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July 82 Newsletter of RIESENTÖTER  
REGION, PORSCHE CLUB OF AMERICA



Shades of Bruce Jennings!

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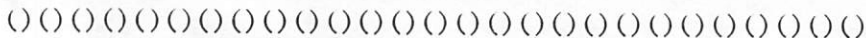
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COVER PHOTO BY  
EDITOR: Wayne  
Flegler's 356  
done up in paint  
scheme made  
famous by Bruce  
Jennings. See  
page 12.

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# precision

## MOTOR WORKS

Sales      Repairs      Parts  
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Bob Koerbel      527-6025

# Thoughts from the Top

Don

Now everybody is talking 944. There are ads almost everywhere; in magazines, The Wall Street Journal and even on television. Certain wives I know are trying to convince their 911-owning husbands to swap. I must say that I am tempted.

Naww, there's nothing like a 911!

We will have completed the joint Driver's School at Summit Point by the time you read this, and if all goes as planned there should be a nice boost to our treasury.

Speaking of our Treasurer, Bill Cooper will present a slide show at the next meeting on the Parade held at Reno.

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## Super Sundays, etc

- July 23-25 Chesapeake Challenge, details in Panorama  
28 Riesentoter General Meeting, see page 3  
30 Driver's School at Lime Rock, hosted by Schattenbaum Region, Bob Carrington for details, 609-771-0613
- August 1 DVSA CHAMPIONSHIP SPRINT at Gloucester Co. Community College, hosted by Brandywine Motor Club, Harry Smith 609-299-5308  
8 DVSA CHAMPIONSHIP SPRINT, Riesentoter host, Bob Russo for details, 674-4756  
14-15 New Hope Auto Show  
14-15 Driver's School at Watkins Glen, hosted by Northern New Jersey Region, Call Bob Moir, 201-627-3106  
25 Riesentoter General Meeting  
29 DVSA Sprint, Old York Road Sports Car Club, Walt Boutcher, 674-4794  
29 Solo II Sprint, SCCA, Mike Signore 643-5212
- Sept 4-5 Driver's School at Summit Point, hosted by Potomac Region, Alan Friedman 703-620-9268  
11 Riesentoter 25th Anniversary Celebration  
12 Riesentoter Picnic at Camp Hideaway  
12 DVSA Sprint, BMC, Harry Smith 609-299-5308  
26 Porsche/Corvette Challenge at Christmas Village, Wayne Flegler 609-423-6659  
26 DVSA Sprint, Old York Road, Walt Boutcher for details, 674-4794

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# Next Meeting: Porsche Parade Larry Bruce

MEETING: Wednesday, July 28

TIME: 8:30 PM

PLACE: George Washington Motor Lodge  
(Norristown Exit 25 PA Turnpike)

Riesentoter's travelling Treasurer, Bill Cooper, has just returned from Reno, Nevada and the Porsche Club of America's 27th Annual Porsche Parade.

Bill will report on his adventures as well as provide us with a glimpse of what it was like via a slide show.

So if you couldn't make Reno this year or you are just a little bit interested in what actually goes on at a Parade, come on out! Meeting starts at 8:30.

Some people turn out for dinner before the meeting each month - it's very casual, no reservations needed and we usually arrive around 6:30 - join us!

## AIRCOOLED *RACING* and P

We don't just sell parts at close to our cost! Engine and transmission rebuilds—our dyno is set up for aircooled Porsche engines—roll bars and cages—competition suspension setups—machine work—trailers and more

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# We're Growing

Skip Corey

## NEW MEMBERS - WELCOME!

Lee Lombardo  
Philadelphia  
'83 944

Michael & Jane Curnow  
Havertown  
'73 911 RSR

Ralph Boettcher  
Southampton  
'74 914

Russell & Barbara Gervais.  
Bryn Mawr  
'81 911SC

Peter Sleeman  
Bethlehem  
'78 911

Sheldon & Deborah Moskovitz  
Langhorne  
'79 911SC Targa

Robert Fuisz  
Bethlehem  
'82 911SC

David Klein  
Philadelphia  
'80 911SC Targa

Rodney Jacobs Jr.  
Royersford  
'81 928

Barry Pincus  
Newtown Square  
'68 912 Targa

Rich Schreiber  
Villanova  
'73 911T & '60 Convertible D

Thanks to all our new members who attended the June meeting - it was a real success and everyone is looking forward to seeing those new faces at future meetings and events. Here are some of the reasons the parking lot on Route 30 was a real headturner.

Dave Beilman drove his 912 from Berwyn - he also has a '53 356 in the garage.

Rich Schreiber has a beautiful 911T and a basket case Convertible D - good luck, Rich.

Lee Lombardo could have had the meeting at his house since he already has the 944.

Ted Coyle lives up the road in Devon and cruises down Lancaster Avenue in his 911SC.

Ralph Boettcher drove down from Bucks County in the 914.

Dan Engle's car got more than a few looks - how many Cherry '63 Cabriolets do you see?

Alex Karkenny is getting his 924 Turbo in shape with a set of Comp T/As.

Barry Pincus and Fred Seigal both live in the Rosemont area and both have 911S'. I'll bet you guys can tell us where the radar traps are on Montgomery Avenue - hopefully not from experience!



## PORSCHE ONLY . . . .

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# Competition

Bob Russo

There is always very much spoken and written about preparing your car for the various driving events, but not much is really mentioned about the other main ingredient - you, the driver! Just as important as prepping your car is preparing yourself for any event, then you can enjoy using your Porsche to its full potential.

The first consideration should be how well you fit in your car. Remember that Porsches are made for a wide variety of people and it's up to you to custom-tailor it for your use. I've been told that there are some very short Porsche drivers. These people should raise the driver's seat using spacers or whatever means is available. If the shifter is hard to reach, it should be adjusted or if necessary, actually bend it to fit. (Ed. note: Those sounds you heard were concours freaks collapsing in paroxysms of disbelief.) Additions to the foot pedal pads to make operation easier are not out of the question either. If you have a tendency to accidentally hit your wiper switch, pull the fuse that controls the wipers - this avoids embarrassment and distraction during an autocross run. Needless to say, you wouldn't be doing this if there was a possibility of rain!

Now that the car fits you, work on a comfortable but efficient seating position. Most people recommend that you hold the wheel at 10 and 2 o'clock, with your elbows slightly bent - at 12 o'clock, your arm should be almost straight but not stiff. This position allows free movement of the arms without loss of control during possible opposite-lock maneuvers. This is why you may need to modify the pedals, to allow reaching them while still maintaining correct arm position.

Your next task in mastering your Porsche is familiarizing yourself with the operation of the controls. Of course, we all know how to shift gears, but can you do it totally without thinking? If you are having shifting problems, practice til it can be done easily.

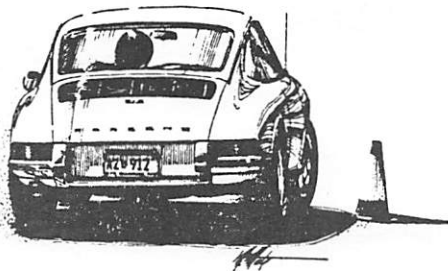


Have someone explain "heel and toeing" - have them show you how to do it, then practice it when ever you drive your Porsche on the street. Learn to double-clutch in conjunction with heel and toeing to reduce wear on the transmission and produce smoother downshifts. You should not be learning these operations at a Driver's School or autocross. These are basic to spirited driving and you are wasting valuable track time if you have not mastered them beforehand. You are supposed to be working on developing a smooth line and going fast at driving events.

If you know you have a particular problem with your car, fix it before you go to an event. For example, if your gearshift knob has a habit of coming off, tape it on for the event if you must. Remember, you are not there to win a concours. If your gas cap leaks or perhaps your battery is loose, fix it at home and not on pit road.

Next thing you should consider is your driving apparel. Buy a good helmet that fits correctly - try on some different styles and sizes, it should fit snugly but comfortably. Gloves, which many feel are more for image than function, should be worn. They prevent the steering wheel or gear lever from slipping out of your sweaty hands. They also offer protection for your hands in case of a mishap. Loose clothing should be avoided as it may become entangled during the drive. It is also a good idea from a safety standpoint to wear fabrics made of cotton as opposed to synthetics which could be a problem in case of a fire. Rubber soled shoes are a necessity to prevent your feet from slipping off the pedals during the heat of battle!

Well, now that you and your car are prepared, come on out to an event and enjoy.



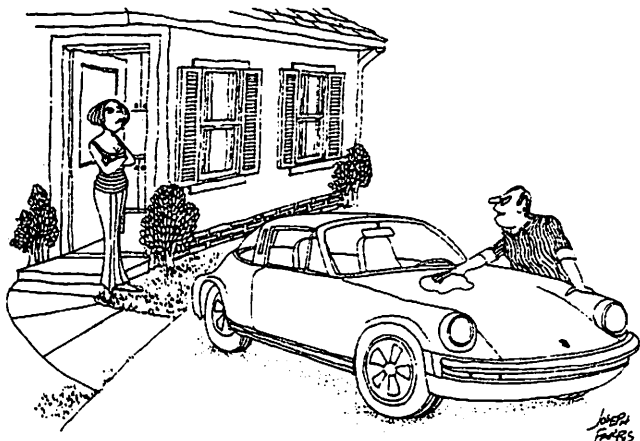
# Social Doings

Craig Rosenfeld

This year we have tried to present an active and varied Social calendar. There has been a caravan to the New York Auto Show, Sunday afternoon racing movies, a wine-tasting extravaganza, a sailing excursion and a trip to the casinos in Atlantic City. Due to the upcoming 25th Anniversary celebration and the dual weekend with Pocono Region this fall, the picnic on September 12 and the Octoberfest will fill out the Social schedule for the remainder of the year.

Measuring the success of this season is very difficult. Those aged and experienced members of Riesentoter have advised me that a crowd of 30 people for an event is a definite winner. I find that very frustrating - what kind of success produces only 5% of the potential draw that our club enjoys? What kind of program does our membership desire? Please - the Executive Committee needs feedback now to start tailoring next years events to your tastes.

Bob Holland has been laboring over the 25th Anniversary celebration for months. Let's give him our support and participation - the strength of Riesentoter is the membership. Let's live up to our potential!



# DVSA Championship

Gary Grove

The first round of the '82 Delaware Valley Sprint Association Championship Series was held on June 20 at Exton Square by Philadelphia Region of SCCA. Over fifty drivers enjoyed 4 runs around a fast and very challenging course that was a scaled-down version of the Canadian Grand Prix circuit.

Due to a conflict in scheduling only 4 Riesentoter drivers were able to compete, but true to form, all won their respective classes rather handily. They were Don Reinhard in his A Stock 914-6, Jay Goldfarb in his B Improved Speedster and Gary and Mary Grove in their C Stock/C Ladies Sprite that will soon be replaced by their new 914-4. Fastest time of the day went to another PCAer, Schattenbaum's Jack Lynch in his Super-Mini.

The next Championship Sprint of this 6 event series will be held on August 1 by Brandywine Motor Club. Our very own event will be round 3 and will follow on August 8. Thus the '82 season is finally underway. All that's needed to make it the best ever is YOU.

## But...

(Editor's note: As of this writing, the Championship status for Round 1 is under official protest. The DVSA schedule mailed early in the year listed June 20 as SCCAs Championship date, but in a later mailing by SCCA June 20 was listed as a Solo II event and the DVSA Championship was moved to Oct 31. With no further notification the Championship was apparently changed back to June 20 and it is on this basis that the protest was filed. We'll keep you informed.)



# ABCs of Tires

Bob Patton

Tires are probably the single most important part of the suspension of your Porsche. They are the only link between the car and the road, transferring throttle, steering and braking inputs into reality.

Naturally, you're using radial tires on your Porsche all around and not mixing steel belted with fabric belted. Mixing tire construction or belt material could provide more thrills than you bargained for.

The Federal Government's Department of Transportation has put a grading system on new tires. The system grades three characteristics - treadwear, traction and temperature.

Treadwear is given a number based on a mythical tire with a grade of 100 driven on a government course. A tire wearing one and a half times as well gets a rating of 150; twice as well will get 200 and so on.

Traction and temperature each get an A,B or a C, going from highest to lowest. Traction measures only the tire's ability to stop on wet pavement, on controlled surfaces, and has nothing to do with cornering or dry road braking. A tire marked C may, and probably will, have poor traction performance.

Temperature grades represent the tire's resistance to the generation of heat and the ability to dissipate it. This test is done on a laboratory test wheel. Grade C corresponds to a level of performance which all passenger car tires must meet under Federal law. A and B, of course, represent higher levels. Tires with an HR speed rating (up to 120 mph) and VR rating (up to 131 mph) would get an A temperature rating, but an A rating doesn't make a tire a VR or even an HR.

As you can see, although this system may be far from perfect, it does represent an effort to let the consumer (in this case, you) know what he's buying before shelling out the bucks.

# Motor Mayo

During the wintertime, moisture-laden air enters the alloy crankcase of an aircooled Porsche motor while it is running and warm. When the motor is stopped, the alloy case quickly cools, the air inside can no longer hold as much moisture, water condenses and runs down the crankcase walls and, being heavier than oil, lays on the bottom of the crankcase. Each time the motor is run and then stopped and cooled, it collects more moisture. When the motor is run, the oil and water are beat about enough to cause them to emulsify, much like mixing clear lemon juice and clear oil to make opaque mayonnaise in a blender that is running up against the rev limiter.

When you remove your oil filler cap, you see the products of the emulsification; a whitish goo about the filler neck that has the consistency of mayonnaise. Motor mayonnaise occurs in both wet- and dry-sump cars. Eventually, it will begin to corrode the underside of your oil filler cap and that should be a message to you. Motors do not like water in their oil. Water is bad for oil galleries, oil filters, oil pumps, cylinder walls and bearing inserts; it's absolute havoc for rolling element bearings and camshafts and camshaft follower bearing surfaces.

The best way to avoid motor mayonnaise is to avoid short drives during which the motor never gets up to operating temperature. On a good long drive, the motor is hot enough over a long enough period of time to evaporate the water and it clarifies, much like clarifying butter in a sauce pan in preparation for making a bordelaise sauce. If you must take only short drives, vent the crankcase by removing the filler cap after parking and laying it, bottom side up, on the driver's seat so you won't forget it. I do that and as a result, I often have to go back inside to change my pants because I sat on the damn thing.

(This was borrowed from The Nugget and credited to Joe Padermderm.)

# Shades of Wayne Flegler!

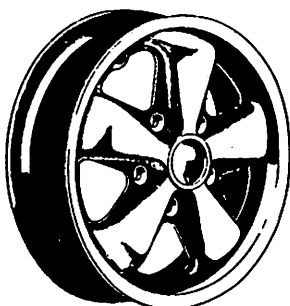
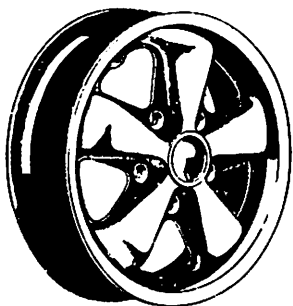


Who is that man behind those aviator goggles? From the paint scheme and the flat out driving style it could be our own Wayne Flegler. But no, this photograph is older than Wayne (photographer is unknown, and it wasn't me).

This is the real Bruce Jennings in a Carrera Speedster, a 4-cam, 4-cylinder of around 160hp. Bruce has been racing Porsches since God was a little kid and he still runs the 12 Hours of Sebring and other endurance races in cars he maintains himself (I would guess he's well over 50). It's a true story that he got tired of changing the gear ratios for each track so he simply bought 3 cars with different gearboxes. His spirit of competition is legendary, but so is his willingness to help a competitor - truly a gentleman's racer.

## Parts Bin

FOR SALE: '70 914-6, yellow with black interior, body in good condition, needs heater boxes and exhaust work, 67,000 miles, asking \$7500. Call 201-835-0820



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...and remember this

Someone's Law states that the vehicle in front of you always travels slower than you want to go. Lyle's Corollary says therefore that you should pass every turkey the first chance you get. You may end up in a turkey sandwich, but it's better than being caught at the ass end of the gaggle.

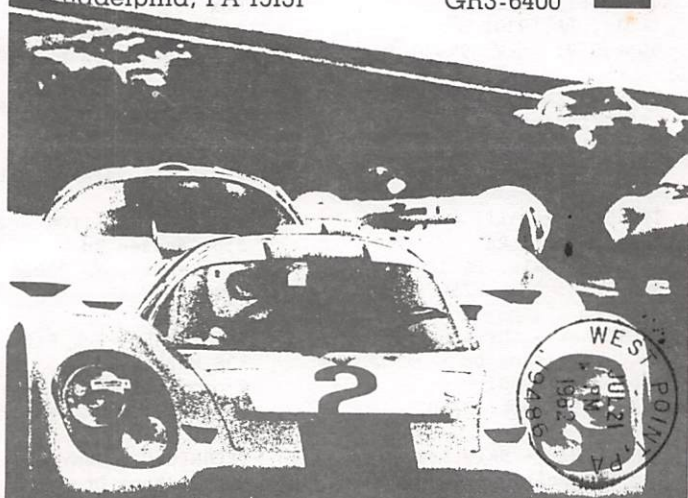
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