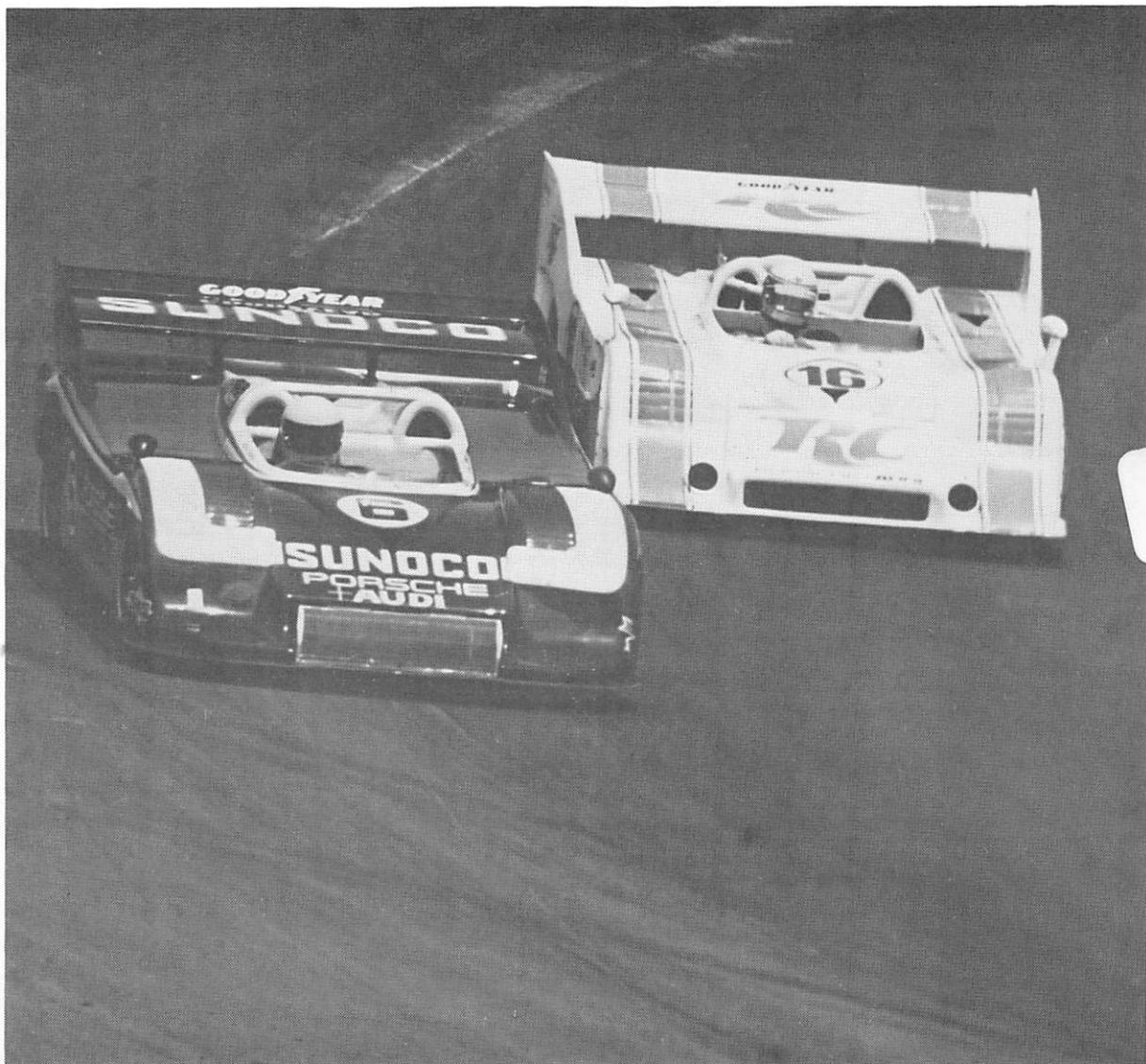


DER GASSER

RIESENTÖTER REGION · SEPT 73



PORSCHE CLUB OF AMERICA

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 215-855-6463

.....

SEPTEMBER - OCTOBER CALENDAR OF EVENTS

Sept 16 17 18 19 20 21 22
 23 24 25 26 27 28 29
 30

22 - Working tech session at Holbert's
 Porsche-Audi, Warrington, Pa.
23 - Sprint at Bushkill
26 - Meeting at Beck's Restaurant

Oct 1 2 3 4 5 6
 7 8 9 10 11 12 13
 14 15 16 17 18 19 20
 21 22 23 24 25 26 27
 28 29 30 31

7 - Watkins Glen Grand Prix
14 - Tour to Zimmermann's Museum
24 - Dinner meeting, details p.11
28 - Hare and Hounds Rallye, a flyer
 will be mailed with more info

Other things to do

Sept 30 - DVSA, Leeds and Northrup

Oct 13-14 - PHA, Weatherly

Oct 14 - PRCA Championship Rally

Oct 14 - DVSA, Cornog

Oct 21 - DVSA, Montco College

Oct 27 - PRCA Championship Rally

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Pennsylvania Hillclimb Association
Representative - Jess Holshouser,
215-766-8201

Delaware Valley Sprint Association:
Representative - Ted Apple, 215-
885-4925

Pennsylvania Rally Championship
Association Representative - Lance
Priddy, 215-353-1323

1974 Porsche Parade Coordinator -
John Chatley, 1479 Glenbrook Drive,
West Chester, Pa. 19380 Phone 215-
696-1657

COVER PHOTO BY EDITOR: George Follmer
wailing around a downhill right hander
and good guy Mark Donohue whooshing by
on the outside. The Donohue Porsche
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that you wonder why they come back.

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Notice!

Regarding the Bushkill sprint on
Sept 23 - if you follow the map
in the July issue, change 'ESSO'
to 'EXXON' and make it 14 miles
from Rt 22. After a right at the
church, next right is Swamp Road.
NNJ region has been invited so
there will be plenty of competition.

President's Message

Bob Russo

As Bob Dylan so prophetically said, "The times they are a-changin'". And just like everything else, the Riesenoter region is constantly evolving. Five years ago when I joined PCA, our region was comprised of avid autocrossers. It was fairly routine to turn out 25-30 cars for a sprint. Now, however, we're hard-pressed to get ten of our people to spend a Sunday afternoon at a sprint course. The Executive Committee had thought that the small number of events last year was to blame, so more were scheduled. Then the idea that there were too many this year came to mind. After some hindsight thinking - which is always easier - I think I have come up with the reason for poor sprint attendance! The large majority of people now in our region are not interested in autocrossing. The reasons for this could be that they're afraid to subject their new and very expensive cars to this type of activity; they may not even know what a sprint is, or any one of a hundred reasons. The point is - most members are not interested in these events.

What then, are our interests? Again

looking backward at our past year, the most successful events were the social events - the banquet, the wine and cheese party, the Longwood Gardens tour, the picnic, and the dinner meetings. These factors make it quite obvious that if our region is to be successful, changes in our planning must be made. It is unfortunate that it took nearly a year to unearth the root of our problem, but the members themselves are largely to blame. There is a serious lack of communication between the membership as a whole and the Executive Committee. Write a letter to DER GASSER or call a club officer with a suggestion or complaint. This is really the only way we can know your ideas.

Planning for next year will begin sooner than you realize! Already under consideration are ideas such as, more social events, fewer sprints and enlargement of the multi-regional series, etc. Now is the time to make your ideas and desires known.

Yes, the times they are a-changin' and next year's activities will be based on what we have learned and hopefully will reflect the interests of the majority of our members.

Let's help each other!

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Minutes

Jean Russo

Nomination of Officers for next year was the main business for the August meeting. Wayne Flegler, Chairman of the Nominating Committee, presented the nominations: Treasurer, Bob McCullen; Secretary, Nancy Modesta; Activities, Eric Koch; DER GASSER Editor, Vern Lyle. Nominees for the positions of President, Vice-President and Membership Chairman are still under consideration. Members were urged to submit the names of anyone they would like to nominate (after securing the person's permission) by mailing the ballot in last month's DER GASSER to Wayne Flegler.

At last month's meeting, the members voted to allocate up to \$300 for the purchase of pylons. Fifty pylons were purchased for \$119.82.

Activities Chairman, Chuck Walter, briefed us on the coming events for next month. It was noted that sprint attendance has been very poor. The Executive Committee would appreciate receiving your comments about activities as they will soon be planning next year's calendar.

Trophies for the Tri-Region Sprint Series will be presented at Porsche-rama. For those not able to attend, they will be at our Sept. meeting.

Jess Holshouser, aided by Dick Sweigart, gave a report on the hillclimb teams and also an explanation of what hillclimbing is really like. He announced that negotiations are underway by a beer company and/or an oil company to sponsor the '74 PHA Series.

A motion was made by Nick Imperato that the club purchase film for someone to take movies of several different events, including a hillclimb, sprint, etc. to be shown at a later meeting. This was seconded by Bob Young and carried unanimously. The first show will be at the Oct. meeting.

The October meeting will be a dinner meeting, all the details are on page 11 of this issue.

Herb Oberson showed a film recently prepared for TV about the history of Watkins Glen. Following this, a film on Indianapolis was shown.



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Membership and Such

Bob Ahrens

Many years ago, I felt the need to enter the mainstream of sports car activities and subsequently joined SCCA. I attended a few meetings and one or two events, but the time wasn't right for me to be an active member of any organization.

Because to be an active member, requires a certain set of circumstances that come together with very few people at any one point in time. I have reached the conclusion over the years that one has to be mentally, emotionally, physically and financially able to be an active member of any sports car group such as SCCA or PCA, and if these prerequisites cannot be brought together, membership, quite naturally, becomes a static experience.

Why then, do we continue to attempt to badger or embarrass people into doing something that they quite obviously do not wish to do? After all, our members are adult people and can make their own judgements. If they wish to participate, I am sure they will. If, on the other hand, they cannot or do not, then in the overwhelming majority of cases, no amount of urging is going to make them become an active member. In any open club such as ours, inactivity is the 'nature of the beast'. And I am sure that the majority of new members join because it seems to be the thing to do.

For gosh sakes, let us accept that - and concentrate our efforts on im-

proved, more efficient and enjoyable events for those who do participate. I submit that the duty of the officers is to inform the membership and to promote the club's activities, not to badger or pressure the membership for not being active.

The recent Tri-Region Sprint Series was a perfect example of how good an event can be. There were no less than 72 drivers competing in at least one of the 3 sprints, with 36 drivers competing in at least 2 of the three. This during June and July when you might expect many people to be on vacation. The events were well run, well driven and just a pleasure to experience.

Maybe this is the way we have to go. Fewer total events would result, but the multi-regional format tends to guarantee a good turnout and provide all the extra goodies that a single region event doesn't seem to have.

We live in a free society and people's thinking changes. What was valid five years ago is not necessarily valid today. Let's recognize this and also recognize that there are a thousand things to do on a weekend, and go forth with new vigor and new ideas, and direct these ideas primarily toward those members who are able and do actively engage in club activities.

I am sure that most members will feel greatly relieved to have a 'cloud of pressure' lifted, and I am also confident that the new feeling of total freedom will result in a better club in the years to come.

Hillclimbing

Jess Holshouser

Giants Despair Hillclimb, July 21-22

Giants was never like this - a newly repaved course with no transverse bumps and bumps of the irregular kind. It was great even though the repaving work had just been done in the previous week and was still green, what with the oils and tars. But the course met with wide approval, as evidenced by 14 class records set in the 24 classes, even in the rain. No one came close to Oscar Koveleski's hill record set in '69 in a McLaren. All cars received 3 timed runs (an unforgettable phenomena of modern times). It was a good turnout of Riesentoter drivers with only two of the teams drivers missing.

Riesentoter results: Jay Schneider, Fiat, 1st Touring 1; Jess Holshouser, Speedster, 1st EP1; Dick Sweigart, Speedster, 3rd EP1; Dick Miles, Speedster, 4th EP1; Connie Sheldrake, also in a Speedster, 5th EP1; Dick Weiss, 911, 1st CP; Ted Klaus, Autodynamics, 3rd Formula 1; Tom Beil, RSK, 2nd in Modified 2; Dave Derecola, with an Elva Porsche, 5th Mod 2; Al Derecola, Elva Porsche, 8th Mod 2.

Red Rock Hillclimb, July 28-29

A number of PHA drivers made the long trek across Pennsylvania thus fulfilling the new slogan 'Join PHA and see the State'. Red Rock is a new site held in Derrick City (near Bradford) in McKean County. It's a beautiful part of Pennsylvania which many of us

had never visited. The hill site is among the western oilfields - there were derricks all over the landscape pumping oil in Kendall Country. The Allegheny Valley Sportscar Club with the McKean County Shriners put on a first class event thus giving drivers on both days 4 timed runs! The course consisted of a very fast, smooth uphill road which they made interesting by taking a dogleg off to one side at one stretch to an old, unimproved road. There were road camber changes off and on the new section which produced a 'clump' going off, brake hard, right turn and 'clump' coming back on. Here 'clump' means airborne. Another interesting section was at a Y junction at which we took another road off the new section to an old road to the finish - another 'clump'. All the other turns were fast sweepers.

Riesentoter results: Jess Holshouser, Speedster, 1st EP1; Dick Sweigart, Speedster, 3rd EP1; Connie Sheldrake, Speedster, 4th EP1; Dick Weiss, 911, 1st C Production.

That was it. It was a long haul (six hours from Doylestown, Pa.) Drivers must drop 2 hills in the season series and obviously this is one for many of the drivers. Incidentally, the sponsors had video tape replays at the Trophy-Beer party. Very innovative!

For the season through this hillclimb, our Team A is 7th and Team B, 11th. This is with about 4 drivers on each team running regularly instead of 6. We are hoping this will not be the case for the rest of the year.

Next Meeting

Vicki Chatley and Herb Oberson are working up quite an interesting program for the September meeting. With slides and stories of the Parade at Lake Geneva last year, they will try to enlighten us all as to what really goes on at a Parade.

The following article should give you some of the feeling of why people come from all over the country to Parades and feel the way they do about Porsche. Once it gets in your blood and you go to a convention of 300 Porsches and 600 people (including Dr. Porsche) - and all those folks are as fanatical about the car as you are - man, it's just indescribable! Shazam!

PORSCHE

Ken Purdy

As automobile companies go, Porsche is a young firm; Mercedes-Benz began in 1901, Cadillac in 1903, and Rolls-Royce in 1904. But in only 21 years of competition, Porsche has won more than a thousand races, and many thousands of lesser events, sometimes more than a thousand in one year.

Although the Porsche dates only from 1949, its true beginnings run much further back, perhaps 50 years further, when Ferdinand Porsche was 25 years old. He was an Austrian, the son of a tinsmith, and very gifted mechanically. Before he was out of his teens, he had designed, built, and installed an electric-lighting system in his father's house, the first in the little town of Moffersdorf. In 1898, when he was 23, he was working as a designer for one of

the earliest auto-makers, Jacob Lohner, and in 1900 a car of his own design was a sensation at the Paris Auto Show. The Lohner-Porsche was an original: it was an electric car, but instead of one motor it had two, one mounted in each of the front wheel-hubs for better cooling. (This is the identical system used some 70 years later on America's moon-rover vehicle.) The Lohner-Porsche would do 23 mph, fast for the time.

From then until his death in 1952, Ferdinand Porsche's inventive genius never flagged.

"The range and scope of his capacity were staggering," a British authority wrote. For the Austrian Army, Porsche built the first practical 'go-anywhere' prime-mover, a vehicle that produced electricity with a gasoline engine and fed it to the motors in the wheel-hubs of as many as ten trailers. Moving to Germany after WWI, he designed the legendary S, SS, SSK and SSKL Mercedes sportstouring cars. He built engines for airplanes and dirigibles and flew the aircraft himself. He made diesel trucks and shaft-driven motorcycles.

He worked constantly, slept little, often had to be reminded to eat lunch; an apple and a roll, out of his pocket.

For the German Auto Union (Audi) company, he built a 16 cylinder Grand Prix car that remains a bench mark in the history of competition; its engine, the size of a Chevrolet, put out 520 hp. The engine was mounted in the rear - in 1931 - and the Auto-Union would do 113 mph in 2nd gear, over 200 in fourth. He designed the

Tiger Tank and the all-conquering VW, as efficient an automobile as the world has known.

Project No. 356 of Ferdinand Porsche's design company was an outgrowth of the VW. The prototype was made in 1948 and for a long time the production rate was 5 cars a month, each body hand-hammered out of the sheet metal by one man. Today the rate is still low, about 80 cars a day, not enough to meet world demand, but as many as Doktor-Ingenieur Porsche, the founder's son, considers can be built properly in the present plant, under the strict standards that have become traditional: new engines flushed with oil at exactly 176 degrees Fahrenheit; doors, trunks, engine-lids, fitted to exactly 1 millimeter clearance; and so on down a long, long list.

There is no such thing, and there never has been such a thing, as a 'handmade' automobile, but Porsche comes very close to this legendary ideal because it is virtually hand-assembled. Each engine is put together by one man, and strict records are kept, so that the factory can, in a few minutes, find the name of the man who assembled engine No. so-and-so in December 1964. For a long time each engine was signed: the mechanic who assembled it stamped his initials into it. This practice was abandoned because the upholsterers and painters saw no reason why they, too, shouldn't be allowed to sign their work.

Porsche engines are still just as carefully put together as they used to be. One of the first things that strikes a visitor at the factory is

the quiet of the place. Most auto factories sound like old-time boiler works, the walls vibrating with incessant clangings and bangings. The Porsche shop is quiet because hand files and similar tools just don't make much noise. Parts are carefully fitted together; nothing is forced. Assembled engines are run on dynos that measure their horsepower. An engine that fails to measure up goes back to be torn down and rebuilt. Finally, the completed automobile is given three separate road tests by three different drivers, the final test being run on the Autobahn, on which there is no speed limit.

The result of all this painstaking care is an automobile that is remarkably long-lived and trouble free. Many Porsche owners say that their engines are just as good after fifty thousand miles of hard use as they were brand new. And nearly all of these cars are driven hard and fast, because they invite it; they handle beautifully, stick to the road as if glued to it, and have tremendous braking power.

Most of the machines we use today are stamped out by the thousands and hardly touched by human hands in the process. The Porsche is an exception, a kind of survivor from the days of custom craftsmanship, slowly and carefully put together by people who would rather do it right than do it fast. It shouldn't be surprising that the result can be called the best thing of its kind in the world.

(Edited from PORSCHE CLUB AUSPUFF, Cascade Region.)

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Activities

Chuck Walter

October 14 Tour to Zimmermann's Auto Museum, out the turnpike toward Harrisburg. Here's a chance for those who are more socially oriented in our club to spend a day re-living automobile history by actually seeing the forerunners of the automobile of today.

It really is great to be part of a Porsche Caravan of some 30 cars in control of a portion of the turnpike. Especially with the knowledge that in the event of a radar trap it is all for one and one for all! Don't miss it. Departure from the Korvette Tire Center in King of Prussia, Pa. on Rt. 202. 10 o'clock departure!

October 24 Dinner meeting at Picket Post Restaurant in Upper Providence Township. The restaurant is on Rt. 320, just off the Gulph Mills exit of the expressway. Cocktails at 6:30, we eat at 7:30. Mark your choice on the preregistration form below for entree, the price is \$7/person and includes tax and gratuities. Direct any questions to Bob Holland.

October 28 Hare and Hounds Rally. A flyer will be sent out with more information. This is a low pressure, much fun, short distance, and get-lost-quick day. Be on the lookout for the flyer. Let's have a good turnout!

Dinner Meeting October 24

PREREGISTRATION FOR OCTOBER DINNER MEETING
TO BE HELD AT THE PICKET POST RESTAURANT.

Name.....
Address.....
.....
Telephone.....

Choice of entree:
___ Crab Imperial
___ London Broil

___ Number at \$7/person \$___ Total

Please return this form to me by October 10. Make checks payable to Riesentoter Region, PCA.

Bob Holland
200 N. Wayne Avenue
Wayne, Pa.
215-687-1471

1974 Parade

John Chatley

As you may know, a lot of people in our region have already begun work on the '74 Parade. If you were at the picnic, you probably saw the trophy samples and learned something about timing and scoring a rallye and manning a checkpoint.

Are you wondering what you could do NOW - not next July - to help? There are a variety of things underway.

Have you come across an unusual and distinctive trophy? Give the Priddys a call and tell them about it. They are investigating suitable trophies, which must be ordered in the near future to ensure delivery before the Parade.

Do you have a lead on rallye timing and associated equipment? The Eberts would like to know - where it is, if it will be available when needed and the cost, if any.

All you technically-minded people give Bob Koerbel some suggestions for the tech quiz.

Do you type or have access to any duplicating equipment, etc? Let us know. We're going to need lots of help in this area.

Any suggestions as to donors for door prizes? How about the type of prizes you would like to see presented?

This is just a short list to give you an idea of what is going on Paradeswise now and how you can participate. Let's hear your ideas. The greater the input, the better our Parade will be.

Call Vicki or me at home, 215-696-1657, or any of the Chairmen with your ideas.

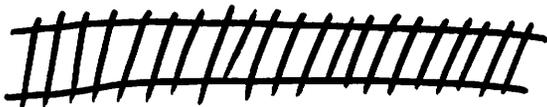
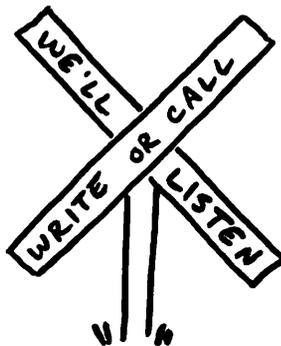
Trophies - Lance and Dorothy Priddy, 215-353-1323

Rallye - Ray and Ginny Ebert, 215-WI7-5829

Technical Inspection - Bob Koerbel, 215-SU9-0820

Drivers School - Wayne Flegler, 609-848-0446; Bob McCullen, 215-877-1364; or Bob Russo, 215-355-4610.

Door Prizes - Herb Oberson, 215-265-7666



Sprint Results

Here are the Riesentoter finishers in the Tri-regional Sprint Series held at Christmas Village. As you will recall, final standings are based on the best two finishes; 40 points is maximum. If you would like to see this become an annual event - let somebody know.

Class 1 - all 356: A.J. Ahrens, 38; Chuck Walter, 38; Wayne Flegler, 34; Bob Koerbel, 32; Bob Russo, 20; Vern Lyle, 16; Bob Parker, 12.

Class 2 - 912, 914-4 (1.7): Ted Way, 40; Chuck Boschen, 22; R. Helet, 12; F. Avery, 10; Larry Boschen, 8; Nick Imperato, 4.

Class 3 - 914-6, 914S, 911T (2, 2, 2): Fourth in class, John Tiedeck, 28; Gerry Sigal, 10; J. Manganeli, 6.

Class 4 - 911, 911E (2, 2.2): 2nd in class, Bob Ahrens, 36; Tom O'Rourke, 14.

Class 5 - 911S, 911 2.4: Tim Kuser, 40; Bob Patton, 30; Mark Rubin, 16.

Class 6 - Modified: 2nd Dick Miles, 38; Dave Duerr, 16; Bill Smith, 12; Rocky Williams, 8; Gerry Davis, 8; Lee Herskowitz, 8.

Class 7 - Ladies: Judy Smith, 14; Karen Herskowitz, 12; Pat Imperato, 10.

We have underlined the points totals of those finishing 1, 2 or 3 in class.

Get with it.



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Settling in

Susan and Paul Maronna

For those 914 owners wishing to unpad their seats (per Panorama, June 73), we have found an easy solution. 1st remove seats from the car and unstaple the covering. The nylon string isn't necessary, can be discarded. Get a good, sharp knife (preferably serrated) and slice foam in half - following contour of seat and leaving lip-ped edge as is. Use molded top half and cover with old covering. Approximate time: ½ hour. Good idea to use 2 people for cutting. Note: those with large derrieres maybe shouldn't try this, since the sides of the seats hug your hips - you might not fit in.

914 Clunker

If you are experiencing difficulty in shifting your 914-4 and/or you hear a persistent 'clunk' on hard cornering, check your front engine mounts. On doing this I found that, out of 4 bolts holding the mount onto the case, 1 bolt was completely missing, 1 had broken in half, and the other 2 bolts were each 2-3 turns out! After recovering from a slight coronary, I removed the mount by supporting the engine; washed out the threads in the case with solvent; bought new bolts, M8x20 grade 8G or 8.8, and Locktited them in place. Since then I have heard of 3 other near fallouts - so check it out! Jersey Shore LINE.

You knew it!

Contrary to the hopes of 914 owners, it appears that this body style will, like other steel Porsches, soon develop RUST! The rust occurs around the body seams and jackports - underneath the black rocker panels. Road dirt and sand find their way in under this panel and even liberal use of a high pressure water hose won't clean it all out. Furthermore, the jack support has a small in the base which isn't externally visible and clogs easily. This allows rust to set in not only around the outside of the jackport, but from within the base also.

After removing the 3 threaded screws and 2 small sheet metal screws from the rocker panel ends, pop the plastic rivets along the door sills. The affected area must then be cleaned thoroughly, dried, sanded and painted before replacing the panel. The replacement plastic rivets are available in a small bag from the dealers and are hammered in place once the rocker panel is properly positioned with the screws. Northern New Jersey PORSCHEFORUS

Oops!

If you have a very early model 914, the decal the factory put in the engine compartment with recommended tire pressures is wrong. The decal says 23 front and 26 rear when it should read 26 front, 29 rear. This was corrected in later models. DIE PORSCHE CASSETTE

What is a Hillclimb ???

Shirley Schneider

As the wife of a hillclimb driver, you would think that I would know a lot about the types of cars that run. Unfortunately, I don't. So with the vast amount of knowledge that I don't have, I will try to explain what there is to a hillclimb from a non-racers point of view.

It is not a hill that you hike up, as I was once asked, but you might if you want to spectate. It consists of one car at a time going up a windy hill in the least amount of time. The driver competes against other cars with similar engines and general make up.

When you go to spectate you usually try to stay near one of the turns. People like to see excitement and that means seeing if the driver can negotiate the turn without taking haybales, trees, road sweepers and corner workers with him.

Example: at one hillclimb, a fellow tried to take a turn in a Corvette but instead, went up over the haybales, took a corner off a porch, and smashed into the side of a doctor's house. Unfortunately, the doctor didn't make house calls.

Then there was the fellow who tried to stop his car from rolling over by sticking his arm out the window. It didn't stop.

There was excitement at the Giants Despair hillclimb in Wilkes Barre a few years ago when Evil Knievel made a guest appearance. He toured the hill in a nice convertible waving to all the fans and proceeded to stuff himself into a guardrail. This kind of thing does happen.

If you know a driver, you may be able to get into the pit area. That's where I spend my time trying to get two little ones to take naps to the roar of engines. In the pits you can see all of the cars that are running - also the remains of those that didn't make it. You hear all the shop talk and theories as to why they didn't go faster, and feel the excitement or disappointment of winning or losing.

Trophies are awarded according to the number of participants in each class. It starts around 9 am (hopefully) and ends somewhere around 4, that's hopefully, too. Cars run both Saturday and Sunday, but there are different classes each day.

For the participant there is the challenge and for the spectator, the thrill. But the best way to find out if you like it is to come to one and judge for yourself.

Who knows, maybe it will be you with your arm sticking out the window next year!

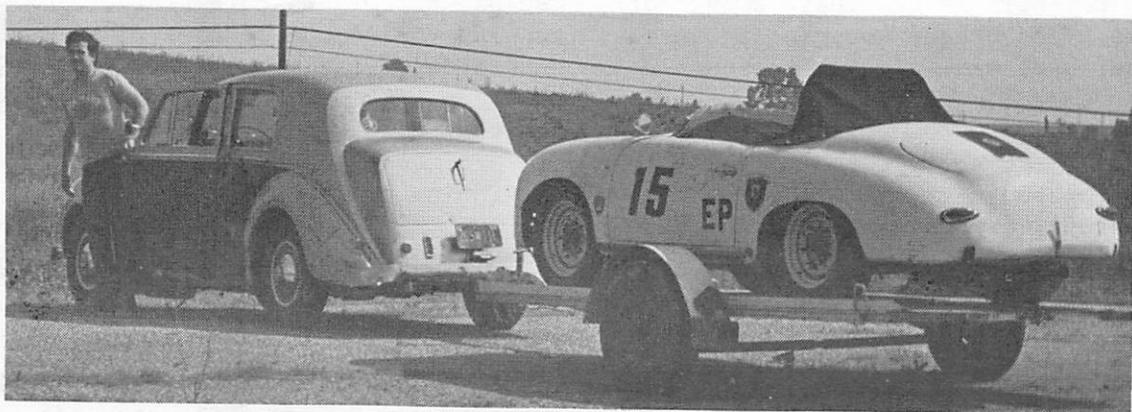
Porsche Store

Wanted: following new parts for 356A Speedster - registration plate light that shines down; left and right front factory floor panels; front and rear bumpers with aluminum trim and overriders. Wanted: following in used excellent condition - factory wood wheel; externally adjustable shocks; factory roll bar that mounts to rear seat bolts; plexi-glass side curtains; factory hard top. Dave O'Connor, 349 Gerard Ave, Elkins Park, Pa. 19117 215-ME5-0567

Desperately wanted: 1957-1965 Porsche Convertible or Cabriolet, 1957-1959 Speedster preferred. Must be concours. Money no problem for right car. Photos desired, will return. R.A. Johnson, 1464 Ridgeway Rd, Arnold, Md. 21012 301-757-3304

For sale: Zenith 32NDIX carburetors, manifolds, and air cleaners, \$70 for the set. Vern Lyle, 215-855-6463, after 6.

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