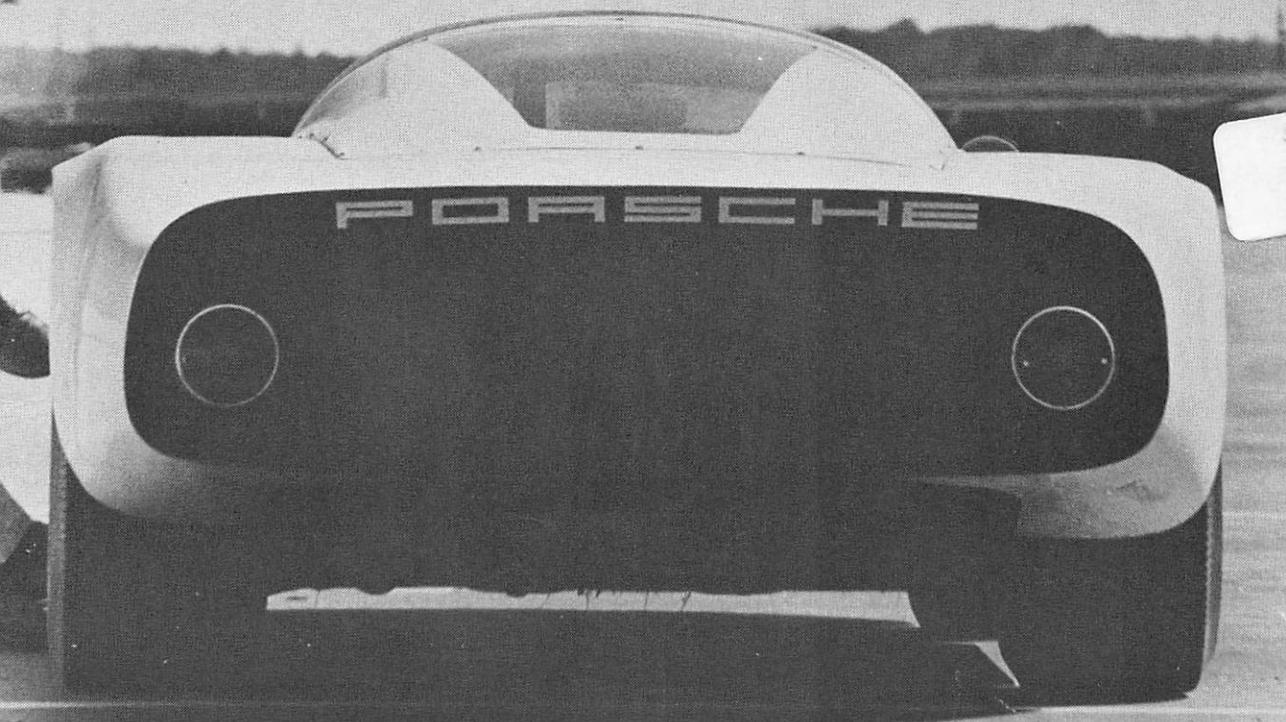


RIESENTOTER · PCA · OCT 72

DER GASSER



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Up-comin'

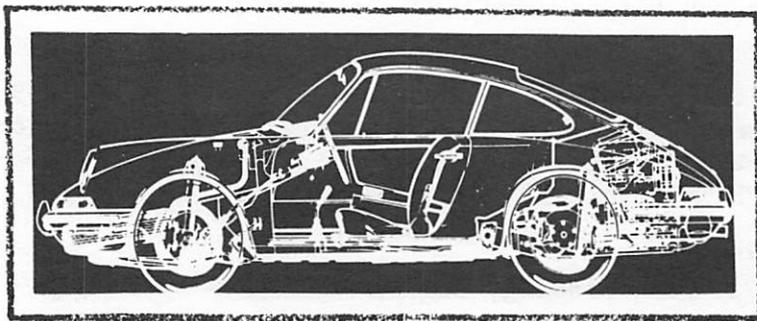
Oct 21-22 PHA, Reading, see p. 7
22 DVSA, Cornog
22 Corvette Club Sprint, Bushkill Pines
25 Meeting, Springfield Hotel - guest speaker, Bob
Reisbord, 'Tires for street and racing use'.
28-29 PHA, Camp Shand, see p. 7
29 DVSA, Dravos Shipyard, Wilmington
Dec 1 15th Annual Dinner Dance, see p. 4

**EVERY PORSCHE IS
CREATED EQUALLY —**

AT

ROGER PENSKE

**THERE IS A PLEASANT
DIFFERENCE!**



Presidential Ramblings

The following people have been nominated to be your officers for '73. They are looking forward to bringing you a full calendar of events starting in January. Let's get behind them and make Riesentoter grow! Election will be held at the October meeting.

President - Bob Russo
Vice-President - Bob Koerbel
Membership - Bob Ahrens
Activities - John Chatley
Secretary - Jean Russo
Treasurer - Bob McCullen

The idea of changing our meetings to Fridays has been kicked around and will be discussed further at this month's meeting, so do some thinking about it. Speaking of change - one area of change that I have observed is in the attitude of our new members. As a group, they are much more willing to become involved in club activities, something that hasn't always been true. It is really great to see people who have only been around a few months taking on jobs and helping out. Pocono was a prime example. There is a wealth of talent in our club and the '73 officers are getting ready to tap some of our resources.

What about Pocono! What a weekend! Rain, rain, friendship, high speed driving, fierce competition, wild cars, fast women, spin-outs, cold lunches, rain, Porsche nuts from other regions, and yes, even sunshine! Thanks to all those who were there and made it possible. Now, wait until next year!



The Social Hotline Bob Ahrens

Since the last issue of Der Gasser, 145 Porsche Pushers have wined together, dined together, slept together and socialized through two days at Pocono and a lovely dinner at Wm. Penn. We realize these events were not inexpensive and we also realize that in many instances the number of days and evenings available for social activities are limited by business and family considerations.

Our heartfelt thanks are extended to all of you who participated in these activities and we urge everyone else to consider adding future Riesentoter events to your already crammed social lives.

Friday, December 1st - The big one of the year - Wm. Penn Inn will host our 15th Annual Dinner Dance in the very beautiful Carriage Room. There will be a choice of three delicious entrees, corsages, wine, tremendous 4 piece band for dinner and dancing, and wait til you see this dance floor - wow! All this plus door prizes and mementoes for everyone. A gala evening for \$25 per couple. Advance registrations are absolutely necessary and a deposit of \$10 will hold your reservation. Please send your check promptly to me at 1468 Doris Rd, Roslyn, Pa. 19001. Remember the \$10 will hold your reservation until Nov. 15th. Don't be left out on this one. Thank you.

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New Members Wayne Ratz

Here is a list of our new members over the last four months:

Gerald Davis	58 Speedster
Fred Avery	72 914-4
Paul Maronna	72 914-4
George Coan	69 911E coupe
John Brown	72 914-4
David Schiff	67 911 Targa
A. Warnshuis	70 911T coupe
Julio Limantour	69 911T coupe
Richard Turner	69 911T Targa
John Hlywak	356B cabriolet
Stuart Spector	68 912 coupe
George Boyer	66 911 coupe
Robert Rodgers	68 912 coupe
Leonard Stolker	72 911T Targa
John Christie	65 356C coupe
Bruce Royal	69 912 coupe
Alfred Yeske	70 911 T coupe
Skip Fleming	69 911T coupe
John Carter	58 356A coupe
Gerald Plasmeier	70 914-6
Michael Schultz	62 356B coupe
Henry Scheuermann	72 911T coupe
Joseph Long	71 911S coupe
Ken Wolfgang	66 911 coupe
Lawrence Priddy	72 914-4
Robert Patton	72 911T coupe
Richard Bencivenga	64 356C coupe
George Mundorff	72 911T coupe

Of all the new members, almost everyone has indicated that 'technical information' is one of their prime interests. I'm not sure whether that's because they all do their own work or because they all also enjoy autocrossing.

I hope we see all our new members at our upcoming events, because Riesentoter can thrive only with enthusiastic support.

Page Six: P-O-R-S-C-H-E (from the editors)

I quote irreverently from Dylan:

After wakin' enough times to think I see
The holy kiss that's 'sposed to last eternity
Blow up in smoke; it's destiny
Fall onto strangers, travel free.
Now I know that traps are only set by me
And I do not really need to be assured
That Porsche is just a seven letter word.

When Porsche was practically unknown in this country, very few folks were appreciative of the quality and design. Surely, some were attracted by the uniqueness of the car and that was reason enough to own one. It was also expensive and THAT was reason enough for some people to own one. But scratch the surface of any long time Porsche owner and chances are that you'll find someone who likes to DRIVE.

With some of the new breed of Porsche owners, however, - and some of the old - this is not the case. It seems that a large number of PCAers own the car just for the 'unique' and/or the 'expensive' label. Certainly, that is an individual's prerogative - it's his money.

Now, the benefits to club members are obvious, but what's with these people who hardly ever support club events? Just what do they want? The hillclimbers and road racers among us have their own thing going and surely, there are others just too busy to take an active part. The point is that the enthusiastic supporters of Riesentoter total less than fifty and the other 200 members are not or do not want to be reached. They must realize that their dues kickback from National is helping the rest of us have a lot of fun.

But perhaps that's a good average - perhaps we expect too much - perhaps status is all that matters to the majority of PCAers - perhaps the minority smiled and knew that all along.

PHA Notes

Jess Holshouser

Tuscarora Hillclimb - Sept 16-17

Perfect weather combined with an efficiently run hillclimb by the Franklin County Sports Car Club made for a good weekend. All drivers received three runs and for a change, there were no car casualties for Riesentoter drivers. As always, Tom Beil turned in the best time for our club and on this hill was 5th FTD in his RSK. Team driver results: Jay Schneider, 4th Formula Vee; Jess Holshouser, 3rd EPI; Dick Sweigart, 4th EPI; Connie Sheldrake, 5th EPI; Dick Weiss, 1st CP and Tom Beil, 1st Mod II.

This was the first drive for two Riesentoters, Dave and Al Derecola of Pottstown, and hopefully they will drive for us in next year's team effort. They co-drove their Elva-Porsche in Mod II and had good runs for their first time at a hill.

Remaining PHA schedule: Oct 14-15 - Weatherly Hillclimb, see directions in last month's Der Gasser; Oct 21-22 - Pagoda Hillclimb; Oct 28-29 - Camp Shand Hillclimb.

Pagoda will be run on part of Duryea Drive in Reading and will be a shortened version of Duryea Hillclimb. The start line will be at the park as usual, but the finish will be past the Pagoda instead of at the tower.

Camp Shand is a new hill for PHA, but will be run by a very successful group, the Appalachian Sports Car Club. Camp Shand is located not too far from Carlisle, Pa. From the Carlisle Exit of the Pa Tpk, take Pa 74 north from the center of town for 3-5 miles and watch for Camp Shand signs. On crossing a bridge while on Pa 74, take the second left to bring you to the hillclimb site.

There is also the possibility of running Giant's Despair in November. Giant's, originally scheduled for July, was washed out by Agnes and the flood at Wilkes-Barre, but the people are determined and are doing everything they can to pull it off. We hope they make it, because Giant's is a good hill.



Our correspondent, Jess Holshouser, at Duryea. (Photo Vern Lyle)

PHA in Action!

Dr. Dick Weiss at Watkins Glen Solo II. (Photo Ade Ketchum, SCCA)

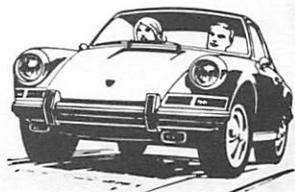


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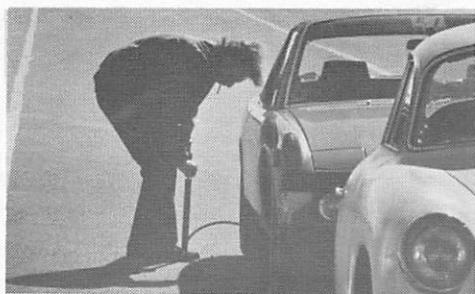
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POCONO 72



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POCONO: Rain 1, Porsche 88

Bob Russo

Well, it looks as if our Pocono Driver's School will annually run in the rain! Like last year, it rained, rained and rained. Fortunately, water doesn't dampen the spirit of the real Porsche pusher. Registration started around 7 am and 88 cars were soon teched and declared ready to attack the track. After a brief drivers meeting, the first group of 20 drivers was sent out with instructors. Fortunately for some of the students, Al Holbert was able to spare some time from his rather busy agenda and help out as an instructor.

After the four groups finished their sessions with instructors, the groups were modified to allow as many cars on the track as was safely possible. Things went smoothly in spite of the wet, due to the excellent track surface and intelligent driving by all. The only incident, a small one considering the number of cars and the speed, was Al Derecola bumping the wall in turn 1. He was unhurt and the car sustained only minor body damage to the rear. Chuck Boschen, as a follow-up to last year's performance, put his A coupe up on two wheels on the road course! Following the event, 82 people enjoyed a cocktail party and a prime rib dinner at Le Chateau.

Sunday dawned clear as crystal but chilly. Al Holbert brought the 914-6 to the track early and a few of us were lucky enough to get a ride. All I can say is WOW! That's one helluva quick car and Al is extremely smooth and impressive as a driver.

We eliminated one of the competitive events in order to run the timed lap and more school time. We were able to run 75 cars for two runs only with the help of Paul Lima and his wife, Mary, from the Jersey Shore region. Our thanks to their region and to all the Northern New Jersey region for the use of their new timer, allowing us to run two cars on the track at once.

Tom Beil and Jim Haas' RSK Spyderys are always a special attraction and at Pocono we had Dick Hyland's 906 to add something extra. Most people moved to the pit wall to watch each of these cars accelerate down the straight and finish the lap at speed. It was almost assured that one of these factory race cars would take FTD and Tom Beil was the man who took home the trophy.

At the completion of timed runs, we opened the track for more driver's school. The only problem was getting corner workers which caused unnecessary delays. It is really amazing that certain people will spend an entire weekend at an event and not volunteer to work for one hour. I personally saw some drivers come in from one driving session, stand right in front of the mike when the call for volunteers was made, completely ignore it and get back in their cars for the next session! It is fortunate, though unfair, that there are others who will volunteer at every opportunity. There were even some people who came all the way to Pocono to do nothing but work! Our special thanks to them.

Despite the weather, a great deal of track time was available for all drivers. I'm sure that many people put well over 100 miles on their cars on the track! We learned a great deal from this event which should make Pocono '73 even better. Our thanks to the drivers, instructors and volunteers who really made it all possible. Our special thanks to Roger Penske Porsche-Audi and VW Atlantic for their financial support and Bob Holbert's Porsche-Audi for the use of their facilities for tech inspections. We look forward to seeing all our friends at Pocono '73.

Results of the timed lap event: FTD - Tom Beil, RSK, 1:23.8; FTD by Index (class winners attempt to improve their times) - Joe Long, 911S, 1:31.0; Class A - Dick Carlson, (NNJ), 914-4, 1:37.2; Class B - Ivars Mellups, (Potomac), 914-4, 1:38.7; Class C - Dave Nichols, 911T, 1:32.6; Class D - Joe Long, 911S, 1:33.4; Class E - Sue Mellups, (Potomac), 914-4, 1:41.1; Class F - Jim Haas, RSK, 1:24.8; Class G - Dave Duerr, 912, 1:33.9; and Class H - Dennis Thovson, (NNJ), 911S, 1:27.7

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911 Oil Tank Rust

Ed Lynch

Even while you are reading this, your Porsche is being eaten alive by rust! So what else is new? Ignorance is bliss when it comes to corrosion and your Porsche. I recently had my eyes opened to yet another nasty rust spot - my oil tank.

After some local Detroit iron gave me a love tap in the right rear fender, I began noticing a small oil spot on my beautifully clean garage floor. Before this new spot had a chance to blend in with the many others, I looked up to find that my oil tank looked wet, but no oil could be seen actually leaking out. After undoing at least 379 different lines, hoses and connections (my S seems to have more than other 911s), the tank fell out without undoing the brackets, which did not fall out. The ugly truth! If it weren't for all those lines, my tank would have been on the ground long ago. My recent bump merely had finished what started the day the car left Stuttgart.

The oil tank is made of steel stampings, with brackets attached at a shallow angle, muck like the joint of fender and sub-fender just in front of the door on 356s. Get the picture? A natural pocket to collect a mixture of road dirt and water, so given enough time, you too can have a dangling, leaking tank. Mine was paper thin and porous around the brackets - I pried open an inspection hole with my fingernail!

Since this whole messy affair was taking place just prior to leaving for the Parade, there was no question of spending a day's journey and a week's wages on a new tank at this point. So I brazed some new metal to what was left of the old brackets, extending them out to a less rusty area on the tank, then inspected and cleaned the whole mess. The top and inside surfaces, those you can't see when looking into the wheel well, were very thin. The rest looked great, as a result of cleaning and re-undercoating regularly.

To seal and strengthen the bad areas, I applied bonding resin and fiberglass cloth, glassing around the brackets, the entire top, and most of the back. Now it's stronger than dirt. Spray rust preventative and undercoat were reapplied in hopes of keeping it that way.

To help keep your oil tank from falling apart, here's what I would suggest: each time you wash the car, pay particular attention to squirting the crud off the top and inboard surface of the tank as you are hosing down the underside. (You do hose down the underside each time, don't you?) Every now and then, remove your taillight assembly, and clean the top, rear and inboard side from that angle. Keep the tank covered with rust preventative, letting it run down the back and inside, where you can't reach. Clean the gravel screen on the lower corner. Don't let road dirt build up and fill the gap between it and the tank, or you'll have the same result here as near the brackets.

And don't let anybody hit you in the right rear fender.

Here's how:

If you should need to change the chain tensioners on your 911, it would be wise to magnaflux the small cast sprocket arms that the tensioners push against - as cheap protection. If these arms are cracked, they should be replaced (about \$15). The reason: these parts, if faulty, can break under normal 7000 rpm driving, and the new tensioners might be all it takes. Should these arms break, the chain will run free, forcing the sprocket to act like a milling machine on your engine case and, if driven long enough in this condition, it can result in a holed case. If a sprocket arm breaks, it sounds like a chain tensioner breaking, only LOUDER! Northeast Region.

Most engine wear is caused when the engine is not up to operating temperature. To reduce warm-up time, do not try to warm a cold engine before moving off. After the engine is started and idling smoothly, drive about $\frac{1}{2}$ mile in first gear and do not exceed 4000 rpm (6 cyl) or 3600 rpm (4 cyl) for the first four miles. Hudson-Champlain Region

Precision Driving (So. Arizona Region by Rink)

The authors of many books and articles on the technique, skill and thrill of driving seem to point to a single factor in the success of a winning race driver - concentration, It probably means different things to different people, but as Porsche people, what should it mean to us?

Oh sure, you say, race drivers have to concentrate at 200 mph, but I'm only doing 60 on the expressway. Do you think you could avoid an emergency situation without some advanced planning? Sure your Porsche is equipped with some of the best brakes available for production cars, but unless you want to test the immovable object/irresistible force rule, I suggest you try to practice concentration, while driving on the street.

Most of us drive to work over the same roads every day - think of the road YOU take. Is it mostly 2 or 4 lane, divided or not? When it rains are there many low spots, many bumps? Do you see many accidents - where are they - are they rearenders - somebody fail to yield? Some of this info can help a lot in training yourself to be a more aware driver. Try these things.

In the morning, pick a suitable redline - say you choose 4600 - see if you can drive to work shifting at exactly 4600 - not 4550 or 4650, but exactly 4600. While driving, place the wheels 12 or 18 inches from the center line - see if you can keep it there. Look ahead, how many cars can you see, 2, 3? Being directly behind the car in front blocks your vision too much, so move back over, it's safer (more time to react). What about the signal light up ahead - how long has it been green - if it's about to change, what's behind you and how far? What are the possibilities of moving left or right to avoid being hit - check out your escape routes constantly.

After you have developed some ability to concentrate, try a new route to work. See how much less time it takes to learn it. Then go back and try the first route again - anything change? How much did you forget? The lesson should be perfectly clear - it takes concentration to be aware of your surroundings, and in driving - that's a life and death proposition.

Lobro Half Shafts (Redwood Region)

On a 914-6 with 35,000 miles, the owner reported occasional noises in the half axles. The units were almost dry of lube - the bands sealing the ends of the boots were missing. There was sand in one u-joint and the other had several severe grooves worn into it by the bearings. As a contrast, the same type half axles on my 912 were in excellent condition at 110,000 miles.

These units consist of two u-joints at each end of a shaft with flanges to be bolted to corresponding flanges on the transmission and insides of the rear wheel hubs. The u-joints have an inner and outer section connected by six ball bearings through which the power from the engine is transmitted to the wheels also providing flexibility. A cage retains the bearings.

These u-joints should be visually inspected each time you are under the car for leakage or tears in the boot. You should be able to feel for adequate lubrication by squeezing the boot. These units can be lubed on the vehicle by removing the small metal band on the boot nearest the half shaft and after carefully removing any dirt, inserting molybdenum sulfide grease between shaft and boot. A needle-nosed grease gun insert is available at parts houses. The metal band must be replaced too.

You may have to disassemble the half shafts if the boot is torn or if there is reason to believe the u-joint is defective. The shaft is removed after removing the six inhex bolts (4 on later models). Remove the metal bands and move the boot towards the center of the shafts. Angling the body of the joint about 30 degrees will expose one of the ball bearings and permit its removal. By rotating the outer section, the balance of the bearings can be removed. Clean thoroughly in solvent, dry and lube lightly with MoS2 grease.

To replace the boot, the inner section will have to be removed from the shaft by removing the lock rings. By replacing both boots from one end you will not be required to remove the inner section from the other end. After replacing the inner section, place both the cage and outer end over the inner section, tilt about 30 degrees and replace one ball. Note that the grooves

in the cages, as viewed from the top, must be so aligned that the two grooves closest to one another in the inner section must be opposite the grooves furthest from each other in the outer section, otherwise the joint will not be flexible. Pack with grease and work around the cage, replacing the ball bearings as you go, keeping the outer cage at a 30 degree angle.

After assembly, work the grease in thoroughly, pack about two ounces in the boot, clamp with the steel clamp, protect from dirt with a baggie and reassemble in the car. Torque the inhex bolts to 31 ft/lb. The hollow side of the Schnorr washers must face the base.

Get with it.



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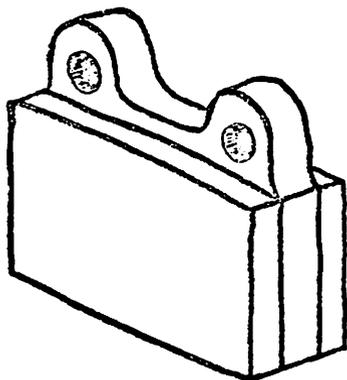
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Parts: from 67 Porsche, wood steering wheel, \$35; 912 instruments, \$45; 63 trans, slight whine, \$50. 65 VW chassis with Porsche brakes and wheels, and radial tires - great for dune buggy, \$150; 68 or later VW rear bumper with brackets, \$15. H.E. Barrett, 215-KI4-8985

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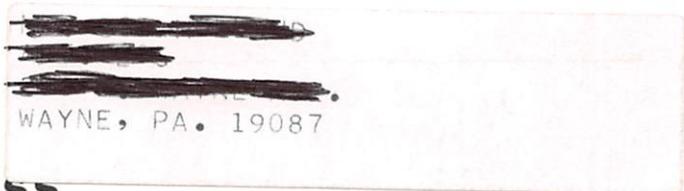
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