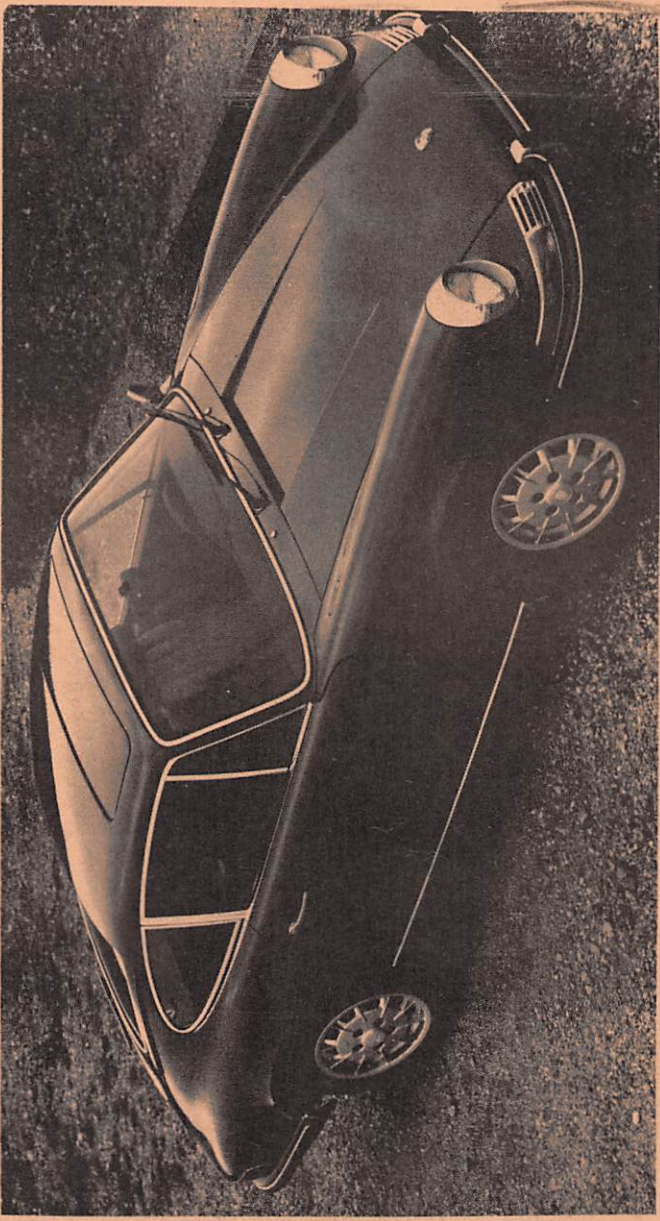


Porsche Club of America

DEER BROSSEVER



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Riesentoter Region

# HOLBERT'S

## PORSCHE | AUDI

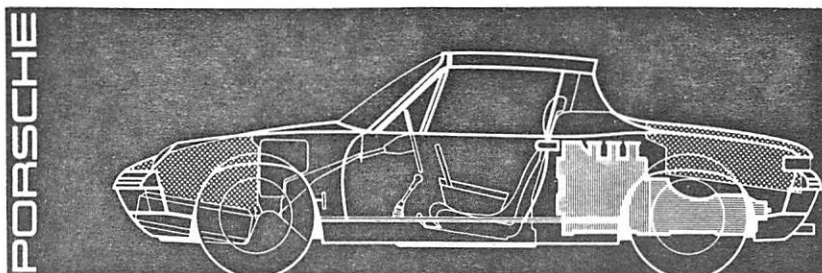
*Extends a warm welcome  
to the members of  
the PCA*



For those who expect quality  
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215 D1 3-2890

Considering a 914/6? We have two 1970's in stock, ready for delivery. Spring time will be top down time. No better opportunity to enjoy a sport roadster with the powerful six cylinder engine and superior Porsche handling. Call Joe Marchione or Bill Rems for further details on these and other Porsches and Audis.



USED CARS:

1968 911—Yellow, black interior, chrome wheels, 5 brand new Pirelli's, Blaupunkt AM/FM radio. One owner, excellent condition ..... \$5195.00

1970 BMW 2500 4 Door Sedan — Maroon, black interior, Michelin XAS tires, air conditioned, AM/FM, 4 speed ..... \$5295.00

**For sales assistance call:**  
**Joe Marchione or Bill Rems**

**For service call:**  
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# COMING EVENTS

## ! meeting !

The March 31st meeting, of the Porsche Club, will be held at the Springfield Hotel in Flourtown, Pa. After the business portion of the meeting, a slide show of past Porsche events will be presented. Anyone who has Porsche oriented slides that might be of interest to club members please contact Wayne Flegler, at least one week in advance of the meeting. Wayne's phone number is 609/848-0446. A map will be included in this issue.

## wine tasting party !

### march 27 - 7:30 p.m.

For the wine tasting party on March 27th the Wine Seller in Chestnut Hill will furnish a selection of five imported and domestic wines to cultivate your taste buds. There will also be an assortment of crackers and fine cheese to choose from. Please make your checks (\$2.50 per person) payable to Chuck Walter, 22 W. Southampton Ave., Phila. Pa., 19118 by the 20th of March, this will give us time to make the arrangements. If you think you would like to attend but might not make the deadline please give Chuck a call at 215/CH-8-2979 (eve.) Just a reminder, that Dolly and Frank Vitetta will be hosting the wine tasting party at there home on Summeytown Pike in Springhouse, Penna. See map

# President's



# Message

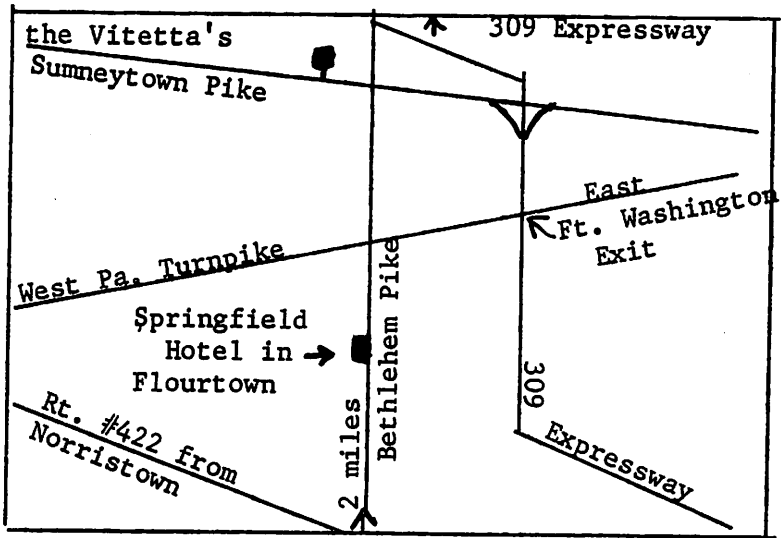
As of this writing I know of nine Riesentoter Porsches that will make the '71 Parade at Sun Valley. Official registration will be open when you read this and I hope any of you who can will register as soon as possible.

If you are planning to make Sun Valley, some advance planning will undoubtedly prove helpful. By my calculation, the trip appears to be approximately 2500 miles (2,495 from the Downingtown Turnpike Interchange). While this is not exactly a Sunday drive, it is comforting to know that through Iowa, approximately 1,250 miles, the roads are turnpike or new Interstate routes. The shortest state to traverse is Indiana (156 miles) and the largest is Wyoming (550 miles). All the toll roads seem to end near Chicago.

With the 4th of July falling on a Sunday this year it is celebrated on Monday the 5th and the Parade officially begins on the 6th. Tech inspection and registration open on the 5th. Keep in mind that if you average 55 mph. your driving time alone will be 45 hours or the better part of four days but if you don't require sleep you could do it in two days. This I do not advise.

For anyone who has had the opportunity to travel in other parts of this nation of ours you know that there really are some wide open spaces. Plan ahead - take along a few extra difficult to obtain parts such as clutch cable, gas cable, etc. Parts are bad enough to obtain around here much less out in the middle of some Iowa corn belt town on Sunday of a long holiday weekend. If nothing else, take along an issue of Pano with the names of regional contacts.

For now, just plan to go.



One mile from 309 Expressway to Wine Tasting Party @ the Vitetta's Home. Look for signs reading PCA.

The March Meeting at the Springfield Hotel on Bethlehem Pike in Flourtown is also located on this map. Call Chuck Walter if you have any problems with directions.

TU-4-9601

# Bob Fox

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# TECHNICALLY SPEAKING —



by ed lynch

Keeping your Porsche in tune yourself is easy if you have a few required tools and instruments. Two items you really need are a "Uni-Syn" and a timing lite. A Uni-Syn is about \$10.00, and a timing lite cost from \$5.00 to \$25.00, depending on how much convenience you want. A neon lite for \$5.00 will time just as accurately as a \$25.00 strobe lite, but is a little more difficult to use because it is not as bright. In any case these two items are a lifetime investment and well worth the money over the years. You'll need a set of feeler guages to set points, plugs and valves; a dwell/tach is nice to have, but not really necessary.

## Replacing Points:

If your Porsche is running reasonably well, and doesn't require trouble shooting just to get it going, a good place to begin your tune-up is with the ignition system. Remove the distributor cap and pull off the rotor. Remove the screw that clamps the points in place in the distributor. If you see two screws, you'll notice that one of them is in a slot in the points. This one is used only to adjust the gap, the other one holds them in place. If you only have one screw on yours, adjustment is made by levering them with a screwdriver while the hold down screw is slightly loosened.

Undo the wire at the terminal post, and loosen the post itself. Take a good look at the arrangement of insulators and connectors at this point -- then slide the spring connector, along with the points, up and out of the distributor. Disassemble the post and its insulators.

Remove, clean and inspect the whole arrangement. Cracked, oily, broken parts here are a source of wet and cold weather starting trouble. If they

look bad, replace them -- they are not expensive. Clean the inside of the distributor, including all the old grease off the cam lobes. Drop a little oil down the center of the shaft to lubricate the advance mechanism sleeve. Check for a smooth, free rotation against the spring tension. Reassemble everything clean and dry, making sure that the connectors, post, and points spring aren't grounded. Adjust the points to open a maximum of .016 on the high point of the cam. Before replacing the rotor and cap, make sure they're super clean, not the least bit oily. Any excess oil in the distributor deposits itself on the points. A tiny amount of hard grease can be wiped on the cam and rubbing block on the points.

Incidentally, if your engine is "hopped-up" and capable of self destruction from over-revving, the rotor from a 911 can be installed, to provide protection against such a thing. A 911S rotor gives you 7300 RPM, and "E" rotor gives about 7000, and a "T" about 6000. They can all be adjusted upwards by lightening the centrifugal weight on the rotor.

#### Timing:

Some general notes on timing, and some specific ignition timing info for your Porsche. If you have ever seen the Clymer's book Porsche Owners Guide you remember the old hot rodder's approval to performance timing, "go rich on the jets, and add advance". This is good advice, provided you have the basics in mind.

Timing advance and compression ratio are on opposite sides of the fence. That is, the higher the compression ration of your engine, the less advance it can stand under load before detonation occurs.

Older normal Porsches had room for timing advance; the newer ones do not, as a rule, tolerate over advanced timing. Nearly all the cases of burned pistons in recent Porsches can be traced to poor timing and detonation. You can't hear your Porsche detonate the way you can hear Detroit Iron, so the first clue you get is engine damage.



A good rule for maximum advance is: 10 to 1 compression = 30° advance BTDC for every point lower than 10:1 add 2° advance, for a point higher subtract 2°. This is for premium fuel too, so if you insist on regular even this could be too much. Remember also, this is maximum advance, usually at 6000 RPM, so you need a timing lite to check it, and the appropriate notch on your pulley. 911's have the notch there already, but you may have to do your own. On the 911 30° just happens to equal 30mm or 1.18 in. on the rim of the pulley. On 4 cylinder models it is .262 times the diameter of the pulley. The timing at idle can be off a couple of degrees or so and it won't matter at all. The big thing is - where is it at max power? Find out for sure with your own marking.

If you have installed a Bursch or other hi-performance exhaust system, you are already on the lean side of max power, so over - advance is all you need to finish off your engine.

To get on the rich side again, change your jets about 2 steps richer. If you have a 1600S with 130 main jets, go up to 140's. If your air jets are 200's go down to 190's. If you have a Normal, get the jets from your friend's Super when he replaces them.

Rich jets and a Bursch exhaust are worth 5 to 10HP on a 1600 Porsche and are a real bargain.

Adjustment of the fuel injection is officially a "no-no", but I'll tell you what I've found out in time for the sprints next Spring.

## DEADLINE !!

ALL MATERIAL FOR DER GASSER MUST BE SUBMITTED BY THE 1ST OF EACH MONTH!!!

# Departure

It's always unfortunate to lose a member of the club, particularly when he has been active. The following letter was received from Howard Harcke:

Dear John,

After a whole month of debating with myself, I have sent in my resignation to the PCA. I am getting old and my car is getting old and I am seriously considering retirement so consequently I am compelled to keep a sharp eye on my budget. If I do retire, one of my hoped for projects is to completely do over my Porsche so who knows, maybe I will be applying for a new membership at a later date. I have thoroughly enjoyed my association with the club and take my hat off to you and all the other people that give so generously of your time to make the organization the tremendous success that it is. Thank you all for the many enjoyable experiences you have given me and long live Riesentoter Region, PCA.

Sincerely,

Howard T. Harcke

Sterling F. Kresge

**KRESGE'S FOREIGN CAR**

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Bethlehem, Pa.

## noise from the gearbox

TED KLAUSE just purchased a new 914/4 with mags. Hope to see him at the sprints. DON HOLLANDER is now a member of the Northern New Jersey Region. MAC CARMICHAEL, now living in New York, is still a Riesentoter member. PLEASE CONTACT Wayne or Bonnie Flegler if you have any back issue of DER GASSER. We are trying to compile a complete set. BERNIE SITRON couldn't take any more after he burned a valve in his 912, so he took a well deserved vacation to the Caribbean. FRAN DEMYAN had her 912 stolen shortly after she bought it. She parked it one day and went in to get a bucket and sponge and it was gone by the time she came out. She got another one to replace it though. HOWARD REED was the first club member to buy a 914. Why, he even got an award for such a feat. Ask him about it. Very interesting! ASK WAYNE RATZ about the resale value on a 914. GEORGE HOWARD sold his 1937 SS Jaguar and tried to buy a 9???. THE PEDDLER is open to all Riesentoter members (at no cost) for the sale of Porsches or Porsche parts. GOOD LUCK to John and Eileen Sharp who have moved to Claremont, California. SEEMS THE Haases had some uninvited guests on a recent wintery morn. A LOUD commotion woke them and they rushed downstairs to find two stray starlings flying around. SORRY TO see Howard Harcke leaving the club! CONGRATULATIONS to the Fleglers who finally found a house with a two car garage. CAROL KOERBEL used a terrific one liner to get Bob to buy a new suit - "Any man who drives a Porsche should own a suit like that." Remember that one girls, it's a clincher. AT LAST - John Chatley is having his '66 912 painted in preparation for Sun Valley. Carriage Craft is doing the honors and we are all looking forward to seeing it finished, even John. HAS ANYONE seen Ric Roll?

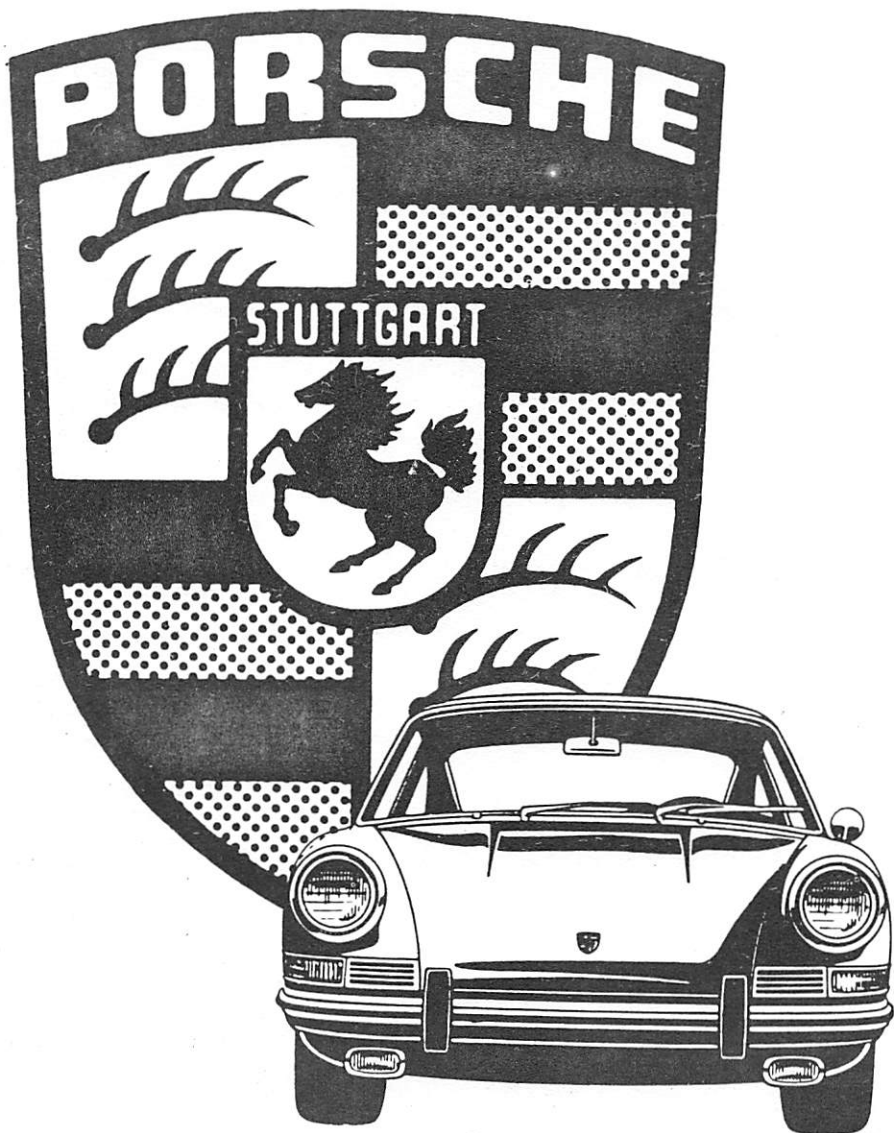
# 1970 Pennsylvania Hillclimb Results and Awards

by jess holshouser

The Pennsylvania Hillclimb Association's annual awards banquet and dinner-dance was held in Bethlehem, Pa. on February 6. Trophies were presented to Riesentoter participants as indicated in the following summary of final point standings for the season. Also shown are those club members with 10 or more points for the season.

- (T) Fred Remick - 3rd, Touring II - 66 points  
David Baker - 5th, Touring III - 37 pts.
- (T) Paul Sweigart - 1st, E Prod. I - 79 pts.  
Richard Sweigart - 4th, E Prod. I - 53 pts.  
Jess Holshouser - 6th, E Prod. I - 47 pts.
- (T) Dick Shuck - 1st, C Prod. - 78 pts.
- (T) Jim Haas - 4th, Mod. II - 58 pts.  
Tom Beil - 5th, Mod. II - 45 pts.  
Dick Merriman - 11th, Mod. II - 16 pts.
- (T) Steve Syderman - 3rd, Formula II - 57 pts.
- (T) Jay Schneider, 5th, Formula Vee - 42 pts.  
Charlie Keller, 6th, Formula Vee - 39 pts.
- (T) Jan Remick, 1st, Ladies Class (driving  
Touring II car) - 75 pts.  
Connie Shel Drake, 9th, Ladies Class (driving  
E Prod. I car) - 28 pts.

A perfect score for the season was 80 points. Some drivers came pretty close. In addition to the individual awards presented, our Riesentoter Dick Sweigart, and Connie Shel Drake, finished 3rd overall of the 23 teams competing. Each member received individual trophies for the 3rd place finish. Our Team 2 finished 9th, and Team 3, 15th.



**Y B H**

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# 1971

1971 Calendar of Events for the Riesentoter Region  
of the Porsche Club of America:

March 27 A Wine Tasting Party at Frank and Dollie Vitetta's home in Springhouse, Pa.

March 31 The monthly meeting at the Springfield Hotel in Flourtown, Pa. There will be a slide show after the business portion of the meeting.

April 18 A sprint will be held at the Christmas Village Go-Kart track.

April 28 April meeting - the location will be announced in the Der Gasser.

May 2 The Porsche auto show and sprint at the Valley Forge Military Hospital.

May 26 May meeting - the location will be announced in the Der Gasser.

June 27 A Sprint at Bushkill Pines Raceway.

June 30 June meeting - the location will be announced in the Der Gasser.

July 6 - 10 Porsche Parade at Sun Valley, Idaho.

July 18 A sprint at Bushkill Pines Raceway.

July 28 July meeting - the location will be announced in the Der Gasser.

August 25 August meeting - location to be announced

August 29 A sprint followed by the Porsche Picnic, the location will be announced.

September 26 DVSA Sprint hosted by PCA at Cornog Go-Kart track.

September 29 September meeting - location to be announced.

The event for Pocono Internation Speedway is still tentative as to date and type of event. There will be more details at a later date.

NOTE! The ad for John Stein Motors, Inc., in the February issue of Der Gasser was printed by mistake without their complete authorization. We regret the misunderstanding.

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Fine Automobile Cosmetics  
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# THE PEDDLER

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\* \* \* \* \*

1961 1600 Super Coupe. Red - Abarth, Perellies New Clutch - All service documented. Reasonably well maintained. Vincent Talese, 520 Glen Valley Drive, Norristown, Penna. phone 215/272-8258(days) 215/275-1976(eve)

\* \* \* \* \*

1961 356-B 1600 Super Coupe #113060. Koenigsblau. Sunroof. Body and interior good. Relayed lights, Fiamms, clock, Becker Mexico AM-FM, Reims IV SW converter. Clutch, transaxle recently overhauled. Rebuilt engine, new muffler. Michelin-X. Maintained by Holbert. \$1,950. Geo. E. Beggs, Jr., 1536 Stuckert Rd., Warrington, Pa. 18976 phone 215/343-1920 (home) or 215/643-2000 (business)



# NEW MEMBERS

Frank and Dottie Vitetta are new members and are also hosting our first wine tasting party. Frank, who works as an architect, and Dottie live in Springhouse, Penna. They are the owners of a C coupe. We are looking forward to meeting them.

\* \* \* \* \*

Harold Greenberg an attorney and resident of Philadelphia acquired his 1970 - 911T just a few weeks ago. His interests include photography, rallies and sprints. You can't miss his car it's painted conda green.

\* \* \* \* \*

Joseph Wigmore, a pharmaceutical product manager from Wayne, Pa. drives a 1968 - 912 burgundy Targa. His interests include technical sessions, sprints and social events.

\* \* \* \* \*

John Phin and his wife Roberta reside in Rosemont, Pa. John is a professor of psychiatry and owner of a red 1969 - 911E. His interest are social events, driver's school, sprints, technical sessions and rallies.

\* \* \* \* \*

John and Phyllis Klinges from Quakertown, Pa., own a variety of Porsches - a 1959 convertable, '63 super 90 coupe and a 1967 - 911S. John is a pilot whose interest include racing, driver's school and rallies.

# Officers

President - John Chatley  
1479 Glenbrook Lane, West Chester, Pa. 19380  
(215-696-1657)

Vice President - Chuck Walter  
22 W. Southampton Avenue, Phila. Pa. 19118  
(215-CH-8-2979)

Secretary-Treasurer - Joan Haas &  
Assistant Activities Chairman - Jim Haas  
Darby Road, Haverford, Pa. 19041 (215-MI-2-8087)

Membership Chairman - Bob Russo  
1351 Hi-View Drive, Southampton, Pa. 18966  
(215-355-4610)

Activities Chairman - H. Wayne Flegler &  
Der Gasser Editor - J. Bonnie Flegler  
228 S. Warner St., Woodbury, N.J. 08096 (609-848-0446)

Technical Chairman - Robert Koerbel  
275 Bryn Mawr Ave., Bryn Mawr, Pa. 19010  
(215-527-2370)

Contributing Editors - Ed Lynch  
1 Warwick Ave., Ocean City, N.J. 08226 (609-399-6535)  
&

Wayne Ratz  
Robt. Barry Apts. I-7, Westville, N.J. 08093  
(609-848-6010)

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**cover** : 911T photo courtesy of Herb Williamson  
Porsche-Audi Public Relations

# Come see a car with an engine in the front, the back, and the middle.



The Audi 100LS

The Porsche 911

The Porsche 914

The car with the engine in the front is called the Audi.

It stops differently, turns differently, moves differently, even uses gas differently than just about every other car in the world. (Sixty-one years of German engineering experience has taught us a few things.)

The car with the engine in the rear is the Porsche 911.

A true classic in sports cars. And a classic in engineering. In fact, over the past twenty-one years Porsches have proven to be so well engineered, so precise, that they've won more than one thousand major races.

And the car without an engine in the front or the back is the Porsche 914.

We put the engine in the middle so the 914 would hold the road better, corner surer, and brake smoother than almost any other car.

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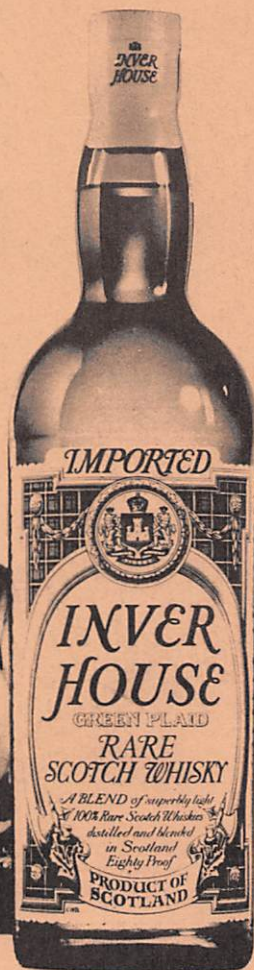
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