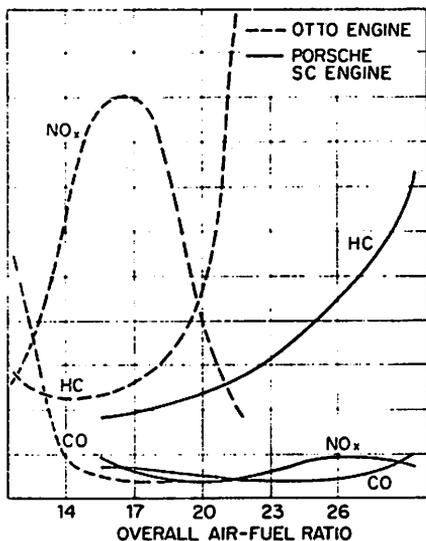
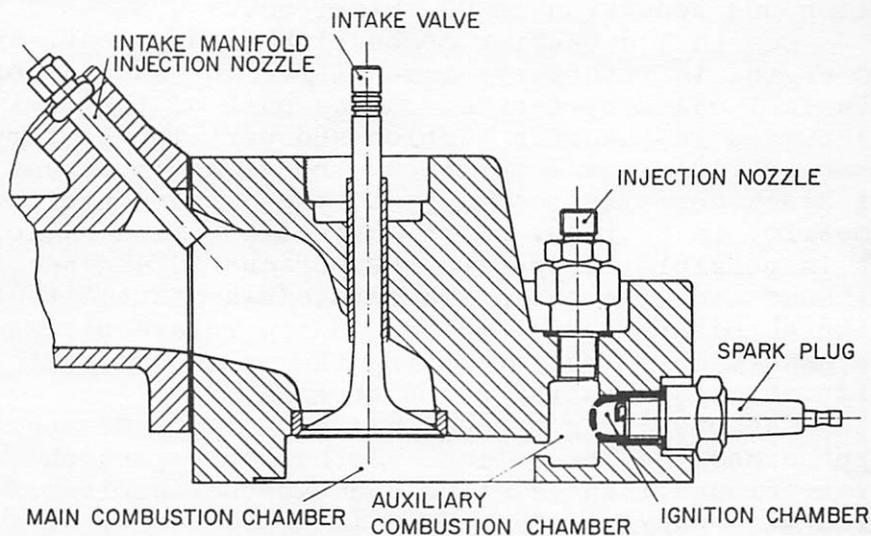


Fig. 3. Exhaust pollutant composition of Porsche single-cylinder SC engine compared with conventional Otto cycle engine. Spectacular improvement in NO_x emissions is shown.

Based on SAE paper #750888, "Combustion and Exhaust Emission Of An Engine Using the Porsche Stratified-Charge-Chamber System," by Dusan Gruden, Porsche Aktiengesellschaft. Presented at SAE Automobile Engineering & Mfg. Meeting, Detroit, Oct. 13-17.



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PAGE 13

This is my last issue of 1975, and I can say it has been a pleasurable, though rather hectic job. First and foremost, I would like to thank my father who has been so helpful, especially in the addressing/stamping department. Thanks, too, to Glen Canfield, who supplies us with the mailing labels. And to countless other people who contributed articles, photos, drawings, etc.

I will continue as editor for another year, despite my busy schedule. Besides starting back to school at nights (to get a BS in Mechanical Engineering), I just bought a house in Kimberton, PA, so the "editorial office" will be moving to a new location. (Yes, there still is some mortgage money available, even for us single folk.)

This month's feature article is about Porsche's new SC engine. SC for "Stratified Charge," and not to be confused with the 356 SC of years back. Since the announcement was made public in the middle of October, most automotive publications have not yet released this story due to lead times required. Automotive Engineering, the official publication of the SAE, had advance notice and were able to publish the article simultaneously as it was presented at an SAE meeting in Detroit. A diagram of the SC's combustion chamber is on the preceding page.

Auf wiedersehen!

Editor

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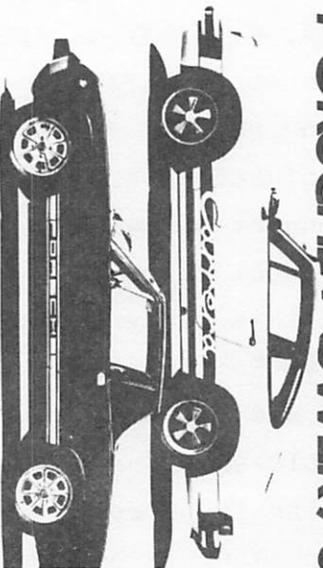
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HILLCLIMBING

Jess Holshouser

The final point standings for the PHA season are in, and now we can all ponder a moment on what might have been. As expected, however, Team A of the club finished 5th; this team behind Duryea SCC Team 1, Susquehanna Region (SCCA) Team A, Blue Mountain Region (SCCA) Team A and Northeast Pa. Region (SCCA). Team B of our club was severely handicapped with several drivers not running a sufficient number of hills and as a result finished 11th. Seventeen teams were entered from the member and associate clubs.

Concerning the individual finishes:

Jay Schneider, 6th Touring I
Charlie Beidler, 20th Formula Vee
Dick Sweigart, tie for 2nd, EP II
Jess Holshouser, 4th EP II
Connie Sweigart, 7th EP II
Wally Bogart, 5th CP
Tom Beil, 1st Mod II
Dave Derecola, 5th Mod II
Al Derecola, 6th Mod II
Gerald Sigal, 12th Mod II
Ted Klaus, 2nd Formula I

For the season FTD trophy, Tom Beil placed 3rd and Ted Klaus, 11th.

Dick Sweigart and I attended the pre-annual PHA meeting on November 23 to vote on rules changes for next year. There were no major changes but I will mention a few: (1) Driver's personal data will be required on their helmets per SCCA requirements. (2) Drivers' suits must fit snugly at ankles, wrists and necks. (3) No cars will be permitted to run with ply or ply-rated tubeless tires unless tubes are inserted. Radial tubeless, belted tubeless or tubeless tires designed for racing purposes only need not insert tubes. This rule, however, does not apply to SSS or SSSC. No studded tires permitted. (4) Fuel for cars is identical to SCCA requirements.

Tentative dates for the 1976 Hillclimbs, which at this time have not been sanctioned by PHA are:

Goldmine	April 24 & 25	
Pine Grove	May 15 & 16	
Duryea	June 5 & 6	
Giant's Despair	July 17 & 18	
Pagoda	Aug 20 & 21)	to be
Red Rock	Aug 20 & 21)	resolved
New Hill	Sept 18 & 19	
Weatherly	Oct 9 & 10	

Red Rock may move to Labor Day weekend.

(Continued on page 17)

PHA will use the same car classifications for production cars as approved by SCCA. A number of changes were voted on by the SCCA Board of Governors on November 15 and 16. Not all of the proposed changes, however, were approved. I don't have these approved changes at this time.

Concerning changes for the future and things to keep in mind: The 1975 Snell helmet will soon be available. It may be required by January 1, 1977. Some of the older helmets may be able to be updated. Also, at some future time, it may be required that all cars have an integral roll cage/seat support system with the seat and driver restraint attached to the cage. There is hardly any question -- roll cages are coming.

Some other Hillclimb results were:

Pagoda--Aug 30 & 31	Red Rock--Sept 13 & 14
J. Schneider, 6th T I	J. Holshouser, 2nd EP II
Tom Beil, 1st Mod II	D. Derecola, 3rd Mod II
D. Derecola, 5th Mod II	Tom Beil, 4th Mod II
A. Derecola, 9th Mod II	A. Derecola, 6th Mod II
G. Sigal, 10th Mod II	Schaefferstown--Sept 27&28
Dick Sweigart, 2nd EP II	J. Schneider, 5th T I
C. Sweigart, 7th EP II	Dick Sweigart, 2nd EP II
J. Holshouser, DNF EP II	J. Holshouser, 4th EP II
Ted Klaus, 1st Formula I	C. Sweigart, 6th EP II

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DER GASSER advertising rates for 1976 will continue at \$250 per year for a full page and \$130 per year for a half page. There will be eleven (11) issues next year, with the November and December issues being combined. If you would like to advertise with us, please send advertising copy and a check for the appropriate amount made payable to "Riesentoter Region, PCA" to Robert T. Patton, 4069 Lasher Road, Drexel Hill, PA 19026 by December 31, 1975. (Present advertisers: we can use your 1975 advertising copy unless you wish it to be changed.)

Business card ads will go up to \$7.50 per insertion. The classified column is FREE to all members.

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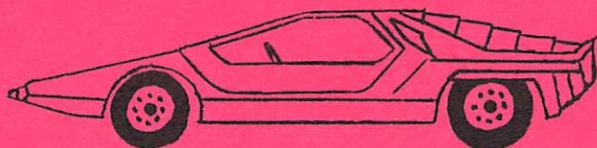
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