

RIESENTÖTER

PCA



DER GASSER

Riesentöter Region Porsche Club of America

JULY 1970

Speaking Out

PRESIDENT'S MESSAGE

What's happening!!!

A short while ago, I received a call from a good friend who is a member of our region. He expressed concern over a number of trends that are beginning to show up. Although I have been somewhat aware of certain changes taking place, I tend to ignore them.

What are these changes?

First of all, there has been a gradual decline in attendance at our monthly meeting. It's not too bad but it should be increasing and not decreasing. The major problem here is our membership in general, which is now at a lower average age than it used to be. Quite simply, some of the old soldiers are no longer real active and only catch certain meetings.

Another comment that usually comes up is that of beginning meetings on time - meaning 8:30. I am happy to say this was accomplished at our last meeting and then the place burns down! Sometimes you just can't win! Seriously, every effort is being made to begin all meetings on time, but it takes your cooperation.

We try to make the programs as varied and interesting as possible. Believe me, it isn't easy to do month after month, especially with little or no help from the masses. Your ideas and comments concerning future programs would be appreciated. See me or any member of the executive board. We slip up sometimes, but on the whole I think our programs are pretty interesting.

The question of participation at club events was discussed at our last monthly meeting but for those who weren't there I'll mention it briefly.

We schedule certain tracks at the beginning of each year and usually receive preference over other clubs. The cost of the tracks like everything else is going up to where we could pay up to \$50.00, whether or not we have a good turnout. The last sprint at Christmas Village had 13 entrants (only 8 cars) with trophies, etc. it doesn't take a genius to see that it's a losing proposition. The strange thing is everyone appears to be happy with the class setups. You tell me what's wrong.

In addition to maintaining a policy of beginning meetings on time, we plan to send out flyers prior to the various events, where Der Gasser would not come in sufficient time.

In summary I, speaking for your executive committee, humbly appeal for suggestions and comments that would further improve our region and foster more spirit of cooperation. Just make up your mind to "get involved".

John Chatley III

NIGHT-PEOPLE

VERY IMPORTANT NOTICE

Change of monthly meeting place- Due to a fire at the Bella Villa Restaurant, the meeting on Wednesday, July 29th will be held at the Open Hearth Restaurant in the Gateway Shopping Center. This is at the Devon exit of Route 202, about 1/2 mile north of the Bella Villa. The food at the Open Hearth is very good; if you come to dinner, please arrive early. The meeting will start promptly at 8:30 pm.

The Program for the above meeting will be a speaker, Herb Williamson, Public Relations Director for Porsche-Audi. It promises to be an interesting program so be sure to be there!

Would you
like to know
in advance
"what to do?"

TRI STATE PORSCHERAMA

The Tri State Porscherama will be held the weekend after Labor Day at Lime Rock. It is a fun time with sprint, concours and rallye. Quite a few Riesentoters are going to attend, so plan to join us!!!

Escape to excitement!

FOR SALE

Original Top Boot for Speedster, tan color, needs some snaps \$5.00
 Call - Mike Evangelista, 609-452-2278
 after 6:30 PM except Thurs.

1957 Normal Speedster with roll bar, soft top, tonneau, new Dunlops and late model transmission. Also 1961 Super Coupe, needs paint and rust repair but runs well. Both cars have current inspection and street license. (Must sell to finance 914)
 Bob Young call - 828-5370
 39 Corson Road, Conshohocken, Pa.

Late 1965 Irish Green 356 SC Coupe, completely refinished and air conditioned installed at Linden, New Jersey about 15 months ago, black leather interior, Michelin tires, spare never used, gone about 8,000 miles, total mileage just over 40,000. Becker AM-FM radio, service exclusively by John Stein, brand new brake pads, new clutch at about 36,000 and engine almost completely overhauled at 40,000 by John Stein. Very clean, never abused. Anxious to sell soonest. Roger Clipp 172 Whitmarsh Road, Ardmore, Pa. 19003
 Call - 215-642-5796. Best time to call is after 5 pm.

900 Parts, front right fender \$45., windshield motor assembly \$30., 2 red vinyl front seats with head rests \$125., 2 black vinyl front seats \$100., 2 half shafts \$40. each, gas tank \$25., rear window \$30., front hood \$45., 911 front and rear torsion bars \$10. each, front and rear bumper overriders \$5. each, rear jump seats and interiors black or red \$35. each, dash pad \$10, battery cable \$5., speedometer cable complete \$5., clutch cable \$5., 1967 four speed transmission \$250., front turn signal lights \$20. each, rear side windows \$20. each, engine and lid complete \$35., roof section \$25., right and left quarter panels \$35. each.
1964 356 convertible parts, left door complete \$65., 2 black front seats \$65., speedometer \$8., tach \$8., also lots of VW parts.
 Contact Herb Barrett, 892 Spring Valley Dr., Springfield, Pa. 19064, ph. 215-KI 4-8985

RIESENTOTER PICNIC

The Annual Picnic will be held Sunday, August 23rd at Camp Hideaway. (Directions will be provided on how to get there). There will be a sprint in the morning at Cornog combined with an event put on by Coatesville Sport Car Club. At Camp Hideaway there is a pool and will be games and activities. Things will commence there at about 1:00 PM. Dinner will be catered- chicken, corn on the cob and other goodies. Lots of beer and soft drinks. For Reservations detach and mail the following form with your check to Vicki Chatley, or bring it to the July meeting. There will also be an auction, so clean out your garage and basement. Who knows? Someone might just need three hub caps.

RIESENTOTER PICNIC		
_____ Adults @ \$4.75	\$	_____
_____ Children @ \$3.00	\$	_____
Total	\$	_____
Name _____		
Address _____		
Phone _____		

Useful item of interest as shown in the Pandemonium----

Is everyone aware of the utility of silicone spray (e.g. KRYLON #1325) for lubing and preserving the weatherstripping, tire sidewalls, sway bar bushings, etc. For limited areas I would recommend saturating a cloth with the product and then applying it by hand to avoid misdirecting spraying.

Following stolen from Porsche Club Anzeiger (Oregon Region) who stole it from Small Wonder, The Amazing Story of the Volkswagen by Salter Henry Nelson.

RACING HISTORY

In 1934 Porsche put an Auto-Union racer on the circuit that was years ahead of its time. It was a 16-cylinder V, mid-engine car with torsion-bar and trailing arm, suspension. With Grand Prix cars limited to 1653 pounds, it weighed less than today's VW "beetle". It developed between 550 and 600 horsepower and blazed the track at 250 mph! Alfa-Romeo had one 110 pounds heavier that turned out only 220 hp and had a top speed of 156 mph.

MARMADUKE By Brad Anderson



"You know what? I have the feeling we've been captured!!!"

ON THE SCENE



THE 15th ANNUAL PORSCHE CLUB OF AMERICA PARADE

While the memories are still fresh, a "few" words on the 15th Parade in Newton, Mass. This is a joint venture as I missed a number of activities due partly to the fact that our Porsche is still in pieces in the garage, and partly because, for us, it was combined with a trip to visit my sister. We stayed at her apartment, a short 5 minutes from the Marriott, which served as Parade Headquarters. Our trip up was enlivened by the addition of a female hippy, with dog, hitchhiking her way from Berkley to a Marhurashi Convention in Maine. We left her at Route 128 where she was either going to get a ride or sleep in the woods. We ignored my sister's directions and found our way without any trouble. It seems, though, that Wayne and Bonnie Flegler, Bernie Sitron, and Bob McCullen went a few (like 75) miles out their way. We, and a few other, including George & Dot Howard, arrived Saturday. Most of the PCA'ers made the scene Sunday, which was a day for grooming Porsches in preparation for Monday's concourse. The Marriott had blocked off a special area for Porsches at one end of the parking lot and provided water for cleansing. Take-out hamburgers, on the other hand, had to be ordered in the room from room service, cost \$1.05 per, and were a grade below Gino's. We had quite a group of Riesentoters present including the Fleglers, Bernie Sitron, the Frizlens, Lynches, Kellers, Schneiders, Smiths (Judy and Bill) Bob McCullen, the Reeds, Howards and all four Chatleys. And probably someone I missed. The concourse was held, Monday (under perfect skies) in a municipal park a few paces from the Marriott. There was a Porsche Parts Mart held at the same time, where John set up a booth to sell our prints and left Joanne in charge (she told me sadly she didn't think anyone liked her because she only managed to sell one set.)

Tuesday was devoted to the rallye and dawned overcast and rainy. Comments, however, were favorable. Apparently, it was impossible to get lost since Bernie, with John as navigator arrived at the finish. Bonnie and Wayne did very well, taking a 4th in the unequipped class. And they really were unequipped - not even a watch!

The rallye ended in the early afternoon at Sturbridge Village. This allowed plenty of time to tour the Village, which has buildings and houses depicting life in the U.S. in the first 50 years following Independence. Very interesting and well worth seeing. The autocross was held Wednesday and Thursday at an airport in New Hampshire. Those who sprinted Wednesday had a fine day, Thursday was vice versa. We made a good showing with Bill Smith and George Howard taking home trophies for 4th place in their respective classes. Judy Smith took a 3rd, and Wayne was first in his class - using an engine borrowed from George.

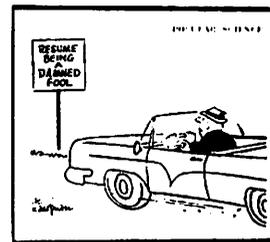
Friday was a tech session and tech demonstration, both of which were very interesting. On the social side, things were swinging from the opening banquet through the clambake and on to the awards dinner. Only the square dance seemed to misfire. We met a lot of people from other regions, and enjoyed some fun parties in the rooms. (Actually, I could tell some great stories about the decorum of the Riesentoter continent. Things like "The Midnight Walk of John Chatley", "A Visit from the House Dick", "Who's That Sleeping in the Hall?" Anyway you get the idea). Our moment of glory came at the awards banquet when it was announced Wayne had placed 6th overall. Were we proud! Incidentally, it was the Flegler's first parade. All in all it was a well organized Parade. Just buttonhole one of us who was there and ask for the details. And plan now to join us at the 16th Parade in Sun Valley next year.

Vicki Chatley

PLEASE NOTE FOR FUTURE REFERENCE

Next year's Parade (16th) will be held July 6-10 at Sun Valley, Idaho. Registrations, accompanied by a \$50.00 deposit, will be accepted beginning September 1st. Send to:

16th Porsche Parade
Box 912
Sun Valley, Idaho 83701



DURIEA HILLCLIMB RESULTS

June 6 and 7

TII	Fred Remick	2nd
TIII	Dave Baker	6th
FV	Jay Schneider	11th
FV	Charlie Keller	8th
EPI	Paul Sweigert	1st
EPI	Dick Sweigert	2nd
EPI	Jesse Holshouser	5th
FII	Steve Syderman	6th
Mod.I	Jim Haas	1st
Mod.I	Dick Merriman	5th
Ladies	Jan Remcik	2nd
Ladies	Connie Sheldrake	5th

TUSCARORA HILLCLIMB RESULTS

June 20 and 21

TII	Fred Remick	3rd
TIII	Dave Baker	5th
FV	Jay Schneider	6th
FV	Charlie Keller	5th
EPI	Paul Sweigert	4th
EPI	Dick Sweigert	8th
EPI	Jesse Holshouser	7th
FII	Steve Syderman	1st
Mod.I	Jim Haas	12th
Mod.I	Dick Merriman	11th
Ladies	Jan Remick	1st
Ladies	Connie Sheldrake	11th
CP	Dick Shuck	1st

Chuck Walters has alerted us to the following article which appeared in Time Magazine, June 29, 1970.

Power To The Porsches

In the hierarchy of international sports-car racing makes of machines tend to reign like Old World dynasties. In the 1950s, England's noble Jaguars ruled the raceways. Through the 1960s, the dashing, blood-red Ferraris from Italy were the Medicis of the macadam. Now, after two decades of plotting an overthrow, the house of Porsche is coming to power.

Horsepower, that is. Always a top competitor in its class, Porsche in past years was known as the Volkswagon of sports cars—a small, sturdy "superbug" that made up in precision performance what it lacked in muscle. In the past two years, however, Porsche debuted two models designed to mix it up with the big boys. Last year the Porsche 908, with a larger 3-liter engine and 380 h.p. proved that it could more than hold its own when it won the World Manufacturers' Championship, losing only three of the ten races on the circuit. The most disappointing defeat came at LeMans, France, when—hurt of all hurts—a heavy, outdated Ford GT-40 managed to best the new 908 by the scant margin of one second in the closest finish in the 38-year history of the event.

Last week Porsche returned to LeMans revved up for revenge. This time they had the new Porsche 917, a low-slung speedster with a 4.9 liter engine and 660 h.p. that can hit speeds of up to 200 m.p.h. on the straight-away. As was the case last year, the West German cars had already clinched the world championship, having won endurance races in the U.S., England, Italy, Belgium and Germany. Nonetheless, as the most prestigious race on the international circuit, the 24 Hours of LeMans was on trophy the Porsche team dearly wanted to win—a feat they had never accomplished in 19 years of trying. The Ford GT-40s were not competing, but Ferrari, which handed Porsche its lone defeat this year at Sebring, Florida, was strongly represented, as were Alfa Romeo and Matra-Simeca. As it happened the cars might have made a better showing if they had been equipped with water windgs instead of wheels.

Swept by torrential rains, the race became a dangerous game of dodge 'em in which the only strategy was survival. After a few sloshy turns around the twisting, 8.4-mile course, Ferrari Driver Ronnie Bucknum allowed that "this race makes Indianapolis look like a Sunday drive. I was plain terrified most of the time." Ferrari, which had eleven entries, lost five cars in the first three hours, three in a single accident. Early the next morning Belgian Driver Jacky Ickx slammed his Ferrari 512S into a one-lane S-curve in an attempt to overtake Swiss Driver Jo Siffert's front-running Porsche. Ickx lost the gamble, jammed on the brakes, and his racer skidded off the road. He emerged with minor injuries, but a racing official in the car's path was fatally injured.

A half-hour later, Siffert's Porsche was sidelined with engine trouble. No matter. Among the 16 of 51 starters still moving at the end of the race, eleven were Porsches. More important, the West German cars finished on-two-three, with the Porsche 917 driven by Hans Herrmann and Richard Attwood leading the way at an average speed of 119.29 mph over 2,863 rain-slowed miles. Slow as the pace was, the closest contender to Porsche was Bucknum's Ferrari, which finished fourth at a distant 248 miles behind the winner. Since there is no heir apparent in sight, the 1970 LeMans was further proof, that the Porsche will be the sovereign of sports-car racing in the '70s.

The following was stolen from the June issue of Pandemonium (Orange Coast Region)

RACING NEWS

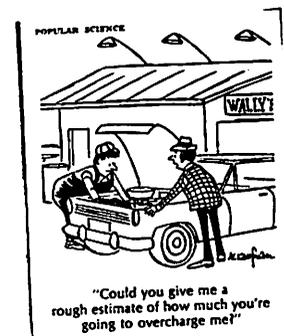
Brands Hatch, England.....April 12, 1970
The story was all Porsche. Porsche 917's finished 1-2-3. The winning car was driven by Pedro Rodriguez and Leo Kinnunen and finished 13 miles ahead of the second place Porsche. Six Porsches were in the first ten finishers.

Monza, Italy.....April 25, 1970
Rodriguez and Kinnunen fought off a strong challenge by the Ferrari team to finish first and boost the Porsche lead for the Manufacturers Championship.

Polermo, Italy.....May 3, 1970
Jo Siffert and Brian Redman raced to victory in a Porsche 908, followed by—you guessed it—Rodriguez and Kinnunen also in a 908.

From the same issue-----

ATTENTION: Since Dr. Porsche and his son started building Porsches way back in 1949, about 150,000 cars have been built. Of these one-half were imported to the U.S.A. and of these 20% have been stolen one or more times and the occurrence rate almost equal to that of the Corvette. MORAL: LOCK YOUR PORSCHE!!



Make a name for yourself.

CHRISTMAS VILLAGE SPRINT RESULTS
June 14, 1970

Class I

- | | |
|----------------------|---------------|
| 1. Bill Smith (T) | 94.50 |
| 2. Chuck Walters (T) | 97.31 |
| 3. Bob Koerbel (T) | 97.67 |
| 4. Steve Sitron (T) | 98.41 Novice |
| 5. Herb Barrett | 100.25 |
| 6. Jerome D'Arcy | 102.87 Novice |
| 7. Bob Bean | 103.09 Novice |

Class II

- | | |
|---------------------|---------------|
| 1. Al Derecola (T) | 98.33 |
| 2. Dave Derecola | 99.36 |
| 3. Bob McCullen (T) | 102.21 Novice |

Class III

- | | |
|-------------------|--------------|
| 1. Judy Smith (T) | 105.25 (92%) |
|-------------------|--------------|

Non Porsches

- | | |
|---------------------------|--------|
| 1. Bill Gildersleeve VW | 106.25 |
| 2. Margie Gildersleeve VW | 114.60 |

It's better when you do it together

Following is the 1970 Sprint Schedule of the
DELAWARE VALLEY SPRINT ASSOCIATION

List of member clubs, location of their events,
and contacts.

B M C Brandywine Motor Club B.M.C.
Dave Ford, 300 Brewster Drive, Newark, Del.
Old Dravos Shipyard-Foot of Madison Ave. off
Maryland Ave., Wilmington

C C A County Corvette Association
James Kilpatrick, 320 N. Jackson St., Media, Pa.
Boeing-Vertol Plant, Industrial Hwy. (South
from Phila. airport)

C C D V Corvette Club of Delaware Valley
Bill Tyson, 3224 Manor Rd., Huntington Valley, Pa.
Location unknown now-Call for address before event

C S C C Coatesville Sports Car Club
Edmond W. Kurylok, R.D.2, Coatesville, Pa.
Cornog g-kart track about 7 mi. North of Downingtown
by-pass on Pa. Rt. 282.

O Y R S C C Old York Road S.C.C.
Jim Diamond, 2100 Teswood Rd., Huntington Valley, Pa.
Leeds & Northrup Plant-North Wales (No. Norristown)

P C A Porsche Club of America
Fred Remick, 2131 N. Broad St., Colmar, Pa.
D.V.S.A. championship event is only one open to other
than PCA members-location unknown.

S C C A Sports Car Club of America
Steve Rosen, 2723 Cramston Rd., Phila., Pa.
Location unknown now-call for address before event.

St. Joe's S C C Sports Car Club of St. Joseph's College
Bill Berner, Drexel Hill, Pa.
St. Joseph's College, City Line, Phila., Pa.

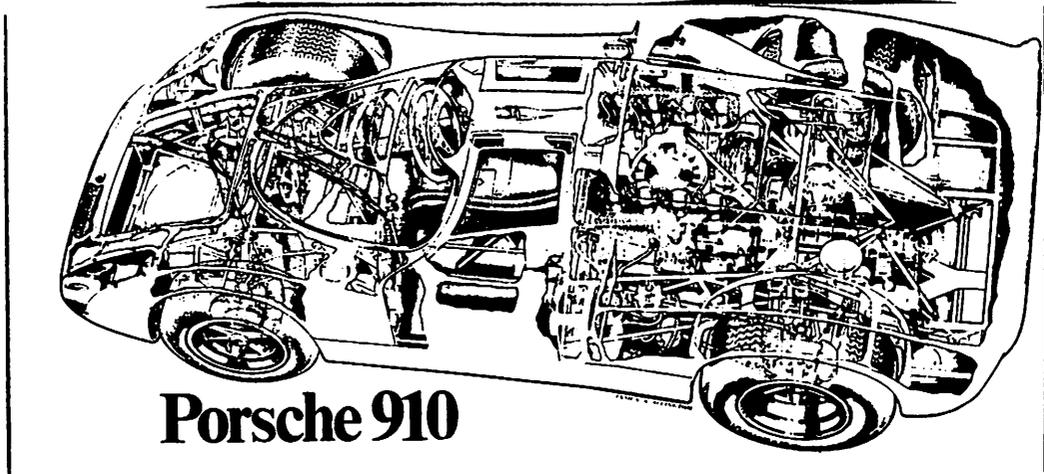
V F M C Valley Forge Motor Club
Whit Bali, 463 W. Lincoln Hwy., Exton, Pa.
V.F.S.T.C., G.E. "on the hill", King of Prussia, Pa.

1970 Sprint Schedule

April	12	OYR
	19	CCA
	26	BMC
May	3	CCDV Champ.I
	17	CSCC
	24	BMC
	31	CCA
June	7	CSCC Champ.II
	14	St.Joe's
	21	BMC
	28	CCA Champ.III
July	19	BMC
	26	OYRSCC Champ.IV
Aug.	2	VFMC
	9	CCDV
	16	St.Joe's ChampV
	23	CSCC & CCA
	30	SCCA Champ.IV
Sept.	13	VFMC ChampV
	20	CCA
	27	BMC
Oct.	4	PCA Champ.VIII
	11	CSCC
	18	BMC Champ.IX
	25	CCA
Nov.	1	OYR

GENERAL RULES

1. Under 18 not permitted to run.
2. Under 21 MUST HAVE NOTARIZED CONSENT--No exceptions will be made.
3. You must hold a valid driver's license.
4. Snell Approved Helmets are required (some will be available at each event.
5. Roll Bars not required, but recommended.
6. Snow or bald tires will not be permitted.
7. Approximate Entrance Fee--\$5.00 per driver.
8. In Championship Events, Points will be awarded through 6th place in each class.
9. Camber control needed on some cars (VW, Triumph Spitfire, Fiat 850, etc.) Check with Club Contact.



Porsche 910

**"EVERYTHING
DAT'S FASTENED
DOWN IS
COMIN' LOOSE."**

NOTES FROM THE PCA BOARD MEETING

John Chatley attended the PCA Board Meeting held at the 15th Parade. It was announced that as of June 15, 1970 there were 5948 members in 72 regions. The newest region is Swampland, and others are being formed. John will discuss other information at the July meeting.

Some facts of interest from the April issue of Der Vorganger (Potomac Region)

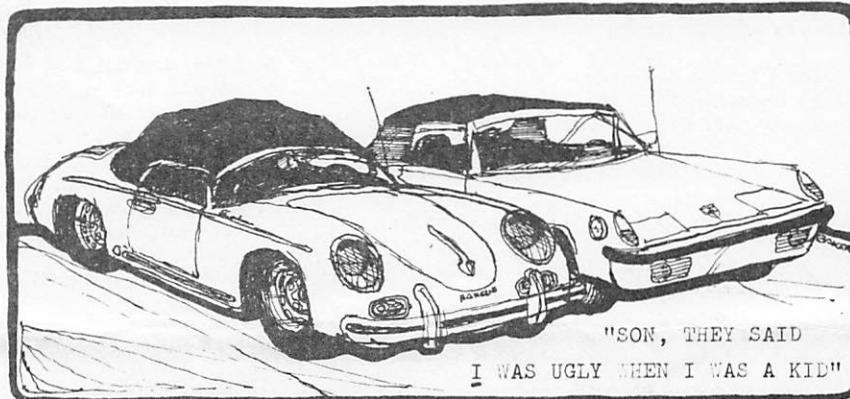
FIVE-SPEED GEARBOX DOWNSHIFT

Those shifting a five speed gearbox should make an effort to be especially gentle with first gear. The synchromesh for that gear is weaker than for the other gears, and the size of the gear makes it more difficult to engage properly. It is best to avoid downshifting into first while moving, but if an autocross corner or an impression must be made, learn to double clutch or at least use a gentle, smooth touch. The consequences of a terrible downshift into first will be very expensive, if an when parts are available.



We have found out from the editor of the Prairie Schooner (Great Plains Region) for you horoscope enthusiasts that Ferdinand Porsche was born September 9, Ferry Porsche born September 19th, making both VIRGO which is "you are equipped with an active mind and a flair for originality.." Right??

**"I am
positive that
anything man
can imagine,
he can
accomplish."**



BY BRUCE BAKER

officers

- President-John Chatley, 1479 Glenbrook Lane, West Chester, Pa. 19380
(696-1657)
- Vice President-Don Hollander, Stonehenge Lane, Malvern, Pa. 19350
(NI 4-6545)
- Secretary-Treasurer-Vicki Chatley, 1479 Glenbrook Lane, West Chester, Pa. 19380
(696-1657)
- Membership Chairman-William Smith, 506 Wiltshire Road, Upper Darby, Pa. 19082
(MA 3-0467)
- Activities Chariman-George Howard, 4022 Crescent Avenue, Lafayette Hill, Pa.
19444 (828-5537)
- Assistant Activities Chairman-Jim Haas, Darby Road, Haverford, Pa. 19041
(MI 2-8087)
- Technical Chariman-Robert Koerbel, 275 Bryn Mawr Avenue, Bryn Mawr, Pa. 19010
(527-2370)
- Der Gasser Editors-Skip & Linda Chalfant, Davis & Pine Creek Rds., Chester
Springs, Pa. 19425 (363-6763)