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Sept 82 Newsletter of RIESENTÖTER
REGION, PORSCHE CLUB OF AMERICA



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Xmas Village, just
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a pylon as you can
get.

PHOTOS by the
Editors

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((()))



precision

MOTOR WORKS

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Thoughts from the Top

Don

I've been taking a lot of ribbing lately about how high my 911 rides. Under hard acceleration it looks like it's about to take off. "Lower it", everybody says. Well, last week I went out to the garage and found my ride height problems were solved. Both front torsion bars had broken in the middle of the night and ground clearance was now one inch! I wonder how I'd do at Christmas Village now?

So we're out of action again just as this fantastic autumn weather arrives. Now, if I didn't have to write this message, I could have had one bar in by now.

On a more serious note, I've decided to do an about face and run for President again next year. I feel we have put together an outstanding slate and we should be able to move the Club to greater things in both the Competitive and Social spheres.

See you at the September meeting, remember, at the General Wayne Inn (map on page 4).

The new slate proposed by the Nominating Committee:

PRESIDENT - Don Galbraith
VICE-PRESIDENT - Craig Rosenfeld
TREASURER - Bill Cooper
SECRETARY - Dodie Reiter
MEMBERSHIP - Skip Corey
SOCIAL - Joe Shelanski
EDITORS - Vern and Melody Lyle
COMPETITION - Bob Russo and Al Anderson
TECHNICAL - Tony Checkowski and Bob Patton

As always, nominations will be taken from the floor up to the time of the election. If you have no further nominations, come and let these people know that you support them.

Super Sundays, etc

- Sept 19 - DVSA CHAMPIONSHIP SPRINT, Schattenbaum host, Bob Carrington for details, 609-771-0613
26 - Porsche-Corvette Challenge at Christmas Village International Raceway, call Wayne Flegler, 609-423-6659, see page 11
29 - Riesentoter General Meeting, New Site!
- Oct 2 - Tech Session at Rosemont Porsche, page 5
3 - Giantkiller IV Rally, by Rallymaster Skip Corey, see page 6
3 - DVSA Sprint, BMC at Gloucester County, call Harry Smith for details 609-299-5308
3 - SCCA Solo II Sprint, Mike Signore 643-5212
9-10 - Northern New Jersey Region Driver's School at Pocono, call Bob Moir 201-627-3106
10 - DVSA CHAMPIONSHIP SPRINT, OYR host, call Walt Butcher, 674-4794
16 - PCA National Exec Council Meeting, hosted by Central Penn Region in Harrisburg
17 - DVSA Sprint, Riesentoter host, call Bob Russo for details, 674-4756
24 - DVSA Sprint, DVSCC host
27 - Riesentoter General Meeting
31 - SCCA Solo II Sprint, Mike Signore 643-5212
- Dec 1 - Riesentoter Meeting for November/December

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Next Meeting: Tech Quiz & Auction

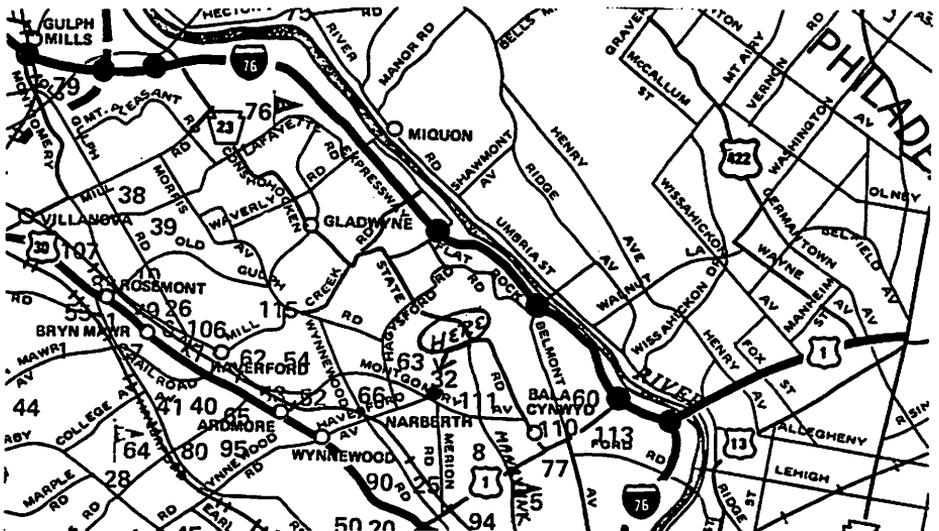
NEW MEETING LOCATION!!
General Wayne Inn in Merion, Pa.
September 29 at 8:30 pm

The food is good - entrees are reasonably priced - come early and try it! Special parking will be available out front for Porsches.

Come out for the meeting and pick your Porsche brain on an authentic Porsche Parade Technical Quiz. Take on the challenge in a category of 356, early or late 911, 914 or the later 900 cars. Ladies, don't be shy! Show those guys just how much of all that Porsche talk you've absorbed. Prizes for the winners.

The auction never got off the ground at the busy picnic, so we'll have it here. Bring something Porsche related to be donated for the fun auction. Not Recaro seats, but maybe an oil filter or an old carb. All proceeds go to the club treasury.

To get to the General Wayne: get off the Expressway at City Line Ave. (Rt. 1 South), right onto Conshohocken State Road, left onto Montgomery Ave. - the Inn is on the right a short distance down the road.



We're Growing

Skip Corey

AUGUST'S NEW MEMBERS - WELCOME!

J.P. Moore
Valley Forge, Pa.
1974 914

Gary & Arlene Diamond
Langhorne, Pa.
1980 911SC Targa

Marcy Delbaum
Wilmington, Del.
1977 911

Debbie St.Laurent
Wilmington, Del.
1983 944

Todd & Sandy Hollander
Fogelsville, Pa.
1982 911SC

A SPECIAL WELCOME to the new members who attended our August meeting!

Todd Hollander is taking time out of his busy dentist schedule to enjoy his new 911SC.

Debbie St.Laurent is driving the car every one is talking about - an '83 944.

Peter Davis made the trip from Bethlehem in style in his '82 911SC Coupe.

Bill & Linda Pistoll have owned the same Porsche for 15 years - a '67 911S with 19000 miles in Mint condition!

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Tech Session

Tony Checkowski

Place: Rosemont Porsche-Audi
Lancaster Avenue (Rt 30)
Rosemont, PA

Date: 2 October 82

Time: 9 am to 2:30 pm

Drive to the rear of Rosemont Porsche (through the Acme parking lot). There are six lifts available and the parts store will be open if you need anything. A mechanic will be on hand to advise and consent.

Here is your chance to winterize your Porsche, get your car teched for a Driver's School or get answers to technical questions about your particular Porsche model. Bob Patton and I will bring plenty of tools and what we don't have, someone else probably will.

This is the last tech session until the spring of '83 so take advantage of it, even if only for an hour or so. Donation to Riesentoter treasury: \$3 per car.

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Giantkiller IV Rally

Skip Corey

Looking for a fun way to spend an October Sunday? Well, I've got just the thing - a gimmick rally to be run on Sunday, October 3. This rally requires no special equipment, but a semi-accurate odometer would be helpful, along with a clipboard and pen.

The basic idea is to follow the rally route and answer the questions to the best of your ability. Most of the roads are very scenic and challenging so you can enjoy driving your Porsche around these country corners but fastest won't necessarily be first (it usually is not, anyway). Even if your Porsche is up on jack stands (I've been through that before) take your other car, pile the family in and come out to enjoy the autumn afternoon.

The starting point for the rally is Stouffer's Hotel on Rt 363 north, just off the Valley Forge Exit of the PA turnpike. The first car is off at 1:00 sharp. The rally will finish at a nice informal bar-restaurant where you can cry in your beer or raise a victory toast. To let the restaurant know how many people will attend, you must pre-register by September 29. Please send a check (payable to Riesentoter Region, PCA) for \$7.00 to my address listed in the back of this issue.

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Thanks for the memories

Vern Lyle

What a weekend! Saturday nite was electric - the atmosphere of anticipation, excitement, nostalgia and Porsche fellowship was all mixed together and I think everybody had a good time. Wayne Flegler was so excited about all the oldtimers and history in the room that he went off photographing and shaking hands and never came back to eat dinner!

There were no fewer than ten past Presidents in attendance and all were presented a plaque commemorating the occasion: Beidler, Ott, Whitcomb, Sitron, Flegler, Russo, Imperato, Holland, Shield and Galbraith.

Many old photographs and memorabilia were on display spanning the entire 25 years of Riesentoter history, with almost every member appearing somewhere. Noteworthy was the "Penn Fruit Special" of Horace Ott. The Ott's only car saw daily duty as a commuter car and supermarket vehicle and was raced on the weekends! There was a nice memento of John Kent's 1st Overall win at the '63 Parade hosted by Riesentoter in the Poconos ... and a jacket to poke fun at the hotrodders of the day, emblazoned with "Riesentoter Racing Team".

Bruce Jennings, a longtime friend (but never a member) of our club, who always carried a Riesentoter badge on his race cars, showed up with another well-known driver - Donna Mae Mims. Yes, she was wearing pink. Remember?

There was also an attention-getting display of cars out on the veranda: from Larry Holbert's 356A coupe, Wayne Flegler's B, Bob Russo's C, a 914, Bob Holland's 924, up to the main platform of Skip Chalfont's Speedster, Al Holbert's 924 Turbo and a 928! WOW!

But the slide show was the highlight of the evening. Put together from a dozen sources in less than two weeks by Holland, Russo, Flegler and Lyle, it was enlightening, nostalgic and humorous. And it was

really nice to see the folks from the early years shuffling through the slide rejects after the show, arguing over who that was in the battered hat in the background.



Waking up Sunday to "9:11" on the digital clock, we knew it would be another good day at the picnic. We washed just the top of the car, then decided not to enter the "Top Only" Concours. Some awfully nice cars were there, with the A.J. Ahrens/Linda Meara beautiful Silver B coupe simply outstanding. The 6-cylinder vs. 4-cylinder softball game was won by the grown-ups getting in their way at times (ask me about my back). Volleyball was followed by judging of the baking contest. The delectable winners of each category included Connie Sweigert's pecan pie, Jan Jandrlich's apple cake, and Pat Imperato's brownies. There was also a lot of reminiscing and just enjoying the beautiful weather ordered up by Bob McCullen for the day.

The whole weekend was a super high that will live on in our memories probably forever. What was utterly amazing to me was the oldtimers - names we've known for years and who we hold in reverence as the 'originals' - would say, for example, "Hi, I'm Earl Stone, do you remember me?" Geez, do I remember the Pope? Would you believe, Jim and Joan Haas from Rhode Island, Howard and Ruby Reed from the shore, Ed Lynch, Jack Klinges, Sandy Sadtler, Wes Watt, Dick Sweigert, Harry Nowak (first "Der Gasser" editor), and some I probably missed in the excitement. And near the end of dinner when Charlie Beidler got up to thank us for putting on this celebration for them, I don't think there was a dry eye in the place.

Sometimes it seems strange that the appreciation of a motor car could bring so many fine people together and hold them for so long - but it obviously happens. I think that deep down, the one thing that gives us all such pleasure and satisfaction in this association is the enduring quality - of both the Porsche car and of the Riesentoter people. Long live us all!



Competition

Bob Russo

Our use of Bradford Plaza in West Chester unfortunately was short-lived. The results of that one event appeared in last month's issue. Most all who ran the autocross agreed that it was our best site to date. We have not given up on this location, but it doesn't look good.

For our August 22 DVSA Championship event, we went to the 'old standby' - Christmas Village. With the good weather and the fact that it was a Championship event, we were happy to turn out over 40 cars. Although it's a slightly long drive, most everyone enjoys the track. One of the good things about it is that it gives a base of comparison of your driving, since it is always the same course. Even though some of us (read author of this report) are not very fast there, a decent food concession, clean rest rooms, good track surface and a challenging course make the trip worthwhile. Results from this event are on page 11.

Our next and last autocross of the season is currently slated for the Eschelon Mall in Voorhees, New Jersey, on October 17. This will be a non-championship DVSA event and will probably be held in conjunction with a car show at the Mall. We hope those not interested in the autocross will show their cars and vice versa, but ideally people will do both. Obviously, very strict security precautions will be taken.

The annual Porsche - Corvette Challenge is scheduled for September 26 at Christmas Village. It is great fun watching the Corvette drivers get frustrated being run down by cars with about half the horsepower. However, there are one or two "plastics" that can really put it to us - come out and help defend the "Giantkiller" image. To get there, take PA turnpike to the Morgantown Exit, make a left after paying toll, then a right at the "T". Go half a mile, then right onto I176 toward Reading. I176 ends and becomes Rt 422. Follow signs to Reading airport on Rt 183 north, toward Bernville. About eight miles past the airport look for Christmas Village signs just before Bernville.

Nobody is more saddened by the onset of Fall than Dodie and I, because it is only a short time before it gets cold (for us that's about 70 degrees!). But also, it signals the end of the competition season. There are a number of events still on the schedule, including Northern New Jersey Region's Driver's School on October 9 & 10 at Pocono. About 20 Riesentoters had a super time last year - plan to join us. And for the real diehards (the people and the batteries) there is a Driver's School at Summit Point on October 23, and Schattenbaum has a tentative date in November.

That's about it for this month - as always, ideas and suggestions are welcomed.



PORSCHE - CORVETTE CHALLENGE

Christmas Village Go-kart Track

September 26

Registration 8:00, FCO 10:00

Plaster the Plastic!

DVSA Championship Aug. 22

We had 40 some cars make three runs for trophies, then opened the track for fun runs at \$1 each. Everyone seemed to enjoy themselves and we made almost as much on the fun runs as on the event! We've only listed the Porsche drivers times below - if you wonder how bad we beat the other guys, you'll have to come see for yourself. You'll notice Porsches won 7 of 8 classes we run in - join us next time.

A Stock

1st	Stu Boreen	911SC	101:503
2nd	Axel Shield	911S	101:640
3rd	Tony Bonanni	911SC	102:008
4th	Jim Janderlich	911SC	103:710

B Stock

1st	Bob Carrington	914	59:796
2nd	Don Galbraith	911T	59:873
3rd	N. Hulse	RX7	102:033
4th	P. Sanger	914	102:719
5th	Bob Patton	911T	103:017

C Stock

1st	Gary Grove	914	101:147
2nd	Al Anderson	912E	101:903
3rd	W. Zalewski	SAAB	102:267
4th	S. Naturale	924	103:286
5th	S. Adelmann	924	105:424

A Improved

1st	Vern Lyle	911T	57:196
2nd	Ted Sechowicz	914	58:218
3rd	Basil Snyman	911SC	58:620

C Improved

1st	D. Facciolo	914	101:089
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Ladies B

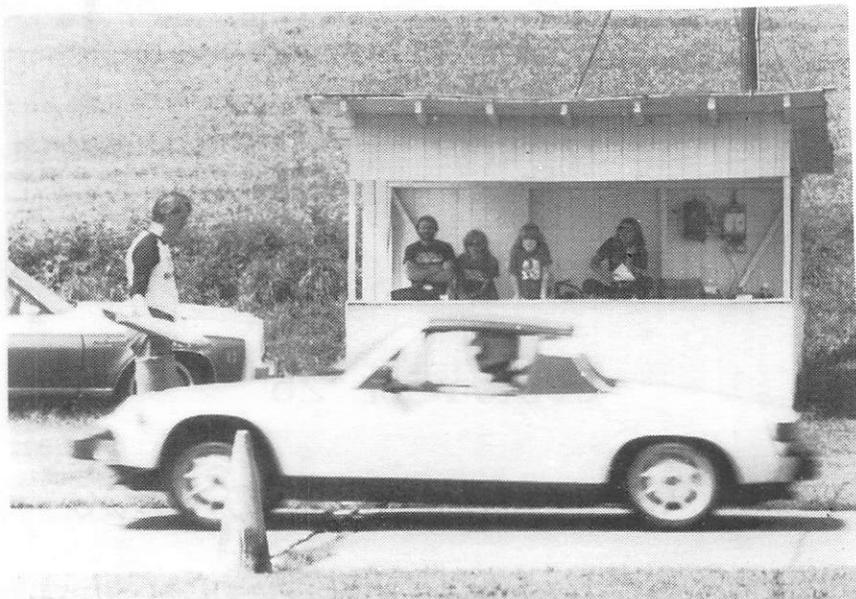
1st	Melody Lyle	911T	58:703
2nd	Dodie Reiter	356C	102:926

Ladies C

1st	Mary Jo Grove	914	102:933
2nd	Sonja Anderson	912E	107:794

A Mod

1st	Jerry Fink	Lotus S7	52:642
2nd	Bob Russo	911	56:722
3rd	Bob Koerbel	911	59:922



Solo II

Vern Lyle

The SCCA Solo II events have sponsorship from Pirelli and NTW - now if SCCA only had a few people who know something about autocrossing! They know I feel that way and in fact, asked me for suggestions on how to improve their events - so they are trying. Now when they finish those three pages...

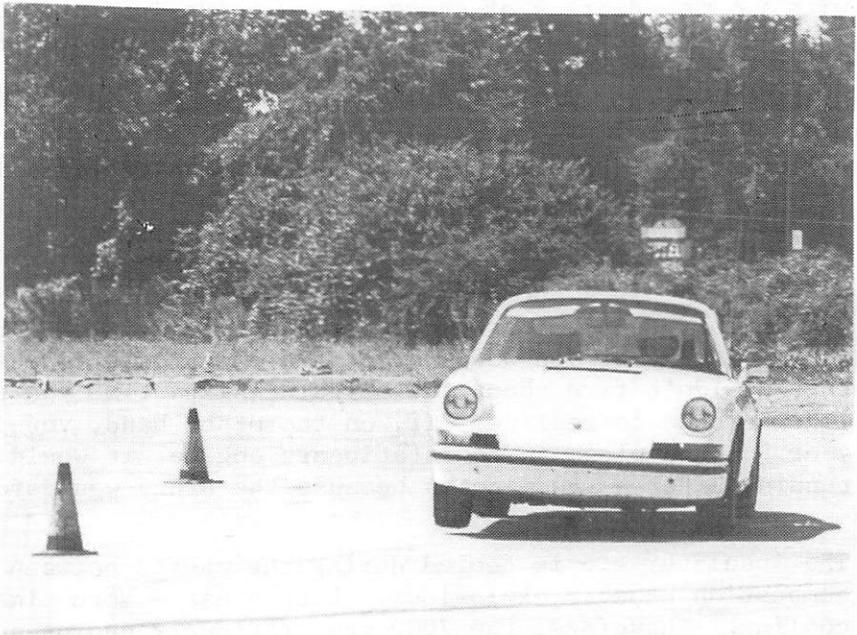
Anyway, some of us went to Exton Mall on August 29 and showed 'em something about driving, too. Melody had to run the men's class and she beat a whole bunch of guys for a second place to me. Bob trophied, but the Lotus Super 7 took FTD with a 1.01 and something!

B Street Prepared

1. Vern Lyle 1.07.1
2. Melody Lyle 1.10.5

A Modified

1. Bob Russo 1.08.2



Hot Tips

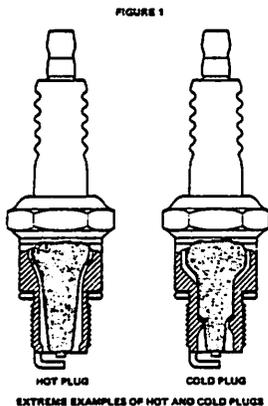
There is as much confusion about hot and cold spark plugs as there is about oversteer and understeer. The confusion in both cases is caused by poor choices of terms; both are in-group jargon and not really descriptive of what is going on. In the case of oversteer and understeer, the NASCAR good ol' boys have chosen more descriptive and understandable terms. "Ifen yer caw is gawt hits tail out, hits 'loose'. Ifen the front tars isa rubbin' two furras in the track, hits 'plow'. Ifen hits in between, hits raht, boy, jus' awrawt." Anybody can understand that.

I don't know what you expected, but this is going to be a tech article. Let's start by stating that the optimum temperature for the spark plug center electrode insulator tip is around 850° C (1560° F). At that temperature, the insulator is burned clean and the electrodes don't melt. A "hot" plug is designed to retain more heat at the tip and a "cold" plug is designed to transmit more heat to the head in which it is installed. Spark plug manufacturers, with varying degrees of success, try to design plugs with wide tolerances (i.e., insulators that will stay clean at lower temperatures and electrodes that won't erode at higher temperatures).

Different types of plugs are required for different kinds of driving conditions because the temperature of the tip varies greatly, depending on the kind of driving that is being done. Let's take two extreme examples. If you were to take the plugs out of a stationary engine (the kind used to run large generators and water pumps) and install them in your Porsche, you would erode the electrodes to the point they wouldn't fire about the fifth or sixth time you took your Porsche to redline. If, on the other hand, you put your Porsche plugs in the stationary engine, it would quit running after a few minutes because the plugs would foul.

The insulator tip is cooled during the pauses between the combustion chamber explosions. Long pause = more time for cooling. Therefore, the 2000 rpm stationary engine needs a relatively hot plug (long thermal path) to maintain 850° at the tip and the 6000 rpm Porsche motor needs a colder

plug (shorter thermal path) to maintain the same temperature. Basically, the shape of the ceramic insulator determines the heat range of the plug. (See Figure 1.)



There are physical limits in designing plugs with wide heat ranges. The plug that will not foul in the Porsche driven only on boulevards would almost certainly cause detonation and damage in a Porsche motor used for time trials. The manufacturers, understandably, prefer to err on the safe side and recommend rather cold plugs.

A spark plug is one of the few remaining bargains in the modern world. It is a very sophisticated little device that is manufactured to perform under the most outrageous conditions within a very close range of tolerances. The next time you hold one in your hand take a close look at it. Because they are so inexpensive, we tend to take them for granted. Consider for a moment that each of the 12 spark plugs in a Porsche 935 (yes, two per cylinder) costs about \$80, and they are tiny little things. These guys change out almost \$1000 worth of plugs at the drop of a Style Auto hat. I dare say that you would have more respect for your plugs if it cost a kilo to change them.

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

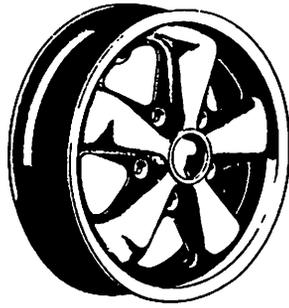
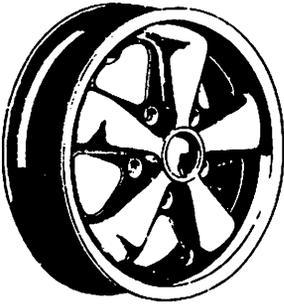
State Inspection

Bob Patton

Pennsylvania has finally gone to a once-a-year state inspection for automobiles. You may be asking where this leaves you and your Porsche? When you get your next inspection sticker, it may not be good for a full year. It may, in fact, be good for as little as six months. The date your current sticker expires and the date you get your car inspected will determine how long your sticker will last. To read the chart below, the left hand column is the month on the sticker on your license plate. The top row is the month you actually get your car inspected. The date in the intersection is the date the new sticker will expire. Those of you with certain expiration dates may do well to wait a month or two to get your inspection done. Now all I have to do is figure out when my next sticker will expire. You see, I just got my permanent Classic Car plates!

	<u>1982</u>			<u>1983</u>		
	<u>ODD</u>	<u>EVEN</u>		<u>ODD</u>	<u>EVEN</u>	
	AUG	SEP	OCT	NOV	DEC	JAN
Jan	2/83	3/83	4/83	1/84	1/84	1/84
Feb	2/83	3/83	4/83	5/83	2/84	2/84
Mar	3/83	3/83	4/83	5/83	6/83	3/84
Apr	4/83	4/83	4/83	5/83	6/83	7/83
May	5/83	5/83	5/83	5/83	6/83	7/83
Jun	6/83	6/83	6/83	6/83	6/83	7/83
Jul	7/83	7/83	7/83	7/83	7/83	7/83
Aug	8/83	8/83	8/83	8/83	8/83	8/83
Sep	9/83	9/83	9/83	9/83	9/83	9/83
Oct	10/83	10/83	10/83	10/83	10/83	10/83
Nov	2/83	11/83	11/83	11/83	11/83	11/83
Dec	2/83	3/83	12/83	12/83	12/83	12/83

(Ed. note: All clear, now? There will be a quiz on this at the meeting and if you don't know your proper inspection expiration dates, your license will be revoked.)



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584-0776

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279-1809; work 659-3500

ZONE 2 REPRESENTATIVE - Bob Holland
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...and remember this

At the 50th Anniversary Celebration in 2007, this issue will have become a collector's item.

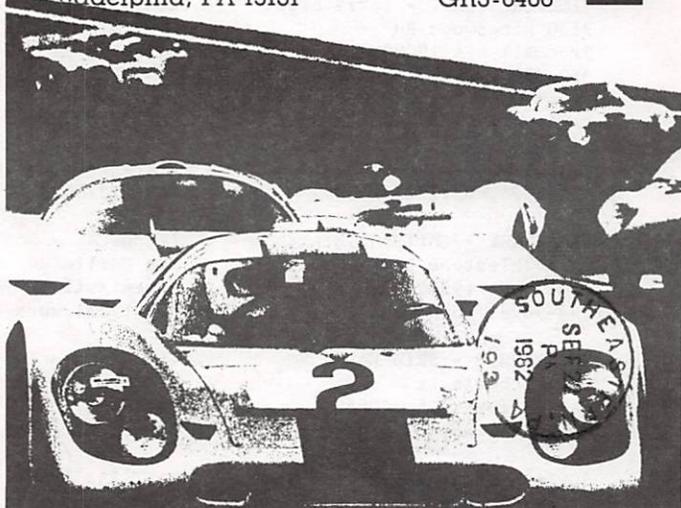
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