

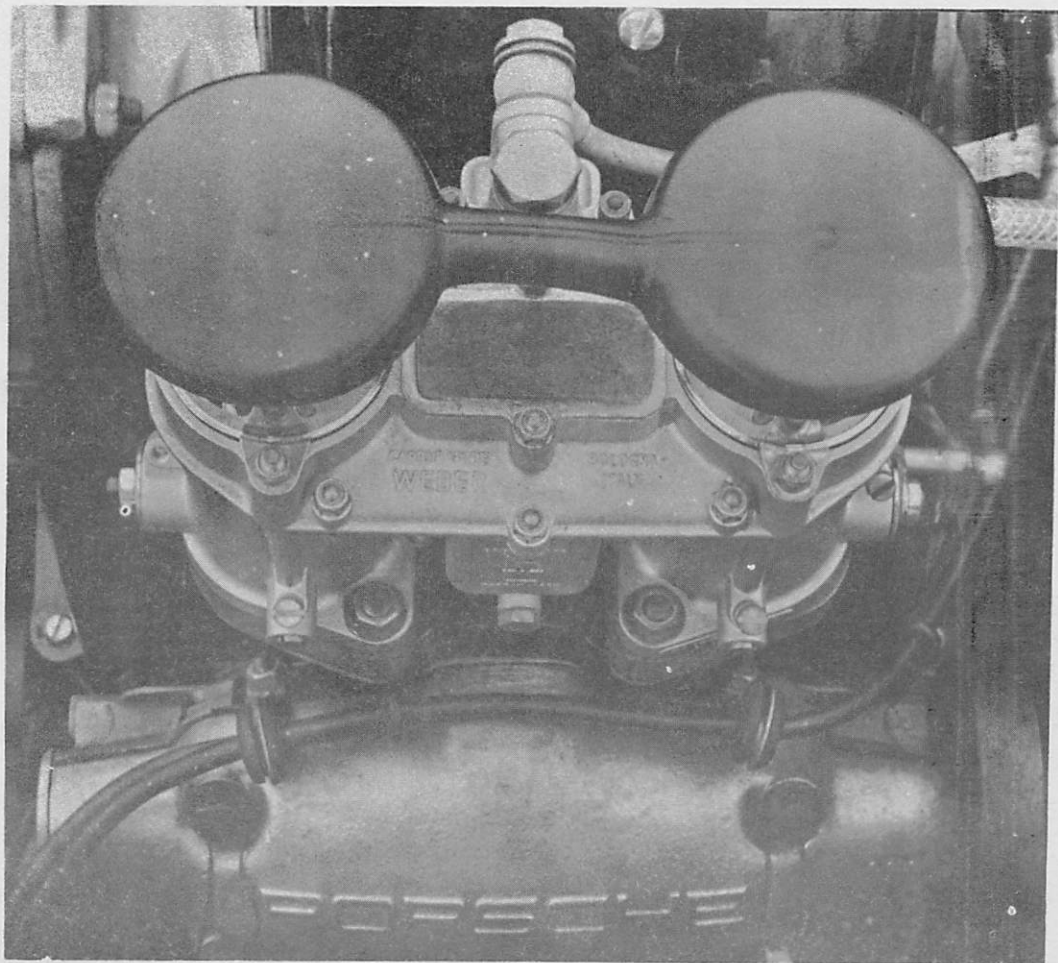
PCA * RIESENTÖTER REGION

der

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FEB 72

GASSER



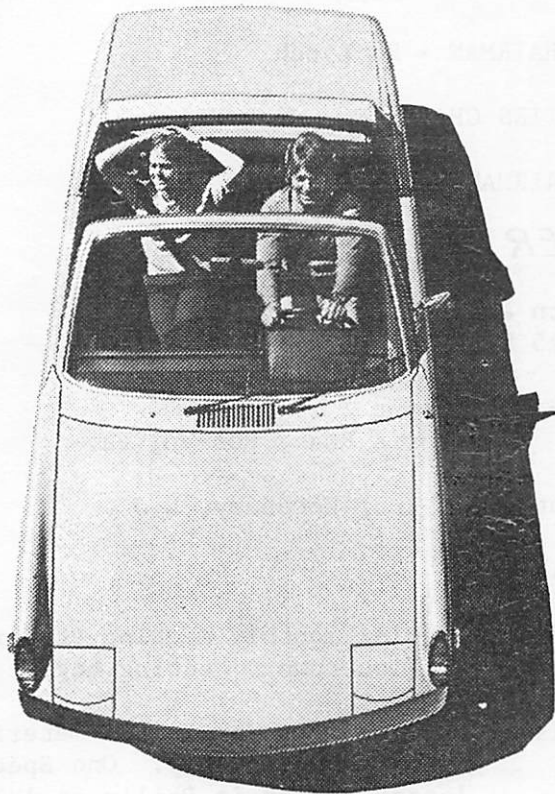
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PCA Calendar

FEBRUARY: 23rd - Regular monthly meeting at Springfield Hotel
in Flourtown. Meeting begins at 8:00 P.M.

MARCH: 1st - Deadline for der GASSER material. This is
firm, so mail early. One Special Delivery
letter mailed in Philly on 1/31 reached us
on 2/2 - so don't count on the U.S. Mail.

COVER: Groovy carburetion on Sandy Sadtler's Formula 2.

President's Message

Porsches are many things to the people who own them and the list of reasons for ownership is endless, but one point they will probably all agree on is the quality of craftsmanship found in their cars.

This brings up the issue of maintaining that craftsmanship after the cars leave the factory. Some people do their own work, mostly owners of the less sophisticated 356, 912 and early 911's, because of economics and/or love of the car itself. With the advent of emission control and safety systems, engines and the cars themselves are much more complicated than ever before, and things promise to get even worse.

The nature of the new Porsche demands the highly skilled hands of the trained technician to maintain that Porsche craftsmanship. This is where our dealers come in. We have nine dealers within an eighty mile radius of center city Philadelphia, a situation rather unique in the world of Porsche and probably only duplicated in California.

I believe it's everyone's job in PCA to work toward improving the service at these dealerships. While it's true that mostly all the dealers are constantly seeking ways to improve their quality of service, there are some things you can do to help. First, you should have some technical knowledge of your car. This will give you some understanding of what's going on when the service manager estimates a job and tries to correct a problem. Second, be patient - the new Porsche is a very complex machine and requires a lot of TLC. Third, if you do have problems, sit down with your dealer and try to work things out, and you will probably find he is willing and eager to please you. Finally, if you have any suggestions on improving service, let us know and maybe we can pass them along.

Neither side is always right but if we work together, the quality of service can only improve to a point that is consistent with Porsche quality.

Wayne

Financial Report 1971

By Joan Haas

INCOME

Regional Dues Refund	\$1113.40
Non-Porsche Drivers	28.50
"Goodies" sold	656.96
Sprint Entrance Fees (5)	929.00
Rally Entrance Fees (2)	170.00
"Der Gasser" Advertising	733.50
Pocono Entrance Fees	911.00
Picnic Registration	313.25
Picnic Auction	133.70
Banquet Registration	1470.00
Print Sales	3.50
Valley Forge Entrance Fees	482.00
Wine Tasting Party	127.50
National Newsletter Fund	100.00
Penske 1st Place Trophy (Pocono)	17.00
Ritchie Ginther Auction and Collection	60.50
Miscellaneous	6.00
	<hr/>
	<u>\$7255.81</u>

EXPENSES

"Der Gasser" Printing	\$ 951.31
"Der Gasser" Mailing	398.43
"Der Gasser" Misc. Expenses	80.50
Printing and Mailing Flyers, etc.	217.82
Monthly Meetings	145.00
Speaker's Dinners	31.50
Track Rentals and Expenses	330.45
Trophies and Engraving	938.83
Photographic Supplies	22.30
"Goodies" Purchased and Mailed	532.05
Membership Committee	61.42
"Der Gasser" and Activities Committee	190.39
Secretarial Supplies	28.05

Refunds	77.00
Penna. Hillclimb Assoc. Dues	25.00
Delaware Valley Sprint Assoc. Dues	15.00
Savings Fund	250.00
Wine Tasting Party	135.74
Valley Forge Event	217.63
Ritchie Ginther Donation	101.00
Public Address System	97.60
Picnic	294.05
Pocono Event	307.37
Banquet	1655.99
Banquet Deposit for 1972	<u>50.00</u>
	<u>\$7154.43</u>

Balance on hand January 1, 1971	\$ 570.76
Income	<u>7255.81</u>
	\$7826.57
Expenses	<u>7154.43</u>
Balance on hand December 31, 1971	\$ 672.14
Savings Account	<u>250.00</u>
Total	<u>\$ 922.14</u>

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Page Six

Yes, Virginia, even Porsches break.

It started as a light tapping, and while I tried to convince myself that the cold oil was not yet working, the noise got louder. I shut down the engine with the sickening feeling that can chill the combustion chambers of a Porsche lovers heart. It had happened! After driving Porsches for over 100,000 miles, an engine failed.

The engine hasn't been torn down as yet, but once misfortune falls, I'm pessimistic. Our '64 C has seen some 91,000 miles of pretty hard travelin' and a friend calculated that the crankshaft has probably turned around something like 200,000,000 times (give or take a few blips between gear changes). I don't feel so bad now.

It did make me wonder, though, why I drive such a complex, ungodly expensive piece of machinery. I got my answer when we borrowed a Ford LTD to get home that night. Talk about a 'treacherous piece of ----'! I approached it with a gentle hand and was rewarded with great wallowing movements only vaguely resembling the controlled vehicle dynamics that I have come to love. The uncertainty of it all left me numbly (dumbly?) clutching the wheel just like all the other unfortunates out there who have not experienced Porsche. I sat there in terror - strapped onto that huge bench with the seat belt at kidney and spleen level and the shoulder harness approximately across my throat - and wondered why people put up with such things. Ignorance IS bliss, I suppose. Well, to get back into a real car, even if it was the Squareback, was a relief beyond description.

If you ever have visions of selling your Porsche, for whatever reason - I suggest you take a drive (euphemistically speaking) in a Dirty Domestic - then go back to your Porsche and apologize.

You know, it won't be too many years before Big Brother puts us all in bumper cars and takes away our driving pleasure. Get it while you can.

Hillclimbing By Jess Holshouser

Hillclimbing as a competitive motor sport is a relatively recent development in the United States and in recent years, the sport has grown rapidly (particularly in Pennsylvania) to become a highly specialized form of competition. Hillclimbing is a speed event of one car at a time against the clock. Time is measured to one thousandth of a second and this small amount can make the difference. The hill is manned by flagging and communications personnel as at a road race so that every point of the course can be seen from at least one flag station. Safety precautions for the drivers have evolved to a high degree of sophistication and roughly equivalent to that of SCCA road racing - so also with the car tech inspections. Gone are the days when one could drive his stock sports car to the course, decide to enter, change his jacket and compete.

Of the hillclimbs now being run in our area, Giant's Despair and Duryea are the oldest. "The Memorial Day Hillclimbing Derby" was run in 1906 up Wilkes Barre Mountain and through the borough of Laurel Run. The name was changed to Giant's Despair as the course is one mile long with an elevation change of 690 feet. Grades are as steep as 22 degrees and the course consists of two sweeping turns and three very sharp switchbacks. Duryea is probably the most challenging of all current PHA-SCCA courses in Pennsylvania. Starting in the Reading Public Park, the 2½ mile course consists of eight switchbacks, a fast righthander and two long (read EP 4th gear) straightaways. Both these hills are also SCCA sanctioned.

Each hillclimb is a two day event with half the entries running on Saturday and the other half on Sunday. There are usually around 125 entries per day. Each car receives familiarization runs and two or three timed runs as time and weather permit. Runs are made regardless of weather conditions and it seems that half of the hills in 1971 were run in the rain. Hills have been run in fog, snow flurries and near freezing conditions. I suppose ice might bring things to a halt.

The Pennsylvania Hillclimb Association, which sanctions all events, was formed in 1958 when several car clubs sponsoring hillclimbs banded together to coordinate schedules. In time, PHA formed

classes, established season championship trophies and ground rules for the season competition. In 1971 there were eight full member clubs and eight associate member clubs (such as Riesentoter PCA) which participate in support of PHA and in entering teams for team championship trophies. PHA is the largest hillclimb organization of its type in the U.S. and its mailing list comprises some 700 senior and novice drivers. For the novice, after a medical examination, he receives his senior license by successfully competing in four hillclimbs in a one-year period. He is observed by PHA senior license holders and is 'critiqued' after each hillclimb. A new requirement for novices may be added this year - the satisfactory completion of a driver's school on-the-flat, on a course such as Summit Point.

The Annual PHA Contest Board Meeting and Awards Banquet (and bash) was held February 5th at Allentown. The approval of 1972 Rules and Regulations and setting of the Hillclimb Calendar was the order of business. This calendar will be published at a later date.



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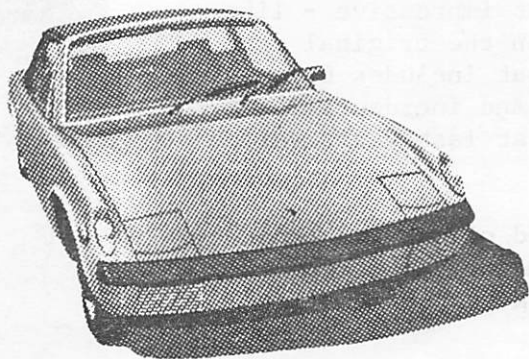
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from our \$36,000
mid-engine Porsche 917:



The mid-engine Porsche 914.

The mid-engine Porsche 917 and the mid-engine Porsche 914 can be seen in the movie "LeMans."

PORSCHENALITY

OF THE MONTH

In '61-'62, Karmann constructed less than 3,000 Porsches of the body type called 'notchback'. The car is in actuality a cabriolet with the steel hardtop welded in place.

If Wayne Flegler's plans work out, his notchback will be the Perpetual Porsche. He plans to incorporate as many late model features as possible, including 12 volt electrics, disc brakes, etc. But first, something must be done about the heating system! He is starting with a car whose durability and dependability are most impressive - like 110,000 miles on the original drum brakes - and that includes 6 years of sprinting! And incidentally, a first in class at last year's Parade in Sun Valley.

This is the kind of machine that upholds the name of the marque. Wayne, good luck in your upfixin'.





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ATTENTION !

Since TIME magazine recently alerted all the amateur car thieves in the country to the market available for stolen Porsches, I thought it prudent to publish some means of deterring these guys. Face it - if a professional wants your car badly enough, he'll get it - period. You can only hope to slow down the amateur to make him have second thoughts about groovin' in your particular machine. These two articles are from PANORAMA and are aimed at people who intend to 'theft-proof' their car sometime but never get around to it (like myself), and new members who might not have access to old Panos.

ANTITHEFT DEVICE By Dave King, Hudson-Champlain, Jan '69.

If your Porsche has an electric tachometer, here's an effective antitheft device that is inexpensive and easy to install. Buy a single pole-single throw switch that matches the decor of your dashboard and mount it in any convenient spot, the more obvious the better. Strip away some insulation from the wire connecting the tachometer to the spark coil at the tach end. Connect a wire at this point and attach the other end of the wire to one side of the switch. Wire the other side of the switch to any body ground. Be sure to solder and insulate all connections.

Throw the switch and try to start the car. The engine will turn over but will not start since the primary of the spark coil is now grounded, simulating points that never open. Since the switch is 'hidden' amidst the confusion of a foreign dashboard, and there is no wiring to be seen in the engine compartment, this device will hopefully foil the attempts of all but the cleverest of thieves. (Ed. note - given the sophisticated thief of today, I can't buy that obvious mounting spot. Hide it well. Not in the glove box, either, that's like leaving the key under the mat.)

LOMA PRIETA reports in a recent newsletter that the same type of switch connected in series between the ignition and the starter solenoid works in a similar fashion.

POOR MAN'S BURGLAR ALARM By Barry Lloyd, Golden Gate, Jan '70.

Did you realize that your Porsche already has 90% of a burglar alarm installed? It is in the form of the door-actuated interior light switches. With less than one hours time and about \$1 worth of parts, you can hook up a very effective alarm.

Here's how: first, locate your horn relay. It is a small, round aluminum object (near the fuse box) about 1½" in diameter by 1" thick, and is plugged into a socket by 5 or 6 prongs. If in doubt whether you have located the right thing, pull it out and see if your horn blows. There are five wires going into the relay: two red, two black with yellow bands, and one slightly thicker brown one with a white stripe. It should have a push type connector on it fairly close to the relay and it is this that you are concerned with.

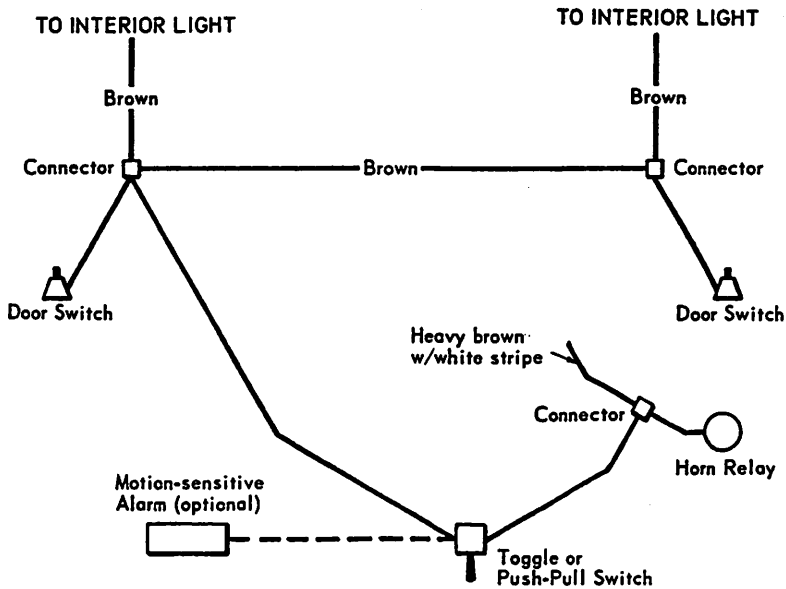
Next, locate the wire that goes from the door switch to the interior light. Pull the rug out of the way in the back of the trunk. On the passenger side, look below and behind the trunk lid hinge for a single wire that comes out of the body. There's a little rubber grommet there and it's easy to spot. The wire is black and has a brown one spliced into it (that goes to the other door switch) and a connector with another brown wire that goes into the roof channel toward the interior light. Splice into either of these brown wires and run a wire down through your luggage compartment to a switch mounted in the drain hole in the bottom of the trunk next to the spare.

For the switch, any small automotive type single throw-double pole kind will do, push-pull or toggle. I covered mine with 3M Rubber Weather Cement to make sure that moisture won't short it out. When you purchase a switch, be sure to get one with a small enough shank to be mounted in the drain hole. Insulate all connections or the horn will honk each time the connector comes in contact with ground.

If you really want to be sneaky, you can cut off the rubber tube that is on the drainage grommet you took off and slip it on the switch handle - and no one can tell a switch is mounted there.

Activate the switch upon leaving the car and turn it off before re-entry, or the alarm will go off if either door is opened. (Both door switches are hooked up in parallel, so it doesn't matter which one you hook up to.) There is no battery drain unless the horn is blowing.

To add insult to injury, you can install a motion sensitive alarm in parallel with the existing wiring. This way, any movement of the car (like jacking it up to steal the wheels) also will set off the horn.



(Editor's note: the only thing wrong with this is that if the thief closes the door, the horn stops blowing - but it still might be the thing that will frighten him away. Combine one or both of these with the tach wire cut-out and you just might discourage an otherwise determined pro. For good measure, shut off the fuel, lock the transmission in reverse, take the distributor rotor with you and the thief who gets your car will really have to come prepared! Think it's not worth the trouble? How much did your car cost?)

Let's Do It!

PCA'ers from all over the country will converge on the Playboy Club at Lake Geneva, July 16-21, for the Seventeenth Porsche Parade. Highlights include a Concours, Autocross, Rallye, Tech Quiz and Driver's School at Blackhawk Farms track. Now is your chance to find out what makes a Parade - "Porsche people together... enjoying the Porsche", exclaims the flyer from Chicago Region.

The Driver's School features for each entrant, an hours driving time at speed, though this is a non-competitive event. The sprint will allow no tubeless tires unless specified "for racing purposes only".

Tours and shopping trips for ladies not driving will be offered during the week.

We plan to register as a group in order to reserve a block of rooms at Playboy, so contact Bob Russo (355-4610) immediately for reservations. After Feb. 15, the fee is \$35/car, plus \$25 room deposit if staying at Playboy. Other accommodations are available in the area by writing Lake Geneva Chamber of Commerce. But Parade participants are advised of the convenience of staying at Playboy, for the few extra dollars. PCA membership cards will be required and checked (along with driver's license) at all driving events.

Come help us show off Riesentoter Region - we'll all have a great week together - with old friends and many new ones!

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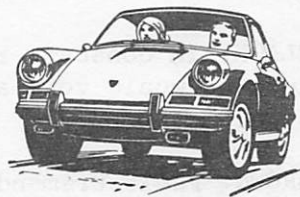
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Analysis

(Borrowed from the TENNHORN)

With apologies to Herr Doktor Luscher, whose Luscher Color Test is a bulwark of functional psychology, The Man as Implied by his Car Color is as follows:

GREEN: Proud, egocentric, resists change. Insufferable pedant, a promising ulcer candidate, checks his oil a lot. Seldom risks parking his car, just drives around for awhile and goes home.

RED: Has a strong urge to succeed and the will to win; is, in fact, a lousy loser. Has a more or less controlled sex drive but may mess around a little bit. Sometimes in his car.

YELLOW: Has the desire for release, the hope for greater happiness, always pressing forward, in search of the golden fleece. Sometimes in his car.

WHITE: Incurable optimist, always looking to the future, Alex in Wonderland. Probably drives a lemon, because he's a born sucker.

BLUE: Probably overweight, he seeks a calm and orderly environment. A traditionalist of the highest ethics and integrity...always feeds the meter.

GREY: Reclusive, doesn't want to get involved. A neutralist, indecisive, makes a terrible navigator. Practices self-deception. Sometimes in his car.

BLACK: In constant revolt, rejects the status quo. The kind of guy who would vote a town dry, then move away. Changes his oil a lot.

BROWN: Feels tremendous need for physical ease and sensuous contentment. Strong attachment for home and hearth, and an unnatural relationship with his car.

(Ed. note - this is jest of course and any resemblance to members of this region is coincidental. However, if it still bothers you, Earl Schieb can change your image overnight.)

Porsche Store

Porsche-Audi Jackets, approx. \$6. Write Crown of California, 3019 S. Grand Ave, L.A. 90007.

3 - 155SR15 Michelin ZX radial tires, approx. 30-40% tread; 5-4½" x 15" wheels for 914/4 or VW. Ted Apple, 215-885-4925, after 7.

'68 912 5 spd. Air, AM/FM, chrome wheels, green/tan interior, 41,000 miles, clean. Marriage forces sale. Don Stith, after 6, 215-727-6469.

Dismantling '65 Coupe hit in rear, and '60 Roadster rollover. Body parts, 2 almost new Pirellis, 2 good Pirelli snows. Red interior from coupe. No engine, trans or disc brakes. Bill Casey, 302-653-9475, eves.

'71 911E Targa, Sportomatic, Conda (Kelly) green/blk leather seats, Q.I. foglamps, triple airhorns, blaupunkt AM/FM/SW signal seeking radio, Michelin XAS's, car cover, tinted glass, full appearance and comfort groups. Approx. 15,000 miles, still under warranty, immaculate inside and out. Cost over \$10,000, first \$7800 takes it. (I'm going back to Germany and will pick up a new car.) Jim Connor, 629 Tanglewood Lane, Devon, Pa. 215-644-1474 after 5.

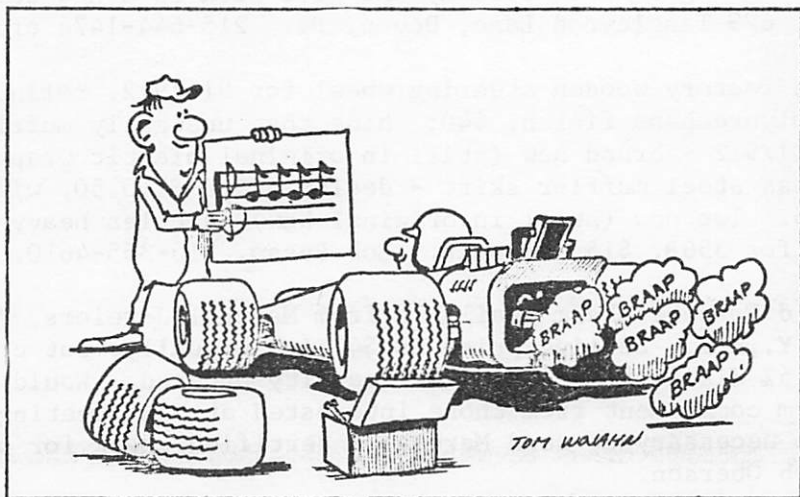
Porsche factory wooden steering wheel for 911/912, refinished with polyurethane finish, \$40; hide that unsightly muffler on your 911/912 - brand new (still in original plastic wrapper) stainless steel muffler skirt - dealer price \$110.50, will sell for \$75. Two new (still in original box) Hercules heavy duty rear shocks for 356B, \$15 the pair. Bob Russo, 215-355-4610.

14K Gold Porsche Charm available from Marchal Jewelers, 745 5th Ave, N.Y., N.Y. Selling price is \$41 individually, but could get up to 15% discount depending on quantity ordered. Would like to get firm commitment from those interested at next meeting. It will be necessary to send Marchal a certified check for our order. See Herb Oberson.

AMCO roof rack with ski clamps for 900 series. Call John Phin, 215-527-2015.

356 B-C Parts: 2 cabriolet doors \$25; front bumper \$45; rear bumper \$35; 741 transaxle with drum brakes \$150; coupe driver's door \$25; passenger door \$40; early B hood \$35, hood handle \$9; A coupe and normal engine for parts; dash liner, instruments, glass, etc. Steve Oxenfeldt 215-GR3-1414.

Three Porsches in a special combination offer which includes the following: 1965-356A Porsche Coupe, Silver, red interior. Mostly restored and in daily use, body in excellent condition, no rust, needs paint job. 1958-356A Porsche Coupe body, stripped but with many spare parts, including usable sheet metal parts, floor rusted out. 1958-356A Porsche Coupe sunroof, bright yellow with new headliner, carpets, etc., car unusual in that some B parts were incorporated as it was being assembled at the factory. Engine (1600N) recently completely overhauled. Price for all three cars delivered within 20 miles including large number of spare parts - \$1,750.00. Contact Z.T. Wobensmith, 215-348-8085.



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