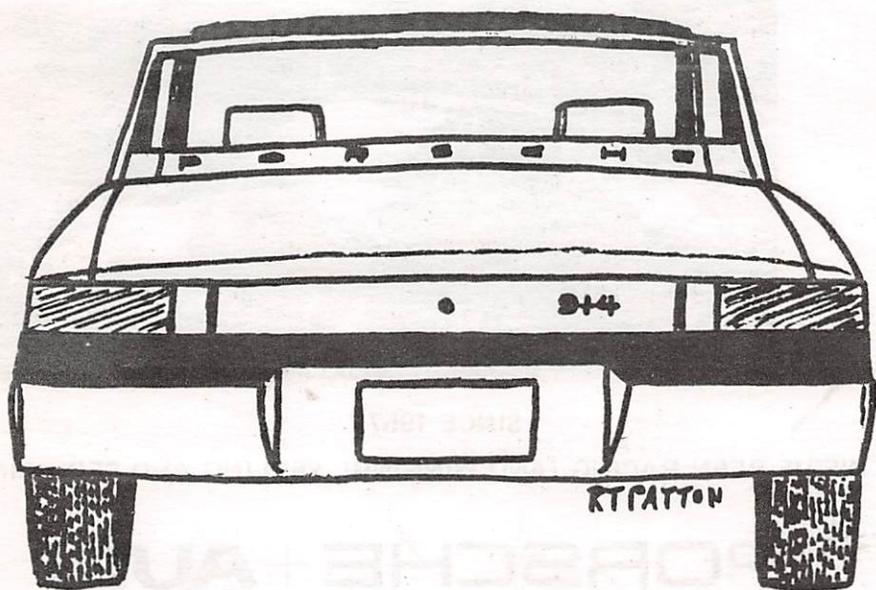


Der Gasser

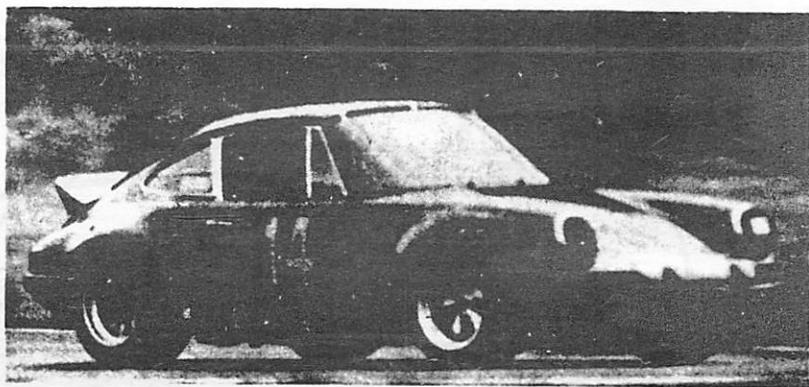
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APRIL, 1975





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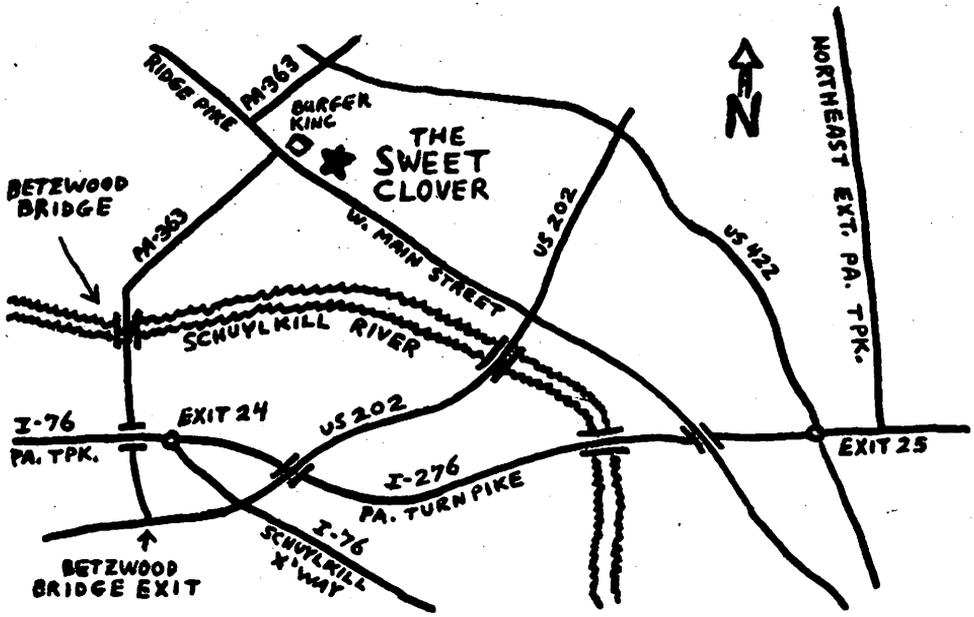
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PRESIDENT'S MESSAGE

Looking back at the month of March, Nickel Night at Nick's will be remembered for a long time to come. There was a good turnout, composed about equally of Riesentoter Region members and friends of Riesentoters. The roulette wheel, dice, and other games of chance, were spinning, rolling, and whatever else they do, all evening long without interruption. Pockets bulged with nickels and everyone was trying to buy baby a new pair of shoes. It would be interesting to know how many people came away winners, but that information is never very reliable anyway.

Thank you Pat and Nick Imperato for having all of us to your home and for all of the work that went into the affair beforehand (and afterwards) to make it a success.

By coincidence, the Philadelphia Inquirer the next day carried an article on one-armed bandits. It seems that some of these hard-to-find goodies are now valued at \$450 to \$5,000. Anyone knowing the whereabouts of devices of this nature should call Skip Chalfont, our resident antique dealer. (Please don't call if the machines are still in use. Your neighborhood American Legion Post might not appreciate it.)

The competitive season is here with three DVSA sprints scheduled for April and four more in May. Also, there'll be a rallye on May 4 and a sprint school at Christmas Village on May 18. Hillclimbs are on the calendar, too. The weather is improving and it's time to get your Porsches out from under the wraps and onto the highways and tracks. I plead guilty myself to garaging the 912 far more than was intended by the factory, but I'll try to do better this year.

Al Holbert will join us at our April 30 meeting. This will be a good one. See you at the "Clover". Come early for dinner, if you can.

Herb

MEETING NOTICE

The April meeting will be held at 8:30 PM on April 30, 1975 at The Sweet Clover (see map on page 3). This month's program will feature Al Holbert speaking to us about race cars and race car preparation. This will be a great opportunity to get first-hand information on the subject.

FORMULA 5000 AT POCONO

On May 4, YOU are invited to drive the entrants in the Formula 5000 race at Pocono International Raceway, on the Parade lap before the race. This may also be extended for the Trans-Am race scheduled for that day. You will get free admission to the track, use of the Porsche Paddock, drive at least one pro around, and we will have our own Parade lap. If you wish to buy tickets in advance for seats to any race at Pocono, they may be purchased from Art Luciano (Pocono Region) at a 15% discount -- advance tickets only. To drive the Parade lap, or to get tickets, call Art Luciano at (717) 825-8953, or John Stalma at (717) 344-3236. John is the president of Pocono Region, and Art is the editor of Der Pistons Up, newsletter of the Pocono Region.

SPRINT SCHOOL

Riesentoter Region will hold a sprint school at Christmas Village on Sunday, May 18, 1975. It will start around 10 AM. Christmas Village is a go-kart track and has a very interesting course: two long second gear straights together, and a winding first gear section, each being about one half of the course.

To get to Christmas Village in Bernville, take Rt. 422 bypass around Pottstown, toward Reading. Exit for Rt. 183 (sign for Reading Airport). Follow Rt. 183 past the airport 10 miles to the blinking light at Bernville. Turn left, then make the first right. Site is approx. 3 miles from blinking light.

After the sprint school, we all are invited back to the Lyle's for refreshments. We can go in a Porsche Parade -- should be a good time. If you go to Christmas Village via US 422 and PA 183, you can come back the same way. Stay on Rt. 422 south to PA 113 (near Trappe) go left (north) to Rt. 73 (near Skippack) and go left (north) on 73 through Schwenksville. Rt. 73 joins Rt. 29 then separates about 4 miles later. When they separate, stay on Rt. 29 north (to the right). Take the next right turn (Texaco station), go about $1\frac{1}{2}$ miles to a sign on the right, "VIEW ROAD". This is gravel and bumpy, so cool it. The last house is the Lyle's. See you there. You'll be about 5 miles from the Lansdale Exit of the Turnpike, so it'll be easy getting home.

APRIL

SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.
		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			

MAY

SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.
				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

JUNE

SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.
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					

JULY

SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.
		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		

- April 26 Tech Session at Holbert's--see page 8
- 26, 27 Goldmine Hillclimb--near Harrisburg
- 27 DVSA/SCCA Sprint--Mont. Co. Comm. Coll.
- 30 Meeting at The Sweet Clover--see page 5
- May 4 Rallye--see page 9
- 4 DVSA/OYR Sprint--Wanamaker's, Jenkintown
- 4 Formula 5000 at Pocono--see page 5
- 10, 11 Pine Grove Hillclimb
- 11 DVSA/DVSCC Sprint--Bucks Co. Comm. Coll.
- 17 Driver's School at Summit Point, W.V.
- 18 Sprint School at Christmas Village
- 18 DVSA/CSCC Sprint--King of Prussia Plaza
- 25 BMC Sprint--All American Eng., Wilm, Del
- 28 Meeting at The Sweet Clover
- 31, June 1 Solo I, Summit Point, W.V.
- June 1 DVSA/VFMC Sprint--GE, King of Prussia
- 7, 8 Duryea Hillclimb--City Park, Reading
- 8 DVSA/PCA Sprint--Leeds&Northrup, N.Wales
- 14 Tech Session at Holbert's
- 15 DVSA/SCCA Sprint--Mont. Co. Comm. Coll.
- 22 DVSA/KSCC Sprint--Granite Run Mall
- 25 Meeting at The Sweet Clover
- 29 Tri-Region Sprint Series--1st event
- 29 DVSA/CSCC Sprint--King of Prussia Plaza
- July 13 Tri-Region Sprint Series--2nd event
- 20 DVSA/OYR Sprint--Leeds&Northrup, N.Wales
- 20 BMC Sprint--All American Eng., Wilm, Del
- 26, 27 Giant's Despair Hillclimb
- 27 DVSA/CSCC Sprint--King of Prussia Plaza
- 30 Meeting at The Sweet Clover

SPRING

TECH SESSION

Saturday April 26, 1975 9:00 AM at

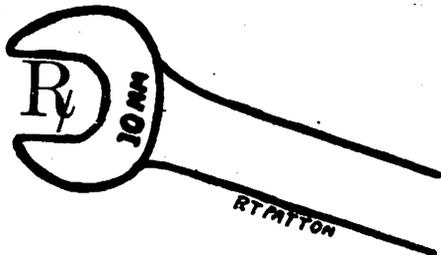
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Warrington, Pennsylvania

PLEASE note the DATE CHANGE!!! Al will be driving at Road Atlanta on April 19, and has asked us to postpone the date by one week so that he can attend the tech session and assist us with any questions we may have. This tech session will cover a complete W-10, the 10,000 mile maintenance your Porsche needs and deserves.

To get to Holbert's, take the turnpike to Exit 27 (Willow Grove) and go north on Rt. 611 (Easton Road) for 7 miles. Holbert's is on your right.



INVITES PCA TO GET



SPRING FEVER

DATE: MAY 4, 1975

IS YOUR BRAIN IN MOTHBALLS? DOES YOUR CAR NEED AIRING OUT?
ISN'T IT ABOUT TIME FOR SPRING-CLEANING THOSE CALCULATORS??

Well kids, VFMC has just the right answer for you. You can feel it in the air! It's that old SPRING FEVER! And it's spreading ---- over about 90 miles of rolling Montgomery, Chester and Berks county countryside. The FEVER, a varied clue format, time-speed-distance rally, should be "catching" to the experienced types, but won't raise the temperatures of novices. In fact, "medication" will be provided for novices by the rallymaster who will be available at registration to answer any and all questions about the FEVER or rallying in general. Other remedies include easy-to-see clues and self-correcting loops for all course-following traps. The prognosis indicates a 100% recovery of all cars. We recommend making an early appointment by mailing in the form below. This will be a Pennsylvania Rally Championship Association sanctioned Novice Series event.

START: General Electric Space Center, parking lot N, Goddard Blvd., King of Prussia, Pa. (Next to the King of Prussia Plaza Shopping Center near the intersection of Routes 202 & 363.)

Class: PCA- You will only be competing in a special class against other PCA members for trophies.

TROPHIES: Will be awarded to 1st & 2nd or 15% of entries in PCA class.
DASH PLAQUES TO-ALL!!

ENTRY FEE: \$5.00

REGISTRAR: Mail entry blanks and checks to registrar: Ginny Ebert, 1606 Brent Rd., Oreland, Pa. 19075. Pre-registration is encouraged but is not mandatory. General Instructions will be mailed to pre-registrants until May 1, 1975. If you have already registered with VFMC, and wish to run in the PCA class, please notify Ginny Ebert of the change (215)233-1348.

PCA REGISTRATION FORM

DRIVER _____ **NAVIGATOR** _____

ADDRESS _____ **ADDRESS** _____

ZIP

ZIP

Rallies run: Driver _____ Navigator _____

MAKE CHECKS PAYABLE TO VFMC

SEBRING '75 IN A 914

Bob
Russo

Anyone who has not seen the Sebring race course cannot fully appreciate the unusual nature of the circuit. Except for a very small portion, the course is nothing more than acres of concrete slabs marked with a few pylons! The distance from one set of pylons to another makes it almost impossible to see the next corner. This, coupled with an extremely rough surface, hot sun, cars with markedly differing top speeds, and twelve full hours of racing, make this one of the most grueling tests of a driver's ability and stamina and his car's preparation and endurance. By the end of the twelve hours, the drivers are exhausted and the cars are ready for body and mechanical repair. The track literally shakes the cars apart and the constant peppering with gravel plays havoc on the bodywork. •

Wayne Flegler and I were fortunate to be part of Holbert Porsche+Audi's pit crew for the race. They had two cars entered: the impeccably prepared #14 Carrera driven by Al Holbert and Elliot Forbes-Robinson, and a stock 914/2.0 driven by SCCA champion Bill Schmid, Formula Super Vee driver Tom Bagsley and Doc Bundy. These two cars were entered for two entirely different purposes. The Carrera was there to win and the 914 was there to finish.

Al's Carrera ran flawlessly through practice and qualified fifth behind John Greenwood's monster Corvette, the factory BMW, and Peter Gregg. The completely stock 914 ran quietly around the track and qualified back in the pack.

Only safety modifications and racing tires were added to the "Ghost;" stock suspension settings, factory sway bars, and engine tuning were maintained. Even the stock muffler remained! If nothing else, we definitely had the quietest car at Sebring. Holbert's was out to prove that a stock 914 could qualify for and finish the Twelve Hours of Sebring. The

car might possibly have been more competitive if fourth and fifth gear ratios had been changed allowing better use of engine power. As it was, the car was doing about 110 miles per hour at the end of the straight and cornering faster than many of the cars on the course.

One testimony to the overall engineering quality of the 914 was that even though the car was being pushed to its limit, it was still getting a remarkable 13.5 miles per gallon and showing virtually little tire or brake pad wear! Also, throughout the entire twelve hours, I don't think Wayne added more than two quarts of oil.

It was interesting to watch people's reactions to the 914. They would come to the pits and ask all about the car, why it was completely stock and how it was doing. There was one person who was constantly checking the car's progress as he was awaiting delivery on a 914/2.0 from his local dealer.

Shortly into the race, we began developing a miss and power loss. It was thought that the engine compartment heat was destroying the fuel injection "brain." Gary did a transplant and the car was off and running again. A few laps later, the same problem; another brain and out again. The next time this developed, the brain was wired to the grill; but again we developed trouble so it was mounted on the outside of the engine compartment. The problem persisted and the cooling fan and fuel pump relays were wired closed to try to solve our dilemma. We never did determine the cause, but we did treat the symptoms by bringing the car in every hour or so for a ten minute cool-down.

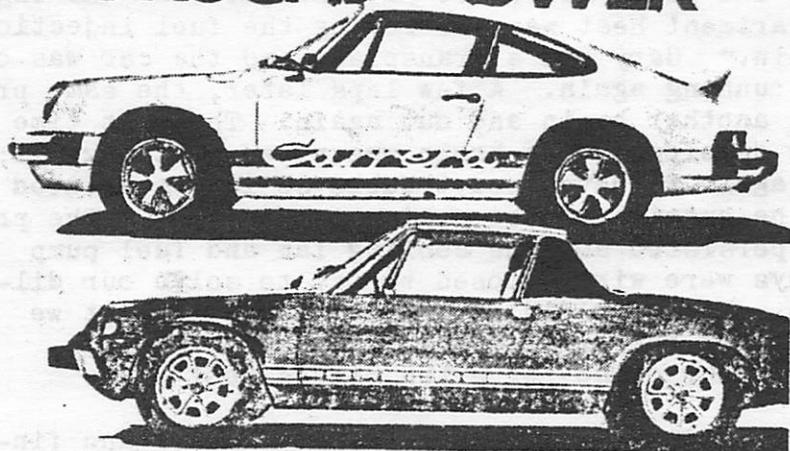
The 914 ran the entire twelve hours and finished a respectable ninth in class and twenty-sixth overall! All this with only two weeks preparation and a completely stock car! A remarkable feat. Given more preparation time and an accurate diag-

(Continued on page 14)

SAY HELLO TO THESE NEW MEMBERS:

- Patricia Flack, Norristown -- 1966 912 coupe
Bill Thistle, Cornwells Heights -- 1970 911T coupe
Dr. James Granite and wife, Betsy, Media -- 1973
911T coupe
Dr. William Beekley and wife, Emily, Malvern --
1974 911 coupe
Seymour Greenberg and son, Michael, Philadelphia --
1974 911 coupe
Edward Valdez, Southampton -- 1965 911 coupe
Dan and Cathy Strickman, Willow Grove -- 1974 914
Larry and Diane Weida, Allentown -- 1957 356A
Speedster
Dr. Philip Capriotti and wife, Vivian, Catasauqua --
1975 911S

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PAGE 13

This month's issue is dedicated to Joe Bickel, Lance Priddy, and all you other 914 drivers who are no less a part of Riesentoter than anyone else.

Speaking of 914's, congratulations are in order to Dick Weiss, who piloted a 914/6 to the Trans Am Championship for under two litre cars.

This month's issue is sort of a "special" on 914's. (I hope to run "specials" on other Porsche models sometime this year.) Tech tips from other regions are found on pages 16-17. An article on the TOTALLY STOCK 914 2.0 Holbert's entered at Sebring is this month's feature article. (Yes, it did finish the 12-hour endurance race!) That story is on pages 10, 11, and 14.

Please note the date change in this month's tech session at Holbert's. The tech session is April 26, not April 19 as indicated last month.

And if you want to drive the Parade Lap for the Formula 5000 at Pocono (see page 5), please call Art or John by the 18th.

Potomac Region will hold a DRIVER'S SCHOOL at Summit Point, W.Va. on Saturday, May 17 (the day before our sprint school). It starts at 8:00AM. Full tech at the track; \$25.00/entrant. For further info, contact Jim Meehan at (301)657-9198 or Lanny Hughey at (301)253-5568.

Auf Wiedersehen!

Editor

SEBRING '75 IN A 914 -- continued from page 11

osis of the miss, the 914 could really be a contender in endurance racing of this type.

Unfortunately, the Carrera spent over two hours in the pits for repairs from two minor accidents. However, Al and Elliot managed to finish eleventh, thirty-four laps behind the factory BMW. If you realize that two hours in the pits means over forty laps of the race, you can see that had the Carrera run the entire twelve hours, it would have been a very different motor race.



Vern Lyle Photo

Bill Schmidt in the 914 on the
front straight at Sebring



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914 TECH TIPS

Please be aware that most 914's have three sets of points -- 1 set controls the ignition, and 2 sets control the injection. The 2 sets controlling the injection are underneath the ignition set. If your car fires only two cylinders, or runs rough, check these out first. (Dave Hatch, Milwaukee Region Steinlifter)

Excess water added to the battery electrolyte will expand and may overflow during charging onto the fuel pump relay. (914-1.8) This may cause highway deadosis 50 miles from nowhere. Electrolyte just covering the cell plates is adequate. (Chuck Stoddard, Tip of the Month, Panorama)

Battery acid and fumes are the main cause of deteriorated fuel lines on the 914. Don't overfill your battery. Keep your battery clean and covered. If your battery doesn't have a cover, get one. (Ted Goodwin, Chesapeake Region Porsche Patter)

914 rough idle. Valves adjusted too tight cause erratic idle and apparent mis-fire of a cylinder. Proper adjustment is very critical for smooth running. (Chuck Stoddard, Tip of the Month, Panorama)

If there is a "dead spot" as you accelerate, regardless of load, even no load (the tach goes up, hesitates at one rpm region, then goes up again), there is probably dirt or grease on your throttle switch contacts. Remove the air filter,

the rubber connecting duct, the throttle return spring, and the throttle valve housing. Remove the plastic housing on the bottom of the throttle valve by removing the four (NOT SIX) screws at the corners. Clean the contacts of any foreign matter, lubricate with any TV tuner cleaner and lubricant or switch contact cleaner and lubricant, and replace the housing. (Alan Clapp, Northern New Jersey Region PorscheForum)

Mysterious clicking noises under dashboard with some or possibly no electrical malfunctions is caused by a defective turn signal/hand brake warning light relay. This may be precipitated by a corroded brake master cylinder warning switch on '73 and '74 914's. (Chuck Stoddard, Tip of the Month, Panorama)

Front wheel bearing adjustment on a 914 (or any disc brake Porsche) is easily accomplished. Lift the front end (or even one side at a time), remove the tires, and remove the center hub covers. Turn the brake disc until the notch under the cover allows access to the allen bolt holding the nut steady. Loosen the allen bolt with a 6 mm allen wrench, turn the nut all the way tight so that the washer behind the nut will still yield to lateral pressure with a screwdriver. Retighten the allen bolt, replace the hub cover and wheel, and lower the car. (Bob Patton, Riesentoter Region Der Gasser)

CLASSIFIED

FOR SALE

1970 911T coupe, Conda Green, 5-speed trans, A/C, Blaupunkt AM/FM Stereo tape, "almost new" radials, mags, new batteries, appearance group, 50,000 miles. Good condition. Mitch Blanck (work) (215)GA3-2200; (home) (215)IV2-5291.

1973 Audi 100LS 2-door sedan, Agate Brown w/tan vinyl interior, 4-speed trans, tinted glass, A/C, sunroof, AM/FM Stereo, Michelin X w/w, Holbert's maintained. Dave Long (215)355-4191 (evenings).

New Abarth for 912; 912 instruments; refinished 900 wood wheel; perfect leather wheel; convert your 356C, 912 or 911 to vented discs with rebuilt calipers & turned rotors; 911 steering rack; '72 911S clutch & pressure plate; heated rear window for 911/912; two rear Konis for '72 & later 911; two rear quarter windows w/stainless window frames & tinted glass for 900 series; air cond. parts -- compressor, rear condenser, dash unit, blower, lines & drier; factory 15mm rear sway bar; right front lower control arm from '72 911S. Bob Russo (215)355-4610.

AM/FM Stereo radio for 914 -- may fit other types; \$75; 8-track stereo tape deck and eight tapes, \$75; Conelec electric fuel pump (12V), brand new, \$25; Set of Bosch European type headlight assemblies w/ extra set of bulbs for 911/912, lead-crystal type, not quartz-iodine, excellent condition, \$75; Factory type wooden steering wheel for 911/912, \$25; two Pontiac 5-bolt, 6x14 steel rims (will fit 911/912), \$10/set; two Porsche 4½x15 356 steel rims, \$10/set; two VW 4½x15 steel rims, \$5/set. Bob McCullen, (215)SU9-1523.

Porsche parts: '67 911 engine, frames, tires, wheels, radio, doors, seats; many parts for 356A, B, C. Bob Koerbel, (215)SU9-0820.

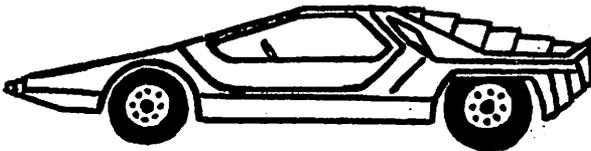
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