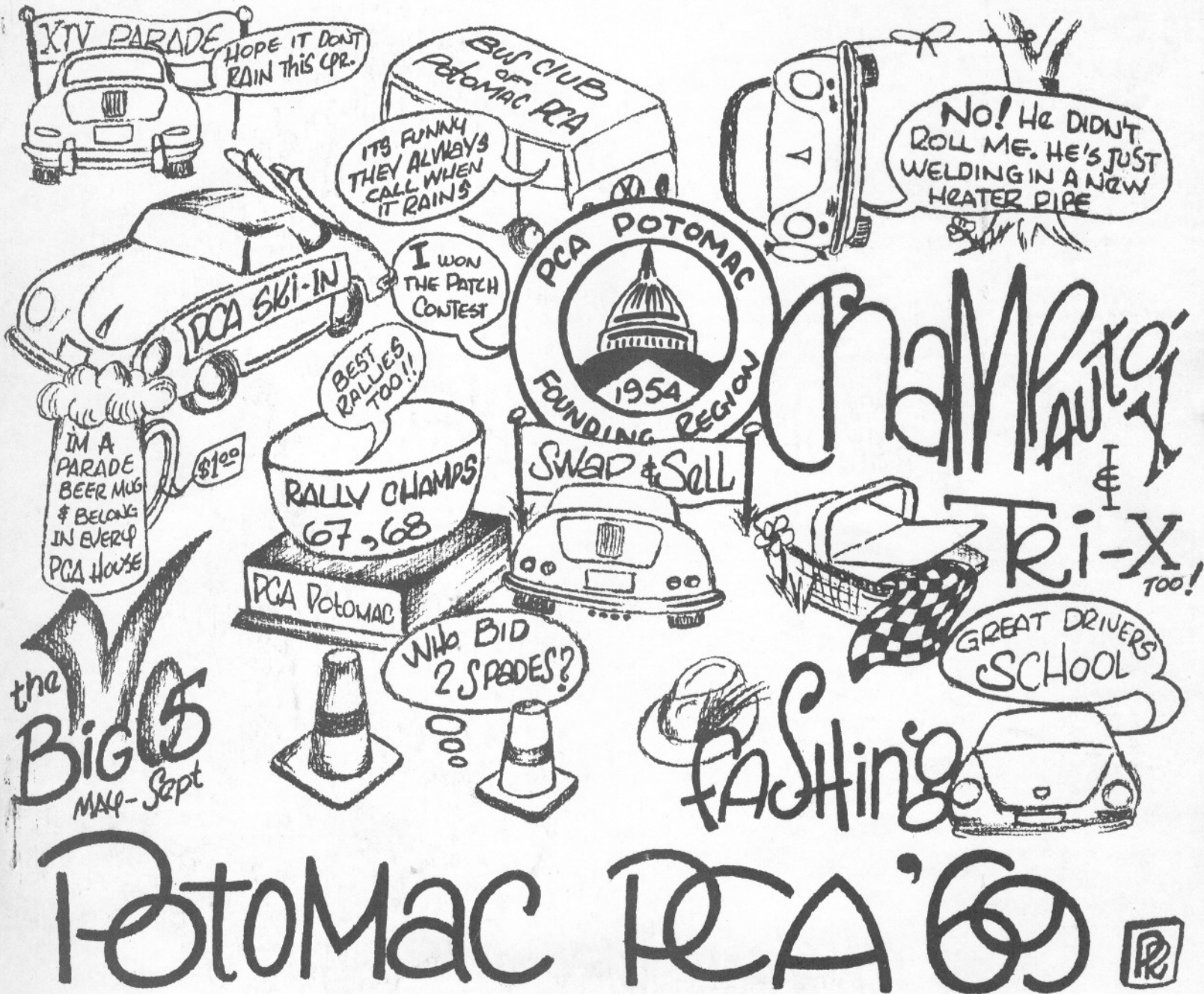


# Der Vorgänger

FEBRUARY 1969



OFFICIAL PUBLICATION OF  
PORSCHE CLUB OF AMERICA • POTOMAC REGION

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**EDITOR'S DESK**

Two very interesting news stories concerning Porsche have broken within the past month. The most recent one is about the new, exciting, and as yet unannounced "Volksporsche." The story appeared in the German magazine STERN. It is reviewed for us by Achim Rumohr in this month's DER VORGANGER.

The second story is about a new business relationship between Porsche and Volkswagen. It appeared a few weeks ago in THE WALL STREET JOURNAL and more recently in THE STOPWATCHER. For those of you who missed both of these articles here are the brief facts. Volkswagen of America (VWOA) will establish a new division to sell and service Porsches and Auto Union Audi medium priced sedans. The change will be effective on November 1, 1969. At this time Porsche of America Corporation (POAC) and independent Porsche importers will cease operations. Porsche-Audi dealers will be established by VWOA with facilities separate from the present VW dealers. What these changes are going to mean to us Porsche lovers is a little difficult to determine at this time.

But there is no reason why we can't speculate a little. The buyer of a new car will certainly not have the variety of dealers to choose from that he has now. When the contracts with the independents are terminated VWOA will undoubtedly look with favor on existing VW dealers seeking Porsche-Audi franchises. We could find that the personalized attention we got from the small dealer will be gone forever. Also the better deal we might get by shopping around will be almost impossible to find.

As for service we had better not be too optimistic. Good Porsche mechanics are hard enough to come by now. Under the new system who knows where they will be working. The vision of 500 factory trained, German speaking (that's always impressive), expert mechanics flying across the ocean to staff the new dealers is probably a bit unrealistic. But the thought of our home grown, ham-handed breed fresh out of our domestic garages with that well known American-pride-of-workmanship pretending they can fix a sick Porsche is rather frightening. This is not intended to be an indictment of all American mechanics nor an endorsement of all the foreign ones. It is just that we have had service problems in the past and things are not likely to change under the new system. In fact they may even get worse.

Parts might be another problem area. The delay in receiving parts from POAC under the present system is minimal. With VW in the picture an area distributor will be put in the pipe line to handle the parts at least one more time. At this point some mutation of Parkinsons Law will manifest itself and effectively double the time delay.

If we seem a bit pessimistic about the whole thing it's because reorganizations of this type are done for the financial benefit of the companies concerned. Almost never is the benefit to the customer the primary reason. It's all economics. VW will gain. Porsche will gain. But will they pass the savings along to the customer? We doubt it. Magnanimous they are not.



Last month I related our way of doing things to a factory prepared endurance racer....after the 24 Hours of Daytona, I must take that comparison back. Unlike the team Porsches at Daytona, we are con-tinuing to move into the year at a blistering pace. But there's one thing that bothers me and that's seeing the same ol' people savoring each club activity. The "same ol' people" are wonderful and help to make each Potomac Region activity successful and enjoyable, but they need to be balanced by a like number of members who do not normally show. The only reason that I can see for the mediocre percentage of attendance at club activities is that many of our members are not really Porsche enthusiasts -- merely Porsche owners.

Before you can challenge that with a cry of, "The club doesn't put on the type of activity that I like," I will be quicker and point out that this year every conceivable type of event that can be done with a Porsche is in the planning.

Also, if you should muster up enough energy to make it to a meeting -- and we have them every month -- you will find a new involvement concept at work. We would like to become acquainted at the meeting, but there usually is not enough time. Now there is a longer break between our business meeting and program. Each chairman is available then to answer questions and give advice about his area of interest. Each of these persons is identified by a sign -- much like registration day at school. At this time you may even offer your name for future use as a helper -- okay, worker -- on a club event. This is a beautiful way to learn about some phase of Porsche Pushing in which either you think you may be interested, or one that you just cannot work up enough nerve to try. Of course, attending the meeting is a prerequisite to take advantage of this "involvement session."

Other ways of becoming an active part of the club are more direct and not easily carried out by most people. Volunteering to help organize an activity, like volunteering to assist during the running of the event takes experience and/or knowledge of that facet of activity....so most people think. But this is not entirely true because there are many jobs that require absolutely no experience. These are the spots where you can serve while you are "learning the business."

At the same time that we are involving you into club life, we also have a clever way of helping you to a better understanding of your Porsche. Our technical program will include both formal and informal tech sessions and more technical articles, both how-to and informative. What more can a member ask? Will we see you at the February meeting? I hope so. Incidentally, there is ample space at our present meeting location for carrying out this program, and also for casual conversation and milling around. While on the subject, there is also seating for everyone and refreshments are available throughout the meeting.

## COVER

The cartoon figures appearing on our cover this month come from the pen of Pete Reynolds. If the response is overwhelming we might be forced to solicit additional items from him for future issues of DER VORGANGER.

Our February meeting will be on Monday the 24th at 8:00 p.m. at the Holiday Inn Alexandria (formerly Sheraton-Alexandria), in the Madison Room. To reach the motel take exit 2N (Telegraph Road) off the beltway toward Alexandria. Then turn right on Taylor Road. See January VORGANGER for map.

This month we turn to the racing circuit for our program. The Porsche marque was well represented at Daytona recently by both the factory team and the new Porsche American Racing Team (PART). Our own Rick Fayen worked with the PART pit crew and will share with us his experiences of the weekend races. Sounds great, doesn't it. Why not come for dinner before the meeting, enjoy a good meal, and talk Porsche with us.

## NEXT PCA EVENT

Annual PCA Fasching Party, March 8, OD Jack Colson. There will be plenty of BEER, German-style food (bratwurst, saurkraut, potato salad, etc.), games and fun for all. Location: Greencastle Country Club Apartments, Silver Spring, Maryland. Directions: take beltway (I495) to US 29N (marked, to Baltimore), go approximately 5 miles and turn right onto Briggs Chaney Road (immediately after Logan Ford and Sport Chevrolet), then, take first left onto Castle Blvd. The Fasching Party will be held in the party room of Greencastle -- entrance on ground level at rear of building. Time: 8 p.m. Casual dress. Cost: \$3 per person. Guests welcome. Registration in advance to Andrea Colson, 14000 Castle Blvd., Silver Spring, Md., 20904, or with the Colsons at the next meeting, or at the door on the evening of the Fasching. If you have questions call the OD, 890-6611.

## COMING EVENTS

- |             |  |
|-------------|--|
| March 8     | PCA Fasching Party; OD Jack Colson, 890-6611                                   |
| March 9     | SCCA Championship Rally; OD Tom Balzer, 301-WI8-9242                           |
| March 20    | DCTSOA (Triumph Club) Championship Autocross                                   |
| March 24    | PCA Executive Council meeting; Frisbee's; see address on masthead              |
| April 5     | PCA Drivers School (club members only); OD Don Carlson, 292-3193               |
| April 12-13 | PCA Tour to Hershey Hill Climb; OD Lee Fowler; more information in March issue |
| April 19    | PCA National Board meeting   |
| May 9       | PCA Friday Night Rally; 1st of a series; more information later                |
| May 10      | Wine & Cheese Party; ODs Mary Hartzler & Ruth Mayner                           |
| June 1      | PCA Championship Autocross   |



What is an autocross? According to the "Rules for Porsche Parades" the definition of an autocross is that it is an "All forward motion skill driving event with a flying start and finish, in which one car at a time is timed over a course laid out preferably on a paved area. The course may or may not cross over itself."

The rules go on to say that a "slalom" is an all forward skill driving event in which the start and the finish are in two different locations. A "gymkhana" is an event in which stopping, garaging, backing, and parking are part of the skill event. A "funkhana" is a further refinement of a gymkhana; a navigator is essential. This event includes such problems as throwing darts, pounding nails and blowing balloons and necessitates either the driver or navigator getting out of the car.

The emphasis of the 14th Porsche Parade is upon the social, with all hosted cocktail parties, fashion shows for the ladies and interested males, a tour thru Dan Gurney's American Eagle Factory, Briggs Cunningham Automotive Museum and if the ladies can manage it, some shopping in nearby Laguna, Balboa, and the fabulous Fashion Island at Newport Beach. Still the men will have their chance to try their skill at an autocross and a drivers school at the brand new Orange County International Raceway. Such famous driving instructors as Alan Johnson, Scooter Patrick, Milt Minter, Dick Barbour, Don Pike and maybe even Dan Gurney too will be there to give them instructions on the proper line and heel and towing. A gymkhana will run concurrently with the autocross, at nearby Briggs Cunningham Automotive Museum, where you can browse thru the finest examples of motordom.

Why don't you plan on going to the 14th Porsche Parade? Mark the dates on your calendar now. June 24th thru 28th 1969 in Sunny Southern California--- Disneyland--- no less!

## IMPRESSIONS OF DAYTONA by Rick Fayen

Wednesday before the races, early morning darkness and silence wrap their comforting cloaks around two terribly tired travellers who stand at the deserted entrance gates. Light wind stirs and flaps the bright pole-high racing flags, a sea breeze which wafts pollution and salt and fish and gulls feathery fragrance to numbed noses. Through tight security fences a gigantic sign proclaiming "Daytona Speedway U.S.A." reflects its brightly painted identification to no one but the uncaring night and four drive-deepened eyes. A track silent and resting for the ordeal of containing speed and power and hyperactive spectators. Somewhere in the distance an engine bellows and coughs and dies . . . and the track sighs and shifts and the wind takes the sound away to other ears which might also be attuned. Sleep comes on bolts and engines and axles and seals and bumpers and all those parts that no one wants to have to use but . . . morning sun reflected from bright costumes and white roofs and pastel walls makes its force felt behind tight eyelids. Registration: What car, sir? Tickets, please. Over there, Mac. In a minute, fella, can't you see I'm busy. Straight ahead to the stand and then right to third garage. Thank you, ma'am. And then approach the garage area. The cacophony of different engines wailing, screaming, protesting, sing-

ing, roaring and all humming to the hours of work and skill and swearing and hoping that have made them run. People milling, people hurrying, people gawking, people staring, people judging, people guessing, people computing, and through this pliable kaliedescope the drivers and mechanics walk with austere concentration and people point and whisper and look in awe at these purposeful people, these people of center stage. Finally the garage, four shining decaled cars, tool boxes and parts, coffee and doughnuts, gears and spare tires and a haven from the curious crowd. Work, blessed panacea for frayed nerves. Concentration for three days on nuts and bolts and gear ratios and mirror angle and the magic phrase of full preparation. Three days of: up with the front wheels, go borrow that template from . . . cream and sugar? did you check the caster? may I take a picture of that, sir? where's the spark plug socket? why is the engine in the back, dear? get those . . . spectators out of here, I'm from the Daily Blah and want to know . . . And finally they're ready. Four gleaming products of ingenuity, concentration, concentrated effort, desire, dreams: brute force tempered with grace into creatures of speed and wanted victory. Pace lap -- spectators finally quietened, mechanics tensely exhausted, spare drivers nervous and sure that something more could have been done and there's the flag! and the roar is followed by an instant of silence and then here they come again and again and again for many hours and many hours. As time runs out so do cars with sometimes noisy testimony to oversight, sometimes steamy, oily, rubbery seized epitaphs to someone's mistake. Night reverberates around tired people who sleep grotesquely in twitching anticipation of disaster or gas. And time goes by so slowly in inverse proportion to the speed of the fleeing hopeful cars. Hours hours minutes minutes seconds and now the winner. Tired applause. Stubble faced smiles. Perplexed stares. Disappointed, haggard faces looking at grimy, bright hopes that were and now are towable derelicts. Bright, insistent voices. Wanting words and more words from the winner who wants sleep and more sleep. And soon all is loaded, packed, picked or discarded and the color of festivity and activity leaves in caravans of color and gloom and gageity. The track shrugs and cools its surface and licks its new scars and the grass grows again and through the memorabilia of the race that was the wind blows a program across the start finish line and it lands face up on that sought for ground. It reads, "Daytona 24-Hour Race 1969." And the wind moves on.

## LAST PCA EVENT

Pat Kenny

Our 1969 Ski Weekend (February 7-9) commenced Friday night with a happy beer party at headquarters, one of the four cottages we rented within the Charnita Ski Resort area in Fairfield, Pennsylvania. Saturday morning after pancakes and bacon reliably concocted by Bob and Phoebe Harper, we made our first assaults on the ice and man-made snow available on the slopes. (Mobility to, from and around the ski area would have been next to impossible without the fortunate attendance and voluntary servitude of our VW bus contingent.)

Mulled wine a la Hartzler soothed our weary beings later that afternoon to the strains of Happy Birthday to Pete Reynolds and Bev Schroeder. Attendance swelled to 40 Saturday night for chili and unmulled wine and then IT SNOWED triggering first a cloak and dagger snowball fight and then premature retreats for the Washington area by those who came up only for the Saturday night festivities.



Skiing on real snow Sunday was a wonderful experience but the vast lift queues were harrowing to body and spirit. At 4:30 there parted the last 10 PCA ski-weekenders including the formerly and forever - Potomac Hackmans, Pat and Bob....encouraged by the fact that they had time to re-cooperate before the March Fasching.

## AUTOCROSS

Ken Wise

Your PCA Autocross Committee is fully staffed -- Sandy Rowzie and Arden Russell have agreed to serve on the committee. This could be a long, interesting year of fun and excitement, or it could be a year of hard work. You, the membership, will make it for us. Sandy, whose husband's name is Dan, is no stranger to autocross activity in the local area. She has autocrossed many types of cars on varied types of courses and has been the OD of a very successful championship event. This year she will campaign a Spyder. Arden Russell is a stranger to the area, a new member last year, but is no stranger to autocrossing. A member of the Armed Forces, he comes to us from California. He will campaign his '63 N coupe.

The Championship Autocross Rules for the Washington area have been passed. They should be available at the March meeting, and thereafter. They will not be available, however for the February meeting. Some items of interest to PCA -- the Cs and Ss were moved from B Stock to C Stock and two ladies classes were formed -- ladies driving stock cars and ladies driving modified cars. Another change, one competitor and workers (this includes all of you) should be aware of, concerns pylons. A pylon penalty of two seconds will be assessed a driver who knocks a pylon over or completely out of its circumscribed space. This means if you hit a pylon and merely displace it a few inches, it will be recentered on its spot with no penalty to you. There was a clarification of the "update" rule that allows some cars of the same model and class to update wheels. In A Stock Porsche 911s will be able to use any of the following wheels:  $4\frac{1}{2}$ " x 15",  $5\frac{1}{2}$ " x 15", 6" x 15", and  $5\frac{1}{2}$ " x 14". In B Stock Porsches of the 356 series may use only  $4\frac{1}{2}$ " x 15". However 912s may either use  $4\frac{1}{2}$ " x 15" or  $5\frac{1}{2}$ " x 15". These wheels do not have to be made by Porsche. As long as they conform to the stated dimensions they may be produced by anyone.

The new stock classes have really started some people head scratching. They are so curious about how the classes are going to shape up now that the season is upon us! There will be some open autocrosses and at least one open autocross school in this area before March 30. I urge all those interested to attend these events before the championship events start.

- Feb 16 - Mid-City Sports Car Club autocross; Virginia Plaza on route 236, near Landmark
- Feb 23 - Southern Maryland Sports Car Club autocross; location to be announced
- Mar 9 - The Autocross Association (TAA); autocross school; Montgomery Mall
- Mar 16 - Annapolis Junction (AJSTC) autocross; NSA parking lot, Ft. Meade, Maryland
- Mar 16 - Mid-City Sports Car Club autocross; Virginia Plaza

Mar 23 - The Autocross Association (TAA) autocross; Montgomery Mall

Mar 30 - DCTSOA Championship autocross, 1st of season; location to be announced

Let's all run these events, warm up for the season, see what the competition is going to be in each class and how we can "out psych" the opposition.

Your PCA Autocross Committee plans to present an autocross school as soon as practical. If on Saturday, at Carter Barron parking lot; if on Sunday, hopefully at Montgomery Mall. Which could get the most participation? Let us know.

Are you on my list? Reggie Doll, Sanday Rowzie, John and Courtenay Doll, Dan Rowzie, Arden Russell and Larry Webster are. I actually have two lists. The first is a list of those people who have told me they will enter all championship events (vacation, work and rallies allowing); and the second lists those who will attend the events and support the teams with wild cheers, shouts and much hand clapping. Incidentally, all club members who do not see or call me and get on the first list are on the second list -- it is the club roster. Thank you for volunteering. Seriously, I do want the names of those of you on whom I can count for the championship events. This will give the Autocross Committee a chance to pick the team most likely to collect Council points at each event, as well as set up our other teams to block out the teams of the other clubs. PCA finished third, after DCTSOA and AJSTC, in the 1968 Council team standings. Hopefully the new classes will enable us to improve our standings this year.

Present plans are for a PCA driver's school, the first of three scheduled for this year, on 5 April at Marlboro. Tentative dates for the other two are July 5 and October 25.

## THE VOLKSPORSCHE

Achim Rumohr

At the Volkswagen factory in Wolfsburg and the Porsche factory in Stuttgart-Zuffenhausen it's the toppest secret of all the Top Secrets. But still STERN, a weekly German magazine, found out something about it. Here in brief is what they reported.

So far there are only four or five handcrafted prototypes existing, and, as STERN discovered, the few men who worked on them and tested them call it the "superding," translated the "superthing." Even experienced Porsche racing specialists "get their mouths watering."

There is no lack of superlatives. It's the fastest and the most expensive VW ever built. It's the first German production automobile with center engine. The Wolfsburgers "have killed their sacred cow" since for the first time they have discarded their rear engine principle. Porsche developed this new system with the most advanced technology. In fact, even in Zuffenhausen they think it's so good they intend to bring it on the market (as their own kid) with a somewhat bigger engine. That also is the reason STERN calls the "superding" the Volksporsche.

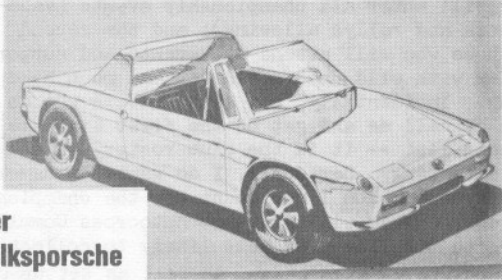
According to STERN Volkswagen intends to bring out their version with a 1.7 liter engine with 75 DIN hp (approx. 83 SAE hp) with a top speed of about 110 mph, whereas Porsche intends to offer a somewhat hotter model by using the engine of their 911T with 110 DIN hp (approx. 125 SAE hp) which would result in a Top Speed of about 125 mph. The weight for both models is estimated to be about 750 kg (approx. 1650 lbs). There is not much difference as far as the exterior is concerned. The distinctive mark will be the Roadster top with a roll bar. The removable roof section is built out of fiberglass and can be easily stowed away in the rear trunk. The integral roll bar, in comparison to the Targa, widens at its base and covers the rear window completely when viewed from the sides. The engine, as mentioned, is located in front of the rear axles and behind the only two seats in the car. Since the engine is place in the center of the car, room is gained for luggage compartments in the rear as well as in the front.

There wasn't much more the STERN private eye, Mr. Hans Werner, was able to dig up. Remember, it's still a Top Secret Top Secret.

Somebody interested in the price? The Volkswagen version is expected to be about 11,000 DM (\$2,760) and Porsche's, about 16,000 DM (\$4,000). These being the prices in Germany, now you guesstimate shipping and U.S. dealer's profits.

One more thing. The well known company of quality body work, Karmann, in Osnabruck, will press the body and assemble the Wolfsburg- and Zuffenhausen-furnished engines and their otherwise delicate goodies.

As Mr. Richard Budde, VW press secretary, said, "I wish we could present it at the Geneva auto salon so the snooping would come to an end and we, finally, could get back to work." I'm with him. I would like to get more details on the "superding."



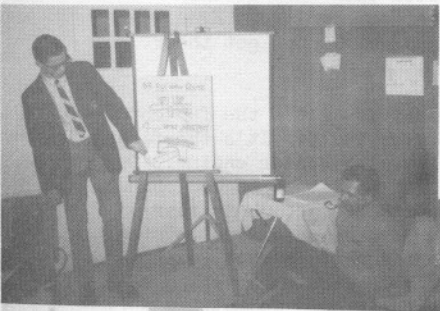
**Der Volksporsche**

PHOTOS by  
Art Aiken  
Jack Colson  
Ice Fowler

**SKI WEEKEND**



**RALLY SCHOOL**





## RALLY ROUNDS

Mary Hartzler

PCA's first rally of the season, the Arctic Antic, attracted 61 cars. One Porsche simply pulled off route 50 and into the starting line without registering. When asked to register he said he wanted to join all the sports cars and what was a rally anyway. We gave him a two minute rally school but it didn't help too much as he didn't make it to our control. THE STOPWATCHER called it fast and accurate and delighted in telling the contestants where some of the traps were. Dick Morgan navigated to third overall and Jack and Andrea Colson came in a very respectable fourth novice.

The Richmond area staged the Alpha rally and our own Ed and Ethel Mason drove down and came away with fourth overall.

The first National Rally of the year was in Florida. Called the Gator Gamble, it attracted rallyists from all over the country. Gordon and Rita Wagner managed a great second overall.

There are some changes in the rally rules this year and all rallyists should make a point to get a copy as soon as they are available.

The OD of the National Rally, The Virginia Reel, has asked to drop out because he feels the type of rally which wins the best-rally-of-the-year awards is not the type that he wants to put on. Andy Deming says he will participate more actively in the local area this year and the very idea of this is enough to strike terror in the hearts of local rallyists.

Porsche came in one and two in the tough Monte Carlo international rally, and we can lord it over the racing crowd after Daytona.

On 22 February the Corvette Club is putting on a photo rally which starts at the White Oak Shopping Center, registration at noon. Photo rallies are fun to run and I urge our novices to go out and get their feet wet.

We are going to have our five night rallies this summer, and anyone who wishes to OD an event can call me. This was a successful series last year and I hope we can make them even better.

## POTOMAC STORE

Ethel Mason

Sales slipped from a high of \$100 at the January 1968 meeting to a low of only \$47 at the January 1969 meeting. Come buy if you want the store to order new and exotic items! At the February meeting there will be a post-Ground-Hog-Day Sale, and also, for those of you who neglected to buy your "near and dear" a little something for Valentines Day, we're featuring Elfrink manuals, Porsche patches and PCA car badges. Could anything be more fitting? There were also a few requests for gear shift knobs last month -- shall I stock those? Make your wishes known.

FOR SALE: Tool kit for Porsche 912 ('67); never used; call Wendell Mew, 554-4274 (home), or NA8-4400 (work).

WANTED: Items for 1959 Porsche 356A model D Roadster -- Carrera 80-liter gas tank & twin-vented engine lid, Speedster racing type seat, Spyder brakes, & windshield frame parts. Sgt. K.T. Wilhite Jr., Cmr Box 2704, Lockbourne AFB, Ohio, 43217. (Sgt. Wilhite is a member of Central Indiana & Mid-Ohio PCA.)

FOR SALE: Those spectacular Porsche sweaters you've seen at recent regional events are made by Achim & Margaret Rumohr. If you'd like your own personalized, custom made sweater see Achim or Margaret at the PCA meeting or call them at 933-7597.

## SERVICE REPORTS

Pete Frisbee

The club owes a vote of thanks to the five people who filled out service reports this month. All of these reports were handed in at the last meeting. To those of you who don't service your own cars, plan to fill out a couple of reports at the next meeting. I'll be there with lots of blank forms. Last months reports:

### Modern Auto Body, Wheaton, Md.

Porsche 356B -- body repair & paint -- satisfactory

### GD Imports, Lanham, Md.

Porsche 356SC -- major tune-up -- outstanding

### Hollywood Foreign Cars, Laurel, Md.

Porsche 356A -- replace brake cylinder -- excellent

### Motorhaus, Fairfax, Va.

Porsche 356SC coupe -- undercoat & touchup -- outstanding

Porsche 356SC cabriolet -- undercoat & touchup -- outstanding

Porsche 356B -- routine service -- excellent

Porsche 356 -- change clutch disc -- excellent

### B & B Motors, Albany, N.Y.

Porsche 356B -- valve job -- excellent

### European Cars Inc., Wilmington, Delaware

Porsche 912 -- valve job -- outstanding

If you have any questions concerning service to your car and where to get the best don't hesitate to call me. My number is on the masthead of this newsletter.

## PARDON US

Last month we inadvertently repeated four lines of service evaluations. Unfortunately this error accentuated certain ratings given to some of the repair shops. This certainly was not our intention and we apologize to those offended.

My husband Dave and I decided to attend this year's Rally School at Rowzie's home, but we didn't think that it was going to be as instructive, rewarding or exciting as it was.

Pete Reynolds and Lee Sammons did a great job. They started with fundamentals such as definitions, route instructions, turns, road configurations, sign uses, and so on. The fact that you own a Porsche does not make you a rally driver. Anyhow, once we learned which direction to drive our Porsche, the O.D.s told us how a rally is run and what to do once you get started. Then came one of several excellent and informative written exercises that must have taken the guys hours of preparation. They set up a paper rally course that changed by changing route priorities, etc. Those of you who were there appreciate the work involved.

The second night at School involved more extensive descriptions, plus a surprise. A rally by 35 mm. slides that turned out to be a quiz! It had plenty of traps and places to get confused, and it was another superbly done part of the school. The third week brought us to the delicate problems of timing, with a review of PCA's Arctic Antic Rally - and a final exam you wouldn't believe!

One of the best features of the school was the fact that the students didn't even have to finish school to get a chance to try our newly acquired knowledge. Arctic Antic was held after our second lesson, and a few of us "brave souls" set out on our first Rally. As we sat in the cold, waiting for our starting time to come, we discovered the first rule of a good rallyist -- don't drink liquids just before the rally -- unless, of course, you like collecting gas station rest rooms. Well, we took off for the "Odo" leg - and got to the rest stop O.K. But what a sight - four novice rallists all in a row, not knowing what time to go. But, we got off, nervous as hell, and never relaxed through the next three hours. It was a well run rally, enjoyable and challenging (at least to a beginner). AND -- Take Heart -- it can be done!!! We found all five check points and ended up at the right restaurant.

To Pete, Lee, the Rowzies, and everyone else who introduced us to a new and exciting sport -- a big THANK YOU!

## MEMBERSHIP

For those interested in figures or totals, the membership tally for 1968 ended this way:

New members	108
Old members	142
Out-of-towners	17
New family members	36
Old family members	95
TOTAL	398

Now let's see if we can go over 400 this year.

Because of change in administrations this time of year there were many omissions from the New Members column the past two months. The interests and addresses of some new members were held at National PCA and I didn't get them till February and then I had to call down to Georgia personally for them.

So now with my deepest apologies for being late, let me introduce the "old" new members.

Robert and Nina Dewey, 6706 Reynard Drive, Springfield, Virginia 22150, phone 451-5163. Robert is an Air Force major. He and Nina have two children, drive a red '58 normal Speedster. They are interested in social and technical activities, and in short rallies.

John S. & Loretia Cornette, 11312 Cherry Hill Rd., #302, Beltsville, Md. 20705. John is a mechanical engineer. They drive a white '67 Porsche coupe and like tech sessions, short rallies, and social events.

Major William L. Doyle, Hq. USAF (AFNINE), Washington, D.C. 20330. He transfers from the Great Plains Region in Nebraska.

Joseph W. & Janice Duncan, 12110 Shorefield Ct., #43, Wheaton, Md. 20902. He is an economist. They have two children & drive a red '67 Porsche 911S Targa. They like social & tech events.

George F. Durkin, 2816 Gaither St., Hillcrest Heights, Md. 20031. George has two Porsches, a gray '67 911S coupe & an orange '69 911E Targa. His interests are social, technical & rallying.

Raymond H. Gatti, 824 S. Lincoln St., Arlington, Va., 22204. Ray, a student, drives a tan '59 cabriolet & is interested in all aspects of PCA.

Greg Owen Jewell, 300 Fort Hill Ave., Cumberland, Md. 21502. Greg, who is in the US Navy, drives a white '68 Porsche 912 coupe. He likes social events & rallies.

James O. Justice, 550 N. St., S.W., Washington, D.C. 20024. Jim, a consultant, drives a red '66 Porsche 911 coupe. He, too, is interested in everything from tech topics to social events.

Richard S. & Maureen Lanning, 4513 Rena Rd., Forrestville, Md. 20023. They drive a brown '65 Porsche C coupe & like tech sessions, competitive events & social events.

Martin E. & Joan Mason, 3621 Raymond St., Chevy Chase, Md. 20015. Martin is a marine engineer. They drive a white '63 Porsche super coupe, & are interested in tech sessions, racing, rallies & social events.

Robert L. O'Connell, 1301 S. Scott St. #227, Arlington, Va., 22204. Bob is in the US Navy; he drives a red '68 Porsche 912 coupe & likes rallies, gymkanas, tech sessions, & social.

Arthur C. & Kay O'Conner, 8205-101 Russell Rd., Alexandria, Va. 22309. Arthur, who is a Navy man, & Kay drive a '57 1600 Speedster which will be silver. They like tech sessions, competitive events & social events.

Miss Susan Annette Walker, 1406 South Askin, Martinsville, Va. 24112. Susan, a high school counselor, drives a white '68 Porsche 912 coupe & likes racing, gymkanas & social events.

Also, as of January 10, 1969, we lost two members. Steve & Carol Buck have transferred to the Lone Star Region, and LDCR Sam A. Powers has taken his Porsche to the sunny climes of the Hawaii Region.



Albert and Sue Hartnett, 4437 N. 33rd Street, Arlington, Virginia 22207, phone 538-6140. Albert is a student. He and Sue have a sand-beige 1969 Porsche 911T coupe. They are interested in technical topics, racing, autocrosses, social activities, short and long rallies.

Peter Kiernan, 2525 N. 10th Street, Apt. 206, Arlington, Virginia 22201, phone 524-6450. Peter is a lawyer. He drives a black '68 Targa, and is interested in social and technical activities, and in autocrosses.

Constantine George and Bonnie Koste, The Harbor, Miles River Neck, Easton, Maryland, phone 301-822-4232. Constantine is a marine biological technologist. He and Bonnie own a light-grey '58 Porsche 1600 super coupe. They profess interest in 1) technical topics, 2) racing, 3) short rallies, 4) autocrosses, 5) social events, and 6) long rallies.

Kyle E. Murphy, 1521 16th Road North #1, Arlington, Virginia 22200, phone 522-3588. He is a lieutenant in the Marine Corps, drives a red '62 Porsche super coupe, and is interested in 1) technical topics, 2) short rallies, and 3) social events.

Richard Lieberman, 35 N. Bedford #3, Arlington, Virginia 22201, phone 528-1279. He is an executive trainee, drives a black 1955 Porsche 1500 super Speedster, and is interested in 1) technical topics, 2) racing, 3) short rallies, 4) long rallies, and 5) autocrosses.

Chester C. and Patricia Vincenty, 109 N. Galvaston Street, Arlington, Virginia 22203, phone 524-6587. Sales-engineer Chester and Patricia have two children. They drive a green 1968 Porsche 912 coupe. They are interested in technical activities, short rallies and autocrosses.

Thomas H. Cushman, 5508 Karen Elaine Drive, #822, Hyattsville, Maryland 20784, phone 567-5189. Engineer Thomas drives a grey 1961 Porsche super 90 Roadster. He is interested in technical topics, autocrosses and short rallies.

Wendell W. Mew, 201 Eye Street SW, Apt. 212, Washington, D.C., phone 554-4274. Wendell is associated with the Washington law firm of Wilkinson, Cragun & Barker, drives an ossi blue 1968 Porsche 912, and is interested in social events and technical information. And he has been a member of PCA for several months, this newsletter is a bit tardy welcoming him. Glad to have you Wendell.

## TECHNICAL TOPICS

AND FOUR TO GO

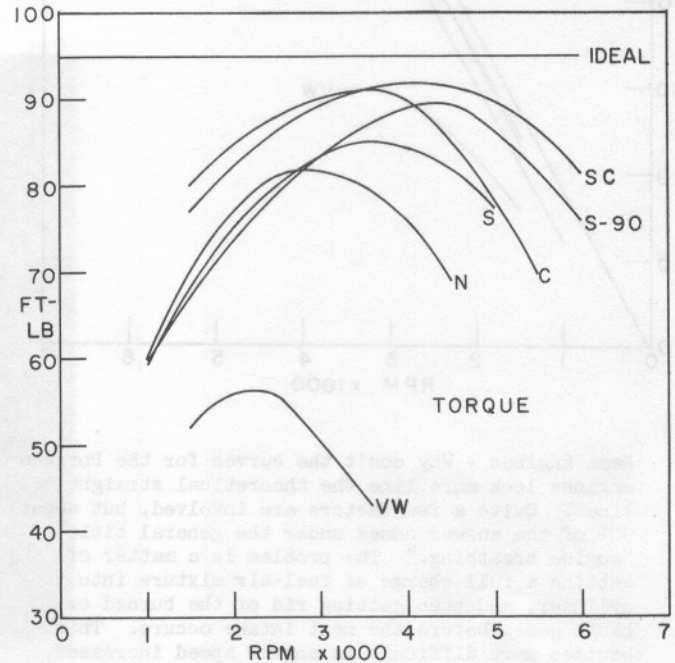
Gil Fritz

Part I: Basics

Discussions of the Porsche four-cylinder pushrod engines sometimes border on the mysterious, even the supernatural. To counteract such a tendency, without destroying admiration for a truly remarkable engine, is the purpose of a series of articles, of which this is the first. The most important point to keep in mind is that the Porsche engine is unique in some design and construction features, but not in its principles of operation. So let's begin by taking a look at the fundamentals of the engine.

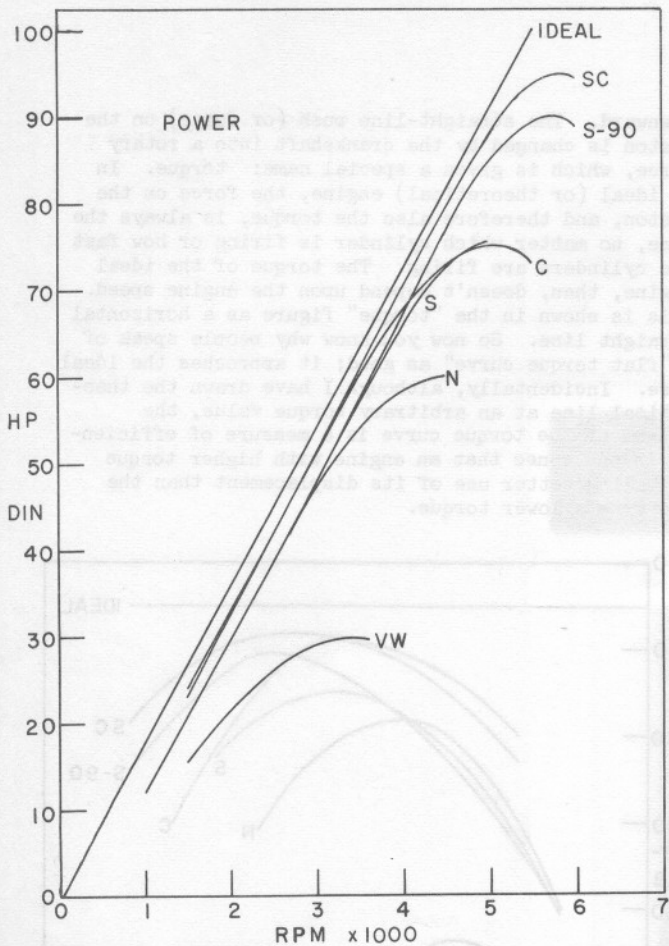
The Ideal Engine - An engine runs because a mixture of gasoline vapor and air, burning in the combustion chamber, creates a pressure that forces the piston

downward. The straight-line push (or force) on the piston is changed by the crankshaft into a rotary force, which is given a special name: torque. In an ideal (or theoretical) engine, the force on the piston, and therefore also the torque, is always the same, no matter which cylinder is firing or how fast the cylinders are firing. The torque of the ideal engine, then, doesn't depend upon the engine speed. This is shown in the "torque" figure as a horizontal straight line. So now you know why people speak of a "flat torque curve" as good; it approaches the ideal case. Incidentally, although I have drawn the theoretical line at an arbitrary torque value, the height of the torque curve is a measure of efficiency in the sense that an engine with higher torque is making better use of its displacement than the one with a lower torque.



Looking at the engine another way, every time a cylinder fires, pushes the piston down, and turns the crankshaft, a certain amount of work is done. If each cylinder does the same amount of work every time it fires (which is true for the ideal engine), then the faster the engine turns, the faster work is done. The rate or speed of doing work also has a special name: power. In the ideal engine, power is simply proportional to engine speed, as shown in the "power" figure by a straight line. An interesting feature of this theoretical power curve is that any amount of power can be obtained simply by running the engine faster. For example, if the ideal engine puts out 100 horsepower at 5500 rpm, we can get 200 hp at 11,000 rpm. Just to illustrate that this theory does make some sense, note that the BRM Grand Prix engine (1965) gave 210 hp at 11,000 rpm from 1500 cc's.

Although I have talked about torque and power separately, they are actually related in a very simple way: torque times rpm times 0.00019 (a conversion factor) equals horsepower. You can check this for any engine and any speed shown in the figures, since the formula applies to real as well as ideal engines. Now we can replace a common misconception with a fact: at a given speed, increasing the power by a certain percentage also increases the torque by the same percentage (and vice-versa). In other words, you can't have one without the other.



Real Engines - Why don't the curves for the Porsche engines look more like the theoretical straight lines? Quite a few factors are involved, but about 90% of the answer comes under the general title of "engine breathing." The problem is a matter of getting a full charge of fuel-air mixture into the cylinder, and then getting rid of the burned exhaust gases before the next intake occurs. This becomes more difficult as engine speed increases, something like trying to blow more and more air through a straw. The obvious answer is, get a bigger straw! In engine terms, that would mean larger-bore carburetors, bigger intake and exhaust

passages, and large valves that open wider. To see what these changes alone can do, look at the difference in the power curves of the 1600S and SC; the freer breathing of the SC extends the power to higher speeds before port restriction sets in.

Another part of engine breathing is valve timing. The gases are so sluggish in getting in and out of the combustion chamber that all modern engines open the exhaust (or intake) valve before the beginning of the exhaust (or intake) stroke and close it after the end of the stroke. The longer the valves stay open (called duration), the higher the engine will rev. A good example is the 1600N and S engines, where the main difference is in the valve timing. If the valve timing is made quite radical, however, the low-rpm power of the engine is actually reduced. It is a tribute to Porsche's good sense that the street engines are fairly free-revving without losing any power at the bottom end. This was achieved by careful air-flow design rather than by going to a radical cam. As an example of what happens when a slow cam is combined with restrictive porting, I have included curves for the VW 1200 (36 hp) engine, just for laughs.

Some of the other factors that can change the power and torque curves are: fuel-air ratio, degree of atomization of the gasoline, ignition timing, engine friction, and combustion chamber shape. Although these are areas of concern when preparing a racing engine, I would like to caution the average Porsche owner about paying too much heed to "speed tips." While the racing driver may be overjoyed to take one second less on a 100 second lap, this kind of power increase isn't going to be very noticeable in everyday driving. The fact that the Porsche engine power curves are nearly straight at low and intermediate speeds, strongly suggests that here the engines are putting out as much as they can. To talk about increasing the power and torque really means to extend the top end, the region where the power curve rolls off and the torque drops sharply. Anyone contemplating engine changes might well consider how much he uses or values this upper-rpm power. I am afraid that the only way to make a significant change in engine power below 4000 rpm is by increasing the displacement.

Next month I will begin a description of Porsche four-cylinder engine removal, teardown, cleaning, inspection, and rebuilding.

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