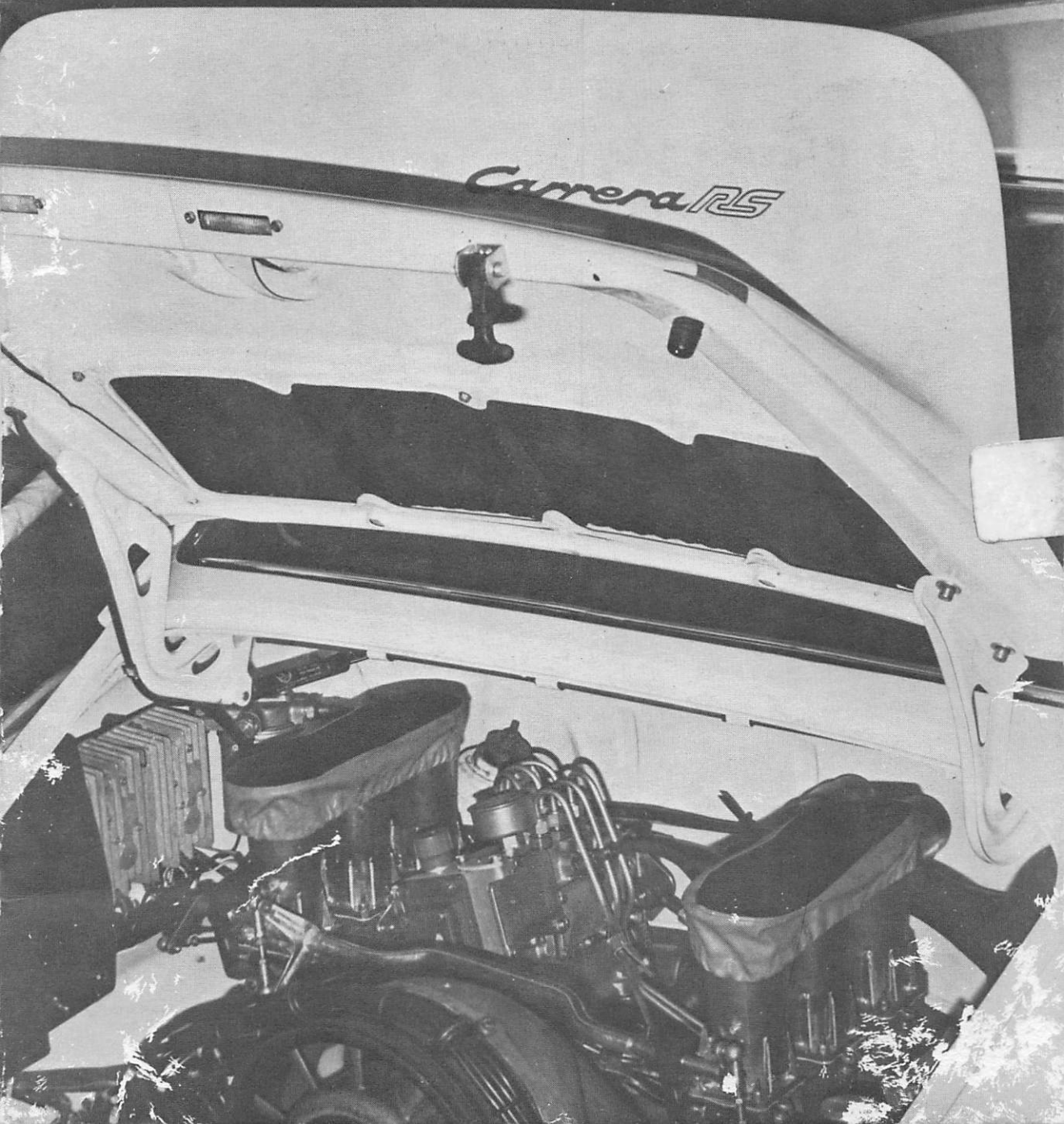


DER GASSER



HOLBERT'S

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to the members of
the PCA*

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RIESENTOTER REGION OFFICERS 1973

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VICE-PRESIDENT Bob Koerbel	275 Bryn Mawr Ave., B-26 Bryn Mawr, Pa. 19010	(215) 527-2370
SECRETARY Jean Russo	1351 Hi-View Drive Southampton, Pa. 19010	(215) 355-4610
TREASURER Bob McCullen	6420 Woodbine Avenue Philadelphia, Pa. 19151	(215) 877-1364
ACTIVITIES Vern Lyle	176 Ardwick Terrace Lansdale, Pa. 19446	(215) 855-6463

COMMITTEE CHAIRMEN		
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ASSISTANT ACTIVITIES Chuck Walter	22 West Southampton Chestnut Hill, Pa. 19118	(215) 248-2979
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SOCIAL Bob Holland	200 N. Wayne Avenue Wayne, Penna.	(215) 687-1471
ADVERTISING & PUBLIC RELATIONS Herb Oberson	649 S. Henderson Rd. B-211 King of Prussia, Pa. 19406	(215) 265-7666

DER GASSER EDITORS Rocky & Sue Williams	1011 New Hope Street, 8-A Norristown, Pa. 19401	(215) 279-1667

PHOTO COVER: 911 Carrera RS at Holberts by Vern Lyle

UP COMIN

- April 15, Sunday, DVSA Cornog
April 15, Sunday, PRCA Championship Event, Spring Fling, Paul Ely
(215) 348-5320
April 25, Wednesday, Regular Monthly Meeting, Flag School for Pocono
April 28, Saturday, Technical Session - Holbert's (Mandatory for those
going to Pocono).
April 29, Sunday, PRCA Championship Event - Black Gold - Patte Stephani
(215) GL 9-2120
- Jersey Devil - Shirley Corn-
forth (609) 386-3476.
April 28&29 Sat. & Sun. Chimney Rock (N.C.) Hillclimb (Solo I)
Miss Shelly Scott,
P.O. Box 654
Mooreville, North Carolina
May 5 & 6 Sat. & Sun. POCONO III
May 6 Sunday DVSA Championship I, Wanamakers, Jenkintown (Muffled
exhaust required).
May 5 & 6 Sat & Sun. PHA, Camp Shand, off Rt. 74 about 3 miles north of
Carlisle, Penna. Watch for left turn sign.
May 13 Sunday DVSA, Cornog.
May 19&20 Sat & Sun. PHA, Pine Grove - At Pine Grove, Pa. which is
about 10 miles west of Schuylkill Haven, Pa. and
near intersection of I 81 and Pa. 443. See April
Der Gasser for map.
May 20, Sunday DVSA, Shampionship II, General Electric, Valley
Forge, Penna.
May 26&27 Sat. & Sun. PHA Drivers School and Solo I (Tentative date for
PHA Driver School, on Saturday, and a Solo I event
for Sunday at Summit Point Raceway.
May 30, Wednesday Monthly Meeting

DVSA REPRESENTATIVE - Ted Applie (215) 885-4925
PHA REPRESENTATIVE - Jess Holhauser (215) 766-8201
PRCA REPRESENTATIVE - Lance Priddy 436-5343

Parade Coordinator - Riesentoter Region

John Chatley
1497 Glenbrook Drive
West Chester, Pa. 19380
(215) 696-1657

PRESIDENT'S MESSAGE by Bob Russo



As many of the Riesenototers are aware, the 1974 Porsche Parade will most probably be awarded to our region in conjunction with the Northern New Jersey Region. Those of us who have attended a Porsche Parade in the past know the enjoyment and excitement of such an event, and we also realize the amount of hard work necessary to make the week a success. For those who have never been able to participate in the Parade and for the new members, I imagine a description of a Porsche Parade may be in order.

A Parade is the once-a-year convention of PCA members from all over the country. It is probably one of the few times that a person can see nearly four hundred Porsches assembled in one area. One of the most interesting facets of the Parade is the wide range of Porsches from the earliest 356 to the latest 911 with nearly every model in between. I think, however, that the greatest thing about any Parade is the people. That's really what a Parade is --- people. All kinds of people from all walks of life from nearly every state, getting together for a week of competition, partying, and most of all, socializing. Competition runs keen in the concours, autocross and rallye, but the participants quickly mellow at the social events and banquets. A Parade affords you the opportunity to enjoy not only your Porsche but the company of people with the same fanatical interest. The formula for a successful Parade is good leadership, good communications and enthusiastic help. We're fortunate to have as Parade coordinator, Dennis Thovson, past president of Northern New Jersey Region and chairman for Porscherama for the past four years. John Chatley, one of our past presidents, will be coordinator from our region, keeping Dennis informed of happenings within our areas of responsibility insuring good communications. The enthusiastic help is up to you, the members of our region. Elsewhere in this issue John has provided some descriptions of the major Parade functions. If one appeals to you, pick up the phone and call John. If you do not want to chair one of these posts but would like to assist, call John anyway. We will probably need between fifty and sixty people from our region alone to carry out our responsibilities.

Remember, the success of a Parade depends on people.

P.S. Our montly meeting for April will be at the Springfield Hotel in Flourtown. The program will be a flag school in preparation for Pocono '73. I urge all those going to run or help at Pocono '73 to attend.

MINUTES - MARCH 1973 by Jean Russo

The March meeting of the Riesentoter Region was held at Holbert's Porsche-Audi. Following the introduction of officers and collection of quarters from those members not driving their Porsches to the meeting, it was announced that John Chatley, Activities Chairman, is unable to continue in his position due to increased business commitments. John made a motion that Vern Lyle take over his duties. The motion was seconded by Vicki Chatley and unanimously approved.

Members were urged to attend our Sprint School on April 8 at Christmas Village and Gerry Sigal invited everyone to stop at his home afterward for coffee.

Jess Holshauser gave a report on the upcoming hillclimb season.

Wayne Flegler, Technical Chairman, spoke about the new ruling on classification for this year. If anyone has a legitimate criticism, he should contact a member of the Competition Committee.

President, Bob Russo, pointed out that our PCA insurance covers only the Club's liability and members should be aware that they are responsible for any damage to their cars at our events. If anyone would like more detailed information on this subject, he should contact Bob Cornell, PCA Legal Advisor.

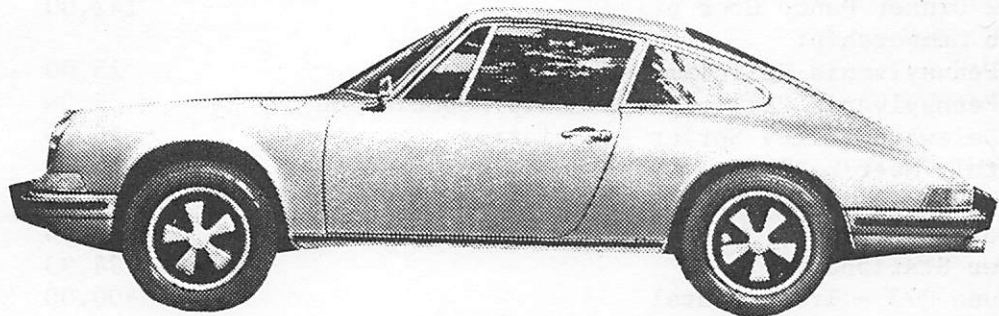
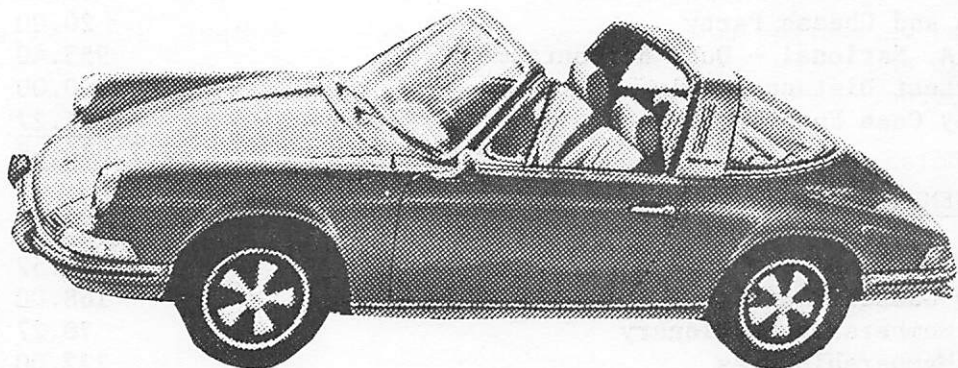
Nominations are now being taken for the PCA "Family of the Year" award. Information will appear in Der Gasser.

Annual dues are due! If we do not receive a receipt from National that you are paid up, your name will be removed from our mailing list. Also, anyone having a correction to his address should notify Bob Ahrens, our Membership Chairman.

Complete details on Pocono '73 are being mailed out this week. Bob McCullen needs at least 16 volunteers to work ½ day each on flag stations at the school. The program for next month's meeting will be on flagging.

Ernie Groves, Parade Advisory Board Committee member, recently gave his approval for Pocono Manor as the site of the 1974 Parade to be sponsored jointly by Riesentoter and Northern New Jersey Regions. At this meeting the various responsibilities for the Parade were divided between the two regions. Dennis Thovson of NNJ will act as the overall Parade Coordinator and John Chatley will coordinate things for our Region. John will need all the volunteers he can get and for this reason is publishing job descriptions for each chairman needed.

IF YOU ARE CONSIDERING.....



.....CONSIDER US!

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TREASURER'S REPORT, FIRST QUARTER - 1973 by Bob McCullen

RECEIPTS:

Goodies Sales	\$ 144.25
"Der Gasser" Advertising	1,035.00
New Membership Dues	222.00
50/50	41.50
Non-Porsche Drivers	10.75
Interest in Savings Account for 1972	17.91
Pocono '72 Driver School Fee	60.00
Wine and Cheese Party	20.00
P.C.A. National - Dues Reimbursement	953.40
Shortest Distance Rally	40.00
Petty Cash Fund Increase	31.27
TOTAL	\$ <u>2,576.08</u>

DISBURSEMENTS:

"Der Gasser" Printing	\$ 468.52
"Der Gasser" Mailing	168.00
New Membership Stationary	70.27
New Membership Dues	222.00
1972 Dinner Dance Door prize	142.00
Club Membership:	
Pennsylvania Hillclimb Association	25.00
Pennsylvania Rally Championship Association	7.00
Delaware Valley Sprint Association	10.00
Monthly Meeting Room	30.00
Telephone Bills	4.84
Flyer Mailings	69.00
Flyer Stationary	24.93
Pocono '73 - Track Rental	400.00
'73 Picnic - Camp Hideaway	100.00
'74 Parade: Travel Expense	11.00
Telephone bills	12.83
Wine and Cheese Party	17.00
TOTAL	\$ <u>2,048.36</u>
Balance for December, 1972	1,130.43
Total Receipts for 1st Quarter	<u>2,576.08</u>
TOTAL	<u>(3,706.51)</u>
Total Disbursements for 1st Quarter	<u>(2,048.36)</u>
	\$ <u><u>1,658.15</u></u>
Checking Account Balance	\$ 1,081.66
Savings Account Balance	526.49
Petty Cash	50.00
TOTAL	<u><u>\$ 1,658.15</u></u>

RIESENTOTER POINTS THE EASY WAY by Vern Lyle

When the Riesentoter points system was announced at the January meeting there was quite a bit of discussion about it. Such interest prompted me to remind you of an easy way to get points - a lot at one time.

The 15 points awarded for being Chairman of an event are really gravy. Someone on the Exec Committee usually takes charge of an event because no one else volunteers. We get the points for chairing each event (up to a maximum of 45 points). Hence, every time one of us runs an event, in effect one of you loses fifteen points. Listen now, they are up for grabs.

The easy part is that the dates of all events will be confirmed, all preliminary arrangements have been made, you have the backing of the entire Exce. Committe - and YOU get the points. What could be easier?

Check over our event schedule below - see what you might be interested in and give me a call for details. Certainly no one can run an event by themselves, but there are always volunteers to run the timer, pick up pylons, etc. From one source or another, you'll get all the help you need.

Our goal, besides getting more people interested in participating, is to learn from you how we can improve our events. If you have a complaint about a past event, tell us what you would do differently. There is always room for improvement - let us hear about it. Call me at 855-6463 after 6, or any of the Exec Committee. First come, first served.

June	3	-	Sprint/Concours at Valley Forge
		•	(Date to be confirmed)
July	8	-	Sprint at Leeds and Northrup
Aug	5	-	Picnic at Camp Hideaway
Aug	19	-	Sprint (Location to be announced)
Sept	23	-	Sprint (Location to be announced)
Nov	18	-	TSD Rally

This is not our complete schedule, just the events for which the Chairmanship is open and required).

MEMBERSHIP & THINGS by Bob Ahrens

Since the first of the year, 35 people have decided to become Riesentoter members, bringing our total membership to 315. Let us, offically welcome all of these people, their wives and family and friends and offer the total resourses of our Region to them in an effort to make them an intregial part of the club right from the outset.

People like Joe Gilandi, veteran sprinter and Porsche pusher with years of experience in Porsche sales at Holberts. And lets talk about Mike Tillson for a moment. Mike brings a world of experience to our club. Porsche racing driver "par and excellance" who also makes available expert Porsche service at his facility on 63rd Street.

A big welcome to Ray And Ginny Elert who not only drive a 1972 E, but have volunteered to chair, mind you, the Parade Rally in 1974 - WOW!

Welcome back to Mel Feldman and John Brennan after a years absence. Maybe Mel will give everyone a treat at Pocono and let his beautiful black Targa be enjoyed, by all. John Brennan who holds forth at Birdcage in Abington, brings to the club not only a 1967 - 912, but a 1958 Speedster as well. Belcome back, John and Mel.

Ken Camp finally decided to spend some of his money and not only joined the club, but also purchased a 1969 S. And guess who he brings as his guest - non other than Fran Demyan - and Fran gets an Audi and pays \$18 bucks a year - what a deal!

And lets welcome two new S drivers, Mark Rubin of Meadowbrook with a brand new Silver CPE and Jack Morris with a 72.

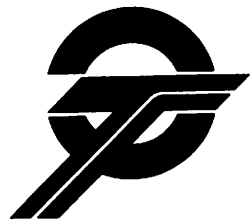
Here's a rare one. Welcome Dave Hilderbrandt with none other that a 1963 Carrera 2.

We're equally anxious to see the 1959 A belonging to Ed Emmel of Marlton, New Jersey, Welcome to the club Ed.

Phil Ward of Ambler and Bob Conchen of Warrington are both sporting a 1973 - 2 Liter 914's, and what better place could there possibly be than Pocono for a real 2 liter try out.

What a great year this is to be a member, more activities, more people, more spirit than ever before - and the bit time Nation Parade next year WOW!

Riesentoter has it all together.....



In the March issue of Der Gasser, you were all introduced to the Porsche Racing Team of Dieter Oest and Mike Tillson, sponsored by Holbert's Porsche-Audi and with each race entered, the team's goal of winning the under 2.5 liter class of the 1973 IMSA Series gets a little closer. With a two car entry for the Sebring Race, they finished 10th overall and 3rd in class in the 2.2 liter 911 S and 24th in their second car, a 2.0 liter 911 S. Since this was the first IMSA Series Race of the 1973 season, they are now in 3rd place in their class.

Qualifying for this year's race has some rather tense moments. The 2.2 had problems with an oil leak in the rear cooler but managed to qualify 44th in a starting grid of 72 cars. The 2.0 developed engine trouble which was of undetermined origin but was still running only a second behind the first car. However, the official timing and control tower missed the car's qualifying runs and informed the race group that the car would have to finish in one of the top 15 spots of a consolation race to qualify. An appeal was made and the car was allowed to start last on the grid for the main race.

For the 12 hours race, the Oest/Tillson Team had the help of two additional drivers, Dave Olimpi from Rosemont and Harry Bytzer from Toronto, Canada. In the first few hours of the race, the 2.2 ran extremely well, moving up to 16th position in two hours. However, the 2.0 blew three tires in rapid succession from rubbing against the undercarriage due to an unusual offset of the alloy wheels. After this problem was corrected, the engine trouble reappeared from qualifying and while the engine continued to loose power despite a number of different remedies, it held up for the entire race and the car actually spent very little time in the pits. Meanwhile, about halfway through the race, a very serious problem arose with the 2.2, of dirt in the fuel lines while it was running 10th position. The problem lasted for three hours, 45 minutes of which was spent in the pits and dropped the car to 19th position. Changing all the fuel filters in the lines, pumps and carburetors proved ineffective, with the final solution being to blow the dirt out of the lines with compressed air. From then on, the car ran very strong, making up the nine positions it lost and finishing in 10th position. The Oest/Tillson team has left its mark in the annuals of Sebring history.

AN INTRODUCTION TO HILLCLIMBING by Jess Holshouser

Most of the hillclimbs in Penna. are conducted under the sanction of the Pennsylvania Hillclimb Association. PHA was organized in the late 50's to coordinate hillclimb schedules and to establish a uniform set of rules and regulations for events conducted by clubs who joined PHA. Eventually it set standards for safety and established a season championship series for individual and team competitors.

PHA is composed of member clubs of two types: Full Member clubs who conduct at least one hillclimb per season and Associate Member clubs who do not conduct hillclimbs. Both types of clubs can enter teams for team championship trophies. Clubs can field as many six-driver teams as they wish. In recent years, we have entered two teams in the competition. Riesentoter is an Associate Member Club in PHA.

What's involved in going hillclimbing? In earlier days, the hillclimbing business was similar to auto sprints in that the usual street car was eligible to run. But for reasons of safety, rules have evolved concerning safety. PHA regulations are almost identical to SCCA Road Racing requirements. PHA is usually one year behind SCCA in instituting major safety requirements changes. If your car can pass SCCA road racing technical inspection, it will pass PHA's. As far as car preparation as far as it affects performance, that's your option on how competitive you want to be (and have bucks to match).

Concerning your car and your driving equipment for safety, the minimum requirements for 1973 are:

- Helmet - Snell Foundation 1970 or later approval sticker.
- Gloves - SCCA approved gloves - only leather or fire resistant material with no open backs or knuckle holes.
- Dentures - Dentures?, yes, dentures - some drivers have them. Dentures must be removed. If full plates, football type mouth guard recommended.
- Roll Bars - Full width rollbars are required and must conform to 1973 PHA Rollbar specifications which conform to the 1971 SCCA GCR.
- Scatter Shields - All non-production cars are required to have scatter shields conforming to SCCA GCR Specifications.
- Seat Belts, Shoulder Harness, Submarine Belts - Metal to metal 3" wide SCCA approved seat belts, shoulder harness and submarine belts required

for a 5 or 6 point system. All hooks must be safety wired.

- Fire Extinguisher - Minimum - 1 lb CO2, 2 lb dry chemical or "Purple K" or "Wet Water" fire extinguisher securely mounted with quick release. Make certain it's SCCA approved.
- Driver Suits - Suits must cover the body from neck, to ankles and wrists and must be made of Nomex, Simpson Heat Shield's Leston Super protex, Fiber glass (Beta Fabric), Monsanto Durelle or other SCCA approved material for outerwear with Nomex or other approved material underwear. Socks of similar material also must be worn. Beards or mustaches must be covered with nomex scarf. Hair must not extend from under the helmet. (That used to be just for the ladies).
- Tires - tubless tires must have tubes unless they are racing tubless
- Catch Tanks - Must be used for cooling system and for oil system breathers.
- Body - Fire walls and floor boards must not have any holes.
- Batteries - Must be securely fastened. Batteries near the driver must be covered to prevent spillage on the driver. Hot terminals must be insulated.
- Fuel Cells - Fuel cells permitted on all cars per SCCA GCR.
- Concerning Licenses - Driver must have either:
 - PHA Novice License
 - PHA Senior License
 - Or other PHA recognized license (FIA, NASCAR, SCCA, etc.)

PHA lowered its minimum age limit to 18 for 1973. By the way, you must have a valid driver's license from your home state at each event. (That helps keep the highway speeds down!).

Concerning the Novice License, applications may be obtained by writing Pennsylvania Hillclimb Association, P.O. Box 333, Montoursville, Pa. 17754. You will receive two forms: one a medical and one biographical. On the medical you have some questions to answer and you must have a thorough physical exam conducted by a physician. Submit completed forms and \$5. If your application is approved, you will receive the current PHA book of Rules and Regulations and a PHA Novice Permit good for one year. You must

(Cont. on Page 14)

THE RACE ISN'T THE ONLY THING by Roberta and John Phin

Watkins Glen is the site of one of the world's best road courses and some of the most exciting and competitive car races. But Watkins Glen has more to offer than just the action on the track. There is something there for everyone.

We've gone to the Cam Am/6 Hours races for the past five years. Between the two of us, John can remember 2 or 3 race winners. But we can both recommend the trip to the Glen for the drivers experience the area can provide.

Watkins Glen, nestled at the foot of the Finger Lakes in New York State is about a 5-6 hour drive from the Philadelphia area. A picturesque resort area, the Glen and surrounding country has beautiful scenery, good fishing, ample dining facilities, and lots of camping for the outdoor types. There are many fine motels in the area, but rooms are sometimes hard to come by, close to race time. So the local residents, who seem to enjoy the excitement generated by the races as much as the tourists, open their homes to lodgers for a reasonable fee. We stayed with a family for our first four races. Our host just happened to be the Watkins Glen police chief, so we got some very interesting insights into the race events. (We also got lots of homemade maps showing the backway to everywhere. We also got lost.) This guy should be on our rally committee. We learned from our host that many of the police at the race are from surrounding communities and include lots of amateur volunteers in homemade uniforms. These men and women do a fine job of traffic and people control every year.

The Can Am/6 Hours events are usually held in July, the Trans-Am in August and the Grand Prix in October. We prefer the July races for the time of year. The type of cars raced and the relatively smaller crowds (if you can consider 50,000 a small crowd). It is a good event to attend to get acquainted with the Glen.

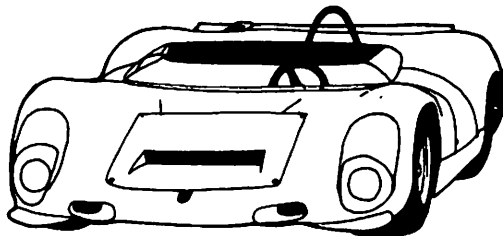
We walk around the track quite a bit - what else can you do for six hours? In public? Every year we find the track changed, which lets us see the race from new perspectives. It also means that the Port-a-John that was just over the hill, isn't; and our good old favorite race-watching spot is gone, but, lo and behold, that burly beer-drinking oaf who was standing on our old favorite spot last year is standing on our new favorite spot this year. He's the only guy we ever recognize at the Glen.

There are scads of cars to see - race types, antiques, or just somebody else's really neat Porsche (Incidentally, there is usually an announcement in Pano by the local PCA region concerning camping and a party for Porsche pushers). The race attracts more or less a cross section of people and you can see more or less of them depending on the weather and current dress fads. Let us just say that dress at the Glen is "casual" and leave it at that.

And of course, there is plenty of action on the track. There are always those guys with stop watches and lap charts who seem to know where everyone is all of the time. We think they are faking it. We tried that routine and after about 8 laps, gave it up and concentrated hard on following the leading three cars. But keep in mind that you can pick up on some real competition back in the pack if you keep your eyes open. Mostly, the machinery whizzing around the track is so beautiful that it doesn't matter who's winning but just that you're there seeing and hearing it all.

And every year there is something to stir up the crowds for the Can Am. One year it was the vacuum cleaner Chaparral that didn't clean-up; another, the L & M Porsche-Audi, Jackie Stewart's Lola (and Jackie Stewart's wife); a seven-liter Ferrari, Paul Newman and then there is the Shadow which is always good for a few "Ahs."

It's a long drive, but well worth it if only for some time away from the crowds, noise and fumes of the city. If your're interested in motel or private home accomodations, call the Watkins Glen Chamber of Commerce for information. And remember, now is none to soon to start making plans. Maybe we'll see you at the Glen this year - wear a red shirt so we'll recognize you!



compete in at least four hillclimbs in that year and receive a satisfactory "observation" by the license chairman and his committee as to how you run the hill. You surrender your Novice Permit at registrations; it will be signed by the license chairman and returned to you before the next hillclimb. After the four hills, you must apply for a Senior License within 20 days after the last hill, or you will have to start over with a new Novice Permit. After getting your Senior License, you must get it renewed every 2 years with a medical exam and a completed application.

All hillclimbs are required to offer 3 electrically timed runs unless an emergency is declared by the PHA Contest Board Committee. A driver must complete on run to receive points. If he runs 3, the best run counts. Touring runs (within the Pa. State Highway limit) are required for novices and senior license holders at each hillclimb.

Car classes for PHA are similar to SCCA except that PHA has a Touring Class, Modified and a different arrangement for Formula. The classes are: Touring I, II, III, IV, D Sedan, C Sedan, B Sedan, Formula VEE, HP, GP, EPI, EPII, EPI, EPII, EPIII, DP, CP, BP, AP. A Sedan, Modified I, Mod II, Mod III, Formula I, and Formula II. The above order of classes are the order in which they run on a hillclimb weekend, with the first half running on Saturday and the last half on Sunday. Tech inspection is Friday night for Saturday cars and Saturday for Sunday cars.

Car specifications for Touring, Modified, and Formula cars are detailed and cannot be reviewed here (Consult PHA Rules & Regulations). For SCCA Sedan and Production cars, the SCCA GCR and Production Car specs apply. Generally, Touring cars are pretty basically stock and Improved Touring falls into DS, CS, or BS. Touring classes are for those sedans that are or have been available as standard American import models or American sub-compacts. The modified classes consist of those cars that are designed or extensively modified for hillclimb competition. They are SCCA Sports Racers grouped in a different way: Modified I - up to 1300 cc; Mod II, 1301 cc to 2500 cc; and Mod III over 2500 cc.

For the FP and EP classes, there are so many cars that the classes are subdivided as follows:

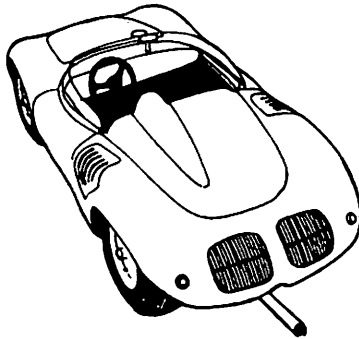
EPI - MGA & Sunbeam Alpine	EPII - TR2 & TR3
EPII - Remainder of cars in FP	EPIII - Remainder of cars in EP
EPI - Porsche	

SCCA General Competition Rules (GCR) and Production Car Specs are valuable, particularly if you are running Sedan, Formula or Production. You

can obtain copies at the Philadelphia Region SCCA meeting, 2nd Thursday of each month at Beck's restaurant, King of Prussia Shopping Center, (on US 202 North at Turnpike Exit) 8:30. Join SCCA while you're there.

Drivers should study the 1973 PHA Rules and Regulations and/or SCCA 1973 GCR to determine what must be removed from the car in the interest of safety and what can be removed in the interest of reducing weight. In all classes, there are minimum car weights which must be observed. All hillclimbs will have access to scales for car weighing should you be protested.

That's an introduction to what it takes to get started in hillclimbing. What is missing is the car preparation necessary to be competitive and the long hours it takes to see it through, plus the dedication it takes in the actual competition in all kinds of weather. If you enjoy it and have the talent, you'll find it rewarding and satisfying. It's called 'doing your thing.'"



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SHORTEST DISTANCE RALLY by Vicki Chatley

As rallymaster, I must admit I wasn't looking forward to putting on another shortest distance rally. After all, the last time I had attempted such an undertaking, I spent a hot, steamy summer day driving around Eastern Pennsylvania with the children. And they complained most of the way. I wound up with a flat tire and a headache that even Excedrin could not cure. Then on rally day, John backed the Impala into a tree. Had I really volunteered to do another shortest distance rally?

It seemed I had, so we spent a couple of weekends and some weekdays touring the country side in Porsche, Impala and Barracuda to find some neat crossroad villages and check and recheck the details.

Rally day dawned grey and misty; nevertheless, a dozen cars awaited the start from the Flourtown Shopping Center. Little did they suspect that before the day was over, they would discover that Gradyville Services is the "Den of Antiquity" and learn when the mail is collected in Yerkes. Just what you always wanted to know!

It was unfortunate the weather wasn't better as the route(s?) covered some interesting territory with good Porsche roads - unless, of course, you chose one that was full of potholes or had a bridge missing.

If you ran the rally and you're wondering what you shouldn't have visited, half the cars omitted Marshallton, including those placing first and second. Third and fourth left out Gradyville. The two cars covering the greatest distance chose to skip the trip to Yerkes. However, that included Bonnie and Wayne Flegler who made an off-course stop to Darlington instead of Darlington's Corners.

The final stop was at the rustic Farmer in the Dell, south of West Chester. We has our own room where we could refresh with a brew, discuss why the map had the roads incorrectly named, and have a bite of supper.

All in all, it was fun to put on, and (we hope) fun to run.

(P.S. Anybody know who owns the Porsche that seems to be permanently parked in front of Rapp's Store?).

THE 19TH PARADE: by John Chatley

The Parade is coming! As it now stands, the 1974 PCA Parade will be hosted by Northern New Jersey and Riesenotter Regions. It will be held in the Poconos, probably in mid-July. Our region has not put on a Parade since the 1950's, so you can see that this is the time to really get involved in the Parade. It may be a very long time before we have another opportunity to do so. A lot of volunteers will be needed to make this a truly great Parade---and we certainly don't expect it to be anything else. Dennis Thovson of Norther New Jersey is overall Parade Chairman. John Chatley will work under him to coordinate the events for which Riesenotter is responsible; rally, driver's school, technical inspection, trophies and repair and parts service. All of these events require chairmen, and planning must get underway promptly. A great deal of work is involved, but it will also be fun and probably more satisfying than anything you do in PCA.

Following is a brief outline of job descriptions for some of the positions. Volunteer NOW for the one which interests you. (Volunteers should contact John Chatley or Bob Russo).

CHAIRMAN, PARADE RALLY - Duties

- Layout the rally
- Recruit and train checkpoint and other workers.
- Prepare general and route instructions
- Secure necessary timing, scoring and other needed equipment.

CHAIRMAN, TECHNICAL INSPECTION - Duties

- Preparation of forms to be used during tech inspection
- Determination of items to be inspected and standards to be met.
- Set-up an efficient method to quickly tech cars.
- Recruit and train necessary personnel

CHAIRMAN, PARADE DRIVERS' SCHOOL - Duties

- Determine rules and regulations under which the event will be run
- Layout of course
- Recruit and train corner workers and other personnel
- Secure driving instructors
- Obtain communication and other necessary equipment
- Establish operating procedures (Driver's meetings, length of sessions, etc.)

CHAIRMAN, PARADE TROPHIES - Duties

Select and obtain event trophies (including suitable engraving).

CHAIRMAN, REPAIR AND PARTS SERVICE - Duties

Make available to Parade participants, a facility where parts and service may be obtained, particularly for those who have encountered a malfunction on the way to the Parade or while competing in an event.

It is, of course, understood that all event chairmen will oversee the operation of their particular event while it is in progress and cooperate in the coordination of all Parade Activities. It should also be noted, that Chairmen will be furnished with information (including the Parade Competition Rules) to be used as guides in setting up and running their events.



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POINTS TOWARDS THE RIESENTOTER AWARD

1. Wayne Flegler - 65
2. Bob McCullen - 55
- Vicki Chatley - 45
- John Chatley - 45
3. Bob Koerbel - 45
- Joe Long - 45
- Louise Lyle - 45
- Bonnie Flegler - 40
- Bob Holland - 40
4. Marie Holland - 40
- Vern Lyle - 40
- Jean Russo - 40
5. Bob Russo - 35

Get with it.



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DOING YOUR HOMEWORK: A MONTHLY SERIES by Ted Way

Last month I put forth my ideas about what it would take if you really wanted to get serious about sprinting. However, not everyone wants to go "whole hog." But perhaps you would like to be able to say - "Yep, I'm improving" or "that car modification didn't work." How can you tell?

Before you can tell much about the way your car is handling, you've got to isolate the influence that you, as driver, have on the times being turned. By being consistent in your driving, you can eliminate the driver as a variable and measure the effects that changes in the car's set-up produce. About the only way to do this is to practice. Whoa! you say - How do I practice sprinting on the city streets? You don't, but you find yourself a deserted parking lot and create a sort of "simulated" sprint course. Practice heel and toeing, shifting and braking. All while at speed and while attempting to be smooth.

So now that you're consistent, how can you tell if things are working for the better? Keep Records. If the course doesn't change from event to event, simply recording your times will give an index of improvement. If the course is changeable (i.e., pylons) record the times of other drivers as well as your own and over a number of events, you'll be able to see if a pattern has formed and if you are improving.

Generally, besides my time, I record tire pressure, how much fuel I'm carrying, track and weather conditions, suspension settings, and car changes from last event.

I think if you do some studying, you'll be able to measure progress being made and be able to analyze what is happening. Besides, practice is fun! (P.S. Anyone want a "Book" on California sprint courses? Will trade for a like book of Pennsylvania).



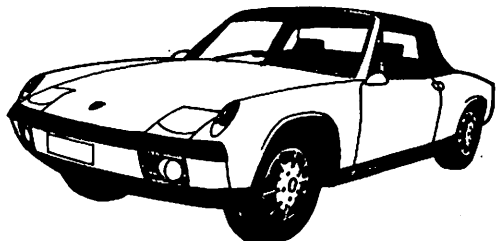
914-4 VALVE ADJUSTMENT by Paul Girard

Here is a method for adjusting the valves that was related to me by a Porsche mechanic. I thought I would pass it on to you because I believe it to be a much simpler method than the ones described in the "shop manuals." With the '73 sprint season only a few weeks away, NOW is the time to put this method to use - it works!

PROCEDURE:

1. Remove spark plugs.
2. Engage either 3rd , 4th or 5th gear.
3. Jack-up rear of car (lift preferred).
4. Remove valve covers. NOTE: Before doing this, be sure to purchase new valve cover gaskets #201-101-481. Also, mark the covers left side and right side to avoid confusion later.
5. Jamb the right rear wheel tight by inserting a ratchet between the hand brake cable end and the brake caliper (or have someone like "Gorilla Monsoon" hold the wheel).
6. Rotate the left wheel so that the first valve on the left head is fully closed (down most position).
7. Check the first valve on the right head with a feeler gauge to be sure that it is not out of adjustment. The correct setting for all 914/4's is .006 cold. If the valve should require correction, a 13 mm box end wrench and a "stubby" or offset screw driver will be required (much practice, patience and being some sort of contortionist also helps).
8. Rotate the left wheel until the second valve on the left head is fully closed and adjust the second valve on the right head. Continue this procedure with the third and fourth valves.
9. Reverse the procedure for the left head valve adjustments.
10. Replace the valve covers.

There - see how easy it was!?



COMPETITION RULES (CHANGES) by Wayne Flegler

We have revised the classes that appeared in the March Der Gasser. The revisions have come about as a result of several member's written proposals to the committee.

The 2.0 L 914 classification will be subject to change after some experience as to the car's index of performance.

The changes are as follows:

1. The altered classes will now become improved production and will exclude the use of racing tires.
2. 914/6 will be allowed to use 6" wheels in stock class
914 2.0 L will also be allowed 6" wheels in stock class since it has been changed to class III.
3. Two modified classes have been added - all 4 cyl. and all 6 cyl., using racing tires and/or having enough mods to place the car out of improved production.
4. Competition cars run for FTD trophy only.
5. Any suspension modificatoon allowed in stock class that doesn't require matching of suspension parts.

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RESTORATION PROJECT: 1964 C Coupe, less engine, trans jumps out of 2nd gear, damaged left front fender, d.s. door, chrome wheels and excellent tires, blaucplunkt AM/FM, Some rust, interior fair, offers around \$500.00 New VW trailer hitch 49-67 new \$15.00, After 6:00 PM, (609) 848-0446, Wayne Flegler.

Speedster without rust - prefer w/o engine. Call Roger Newman (215) LO 4-1400 - 271

WANTED: Factory 15 mm front and rear stabilizer bars and hardware for 911 E. Also, air conditioning unit, 1 set of fog lights. Call Michael Waidell (215) 521-0575.

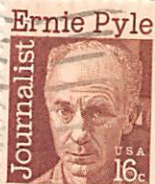
'67 - 912 Engine - \$600.00, '67 - 900 Wood Wheel, \$30.00, '68 5 speed Trans, \$250.00, '67 - 912 Instruments - \$15.00 each. Call H. E. Barrett KI 4 - 8985, 892 Spring Valley Drive, Springfield, Penna. 19064



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