

HOLBERT'S

PORSCHE | AUDI

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

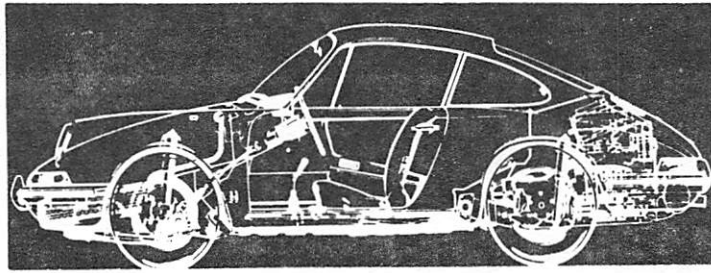


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A new name in Porsche - Audi dealerships, but an old name to Porsche racing fans. Roger Penske successfully campaigned Porsche Spydere very early in his racing career. He has returned to Porsche as a dealer serving the Lehigh Valley. Roger chose key personnel from his automotive and racing organizations to staff Roger Penske Porsche - Audi. "Where the pride of the professionals works for you" is the motto throughout all Penske operations and is especially emphasized at Roger Penske Porsche - Audi.



ROGER PENSKE

PORSCHE | AUDI

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Note on rubber replacement - 356 series

by sandy hunsinger

What I learned about the rear quarter window rubber trim may be common knowledge to many but I'll pass along my experiences to those who can use it.

I tried repairing the rubber as in "Up Fixin" but it got messy so I bought new replacement rubber from Holbert's. It laid around the house for some weeks because I thought it involved some mysterious process. Actually all that it takes is first remove the window. Unscrew the two screws holding the window to the rear hinge. Next, there are two pins, like on a closet door hinge, that pull out releasing the window. If these pins won't budge, the hinge can be removed but try the pins with a pair of needle nose pliers first. The old rubber can be pulled out by hand. You'll notice the window has a "T" groove in it. All you need is a screw driver to push the new rubber into the groove. Install the window and you're set. I rubbed on some glycerin to protect the new rubber and put a little oil on the pins.

The entire job only takes 15 minutes even if you work as slow as I do.

Sterling F. Kresge

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PHA Notes

by Jess Holshouser

Fleetwood Hillclimb, September 4 & 5

Fastest time of Day for both Saturday and Sunday were taken by Riesentoter Porsches! Paul Sweigart took FTD on Saturday in his EP-I Speedster. His competition came from BMW-2002, Volvo-544, and an Alfa-Romeo GTA all running in Touring IV, but Paul's 51.400 held for FTD.

On Sunday, not only did Tom Beil take FTD in his RSK Spyder but he broke the all-time hill record established by Jim Dantzer in a Cobra in 1968. Beil's time was 49.183, and Dantzer's 1968 time was 49.292. Of unusual interest was the fact that Tom Beil's time for his first run was 50.261 which was identical to the one-thousandth of a second to the Modified II FTD that he set in 1970. Congratulations to both Paul and Tom.

Fleetwood is a very bumpy course with many patches, bumps and holes. So much so that it was impossible to miss them, but all Porsches did well, the RSK's in Mod. II, the 911's in CP and the Speedsters in EP. Dr. Dick Weiss turned a 54.393 for 1st in CP in his 911. All of this just confirms what we all know: they're great cars for any kind of road - Right?

Because two drivers on Team-A were unable to run, our Team-A's cumulative points were down proportionately. Dick Shuck blew his engine at the Pocono Regional the week-end before and Dick Sweigart didn't have his engine back together after a tear-down. For Team-A members running the hill there were two 1st places, one 2nd place and one 3rd place.

Team A

Tom Beil	-	1st Mod. II
Jim Haas	-	2nd Mod. II
Paul Sweigart	-	1st EP-I
Jess Holshouser	-	3rd EP-I
Dick Sweigart	-	DNR
Dick Shuck	-	DNR

Team B

- Dick Weiss - 1st CP
- Joe Sweigart - 5th FP-I
- Jay Schneider - 10th Formula Vee
- Charlie Keller - 11th Formula Vee
- Sandy Sadtler - 3rd Formula II
- Connie Shel Drake - DNR

Other Riesentoters

- Jay Gallinger - 5th EP-I
- Walt Urban - 6th EP-I.
- Dave Baker - 1st Mod. I
- Jan Remick - 2nd Ladies overall
(Touring III)
- Fred Remick - DNR

It was a good hillclimb - very efficiently managed by the Duryea Sports Car Club, who always conduct a good hill. Their communications and timing was flawless. The only delays were due to driver excursions. The weather was hot and humid, but fortunately the threat of rain did not materialize. Spectators turned out in record numbers for both days.



Pedro Rodriquez 1940 - 1971

A SHORT STORY

by mayor shanken

The horn relay on the 911 will "self-destruct" in the event of a short.

After I determined that the "short" was only a loose connection under the dash, I was successful in opening up the relay and soldering a new contact wire in place of the broken one. This not only saved the \$5.00 for a new relay, but also saved a trip to the Porsche dealer.

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NEW MEMBERS

A part of the ever-increasing contingent of 914-6 owners is Roquel Williams of Broomall. Roquel is primarily interested in technical information, racing and drivers' schools in his white, 1970 914.

Edward "Chip" Durell III of Hollow Horn Road, Pipersville would like to sprint, rallye and concours his 1969 911S Targa.

Drivers' schools and competative speed events are the primary interest of Donald Heth. Don, of West Chester, drives a 1967 white 911 coupe.

Richard and Ann Mertz of Trexlertown add still another 914 to the Riesentoter Region. We will probably see their 1971 willow green 914-4 at our next sprint since they list racing as their first activity preference.

Architectural designer, Peter Pizzi and his wife, Meredith, of Vineland, N. J., would like to participate in drivers' schools and rallyes with their 1970 burgundy 911E coupe.

Tom Edmunds, Jr. of Ambler first saw the Riesentoter Region in action at our tech inspection at Holberts. He must have been impressed since he joined soon after with his 1970 orange 914-4.

We're looking forward to seeing rallyist Daniel Fink and his son, Ken, of Gladwyne with their 1971 911T when we re-run Ridge's Rallye later this year.

Possibly the newest Porsche in our Region is Dave Weiss' 1972 sepia brown 911T targa. Dave and his wife, Lois, of Cherry Hill, list drivers' schools and rallyes as their favorite activities.

One of the few carreras in our region belongs to Donald and Eleanor Alf of Morrisville. Don, an engineer, could be a possible threat at our sprints since racing his 1964 red coupe is one of his main interests.

New Members Continued

Dr. William Fullard of Philadelphia is interested in technical information for his 1969 blue 911T coupe.

Rallyes, drivers' schools and social events, in that order, are the primary interests of Donald Lampert of Philadelphia. Don is a graduate student and proud owner of a 1971 yellow 914-4.

Drivers' schools and competative events like gymkhanas and autocrosses should hold the interest of Philip Guidi of Philadelphia. Phil, an engineer, drives a 1969 conda green 911T.

One of the oldest, if not the oldest, Porsches in our region belongs to Stephen Oxenfeldt of Philadelphia. His 1953 forrest green 356 coupe ranks as one of the all-time classic Porsches.

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"LOCK YOUR PORSCHE"

by Ronald T. Anderson, CPCU

All Porsche publications say over and over "Lock your Porsche", and someday, you may realize the full impact of this advice as I did recently.

At the end of the work day on August 31 I returned to the small parking garage in Media, Pennsylvania, where my 911 was carefully tucked into a corner. Upon beginning my customary walk around to ascertain whether any barbarian had nicked the doors I noticed window glass on the floor - this was followed by the sickening sight of the passenger quarter window shattered. Probing further, with my stomach filled with the sickening feeling only a Porsche owner can know when his car is damaged, I found my 911 had been entered and some time had been spent trying to unravel the intricacies of the 911's switch mechanism. Fortunately the thief could not get the switch shorted and, thus, the damage was only to the window, ignition and wiring. "Locking the Porsche" did not stop entry but it did slow the car thief down.

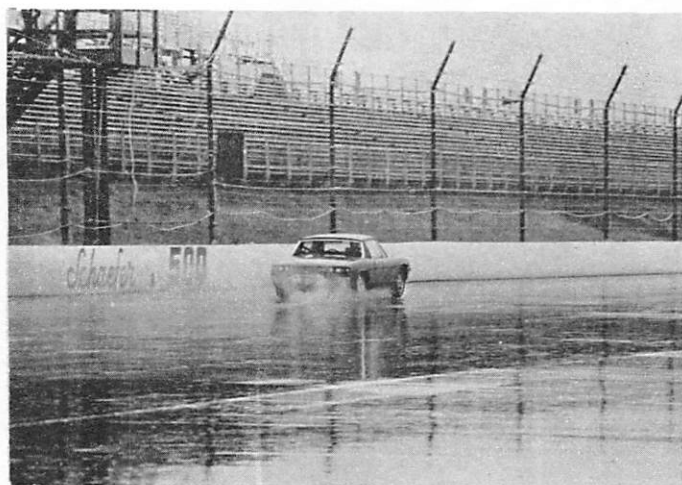
Does anyone know a foolproof burglar alarm for a 911?



Sprint at Cornog on September 25.



POCONO



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Care and Feeding of a Porsche ...

by vern lyle

I can't claim any originality for the following procedures because they are all in the owner's manual. Nor do I claim that the list is complete. But I do think that the logical sequence makes the care and feeding easier, and it has to be less expensive if you do it yourself. Could you imagine giving this list to a dealer every 3000 miles?

I am not familiar with all models but I think this applies specifically to all real Porsches and generally to 900s and VWs.

Care and Feeding of a Porsche - 3000, *6000 and *12000 miles.

Mileage _____

Date _____

Friday night:

Back up on ramps; drain oil while hot. *1200 drain transaxle

Saturday:

- ___ Clean filter housing; replace filter; add oil
- ___ Adjust valves
- ___ Check for fluid leaks (brake lines, fuel, axle boots, shocks)
- ___ Check starter connections
- ___ Adjust clutch pedal play and travel

Drive off ramps, let idle; pop hubcaps

- ___ Check wheel lugs
- ___ Shut off; check for oil leaks at filter and valve covers
- ___ Check transaxle lube level *12000 refill SAE 90
- ___ Check steering lube level, top up with SAE 90
- ___ Check battery acid level and connections
- ___ Check brake fluid level and windshield washer reservoir
- ___ Lube all latches and hinges (fuel filler, too) and shift lever

Jack up each side in turn and complete the following:

- ___ Check and adjust wheel bearing play *12000 clean and repack
- ___ Check linkpin play
- ___ Lube linkpins, kingpins, steering and tie rods
- ___ Check air pressures, visually heck tire condition
- ___ *6000 pull wheels and brake pads; clean calipers with alcohol
- ___ *6000 criss-cross tires
- ___ *12000 clean fuel cock filter

In engine compartment:

- ___ check fan belt tension
- ___ check all electrical connections (reg, gen, dist, coil)
- ___ Check air filters, leave off *6000 replace
- ___ Clean fuel pump filter
- ___ Check for leaks at carbs and behind fan housing
- ___ Check and adjust points
- ___ Lube dist cam and felt washer
- ___ Adjust timing
- ___ Clean plugs and reinstall *6000 replace
- ___ Lube all carb linkage
- ___ Check injection quantity (each nozzle, each carb)
- ___ *6000 clean jets

Drive to service station to get air in tires (spare, too) and heat engine to normal operating temperature

- ___ Check carb synchronization at idle and at 3500 rpm
- ___ Reinstall air cleaners and make final mixture adjustments
- ___ Take your wife out to dinner as recompense for time spent on car

*Free gifts and door prizes
at the Banquet !!!
only five weeks away.*

THE PEDDLER

"Ski rack: Porsche part 901.801.01520 for roof mounting on 912 or 911 coupe. \$18 FOB bedford, NY, or will deliver to Warrington, Penna. area. Ted Trump, RFD-1, Box 318, Bedford, N.Y. 10506. 914/234-3138"

* * * * *

1952 356 Porsche Coupe. Body and interior in good original condition. Needs paint. Modified 1600 engine. 1956 synchromesh gearbox. 1959 brakes. Koni shocks. Camber spring. Bolt-in roll bar. \$1400.00 or best offer.

Call Charlie Keller after 6:00 p.m. - 643-0489

* * * * *

WANTED

Wanted - Hella glassless headlight rims for 356C.
Call Vern Lyle 536-3733 after 6.

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FOR SALE: 1500 cc Carrera GS engine, also extra pistons and barrels. 911 & 912 Parts off of two wrecks. 911 - 912 C aluminum wheels 5 ½ x 15, not factory type.

Contact W. M. Cornow, 12 Tenby Rd. Havertown, Pa. 19083

This year's banquet promises good food and a great time for all. So don't make any other plans for December 5th.

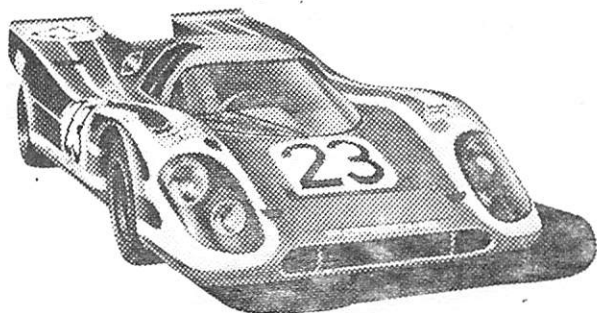
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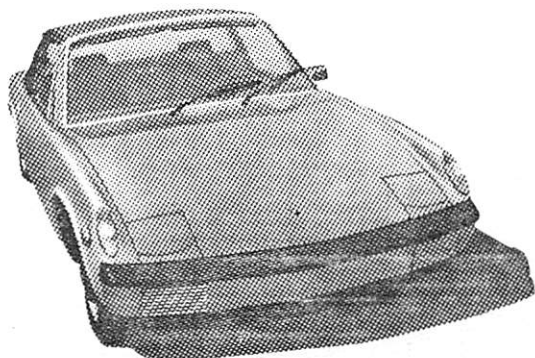
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We learned a lot
from our \$36,000
mid-engine Porsche 917:



The mid-engine Porsche 914.

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

6 DON'T FORGET THE CHRISTMAS BANQUET DON'T FORGET

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ROGER PENSKE
PORSCHE-AUDI

October 15, 1971

Riesentoter Region
Porsche Club of America

We at Roger Penske Porsche Audi are very happy to have been a part of the Driver's School at Pocono. The event afforded us an excellent opportunity to acquaint ourselves with many of you individually and the club in general.

We congratulate each of you who attended for your enthusiasm despite the weather conditions. The rain and fog would have deterred a less dedicated group. The willingness of everyone to serve as corner workers and help in all other areas was very apparent. We were especially impressed with the sincerity displayed at Tech inspection and your conduct both on and off the course. We would especially like to compliment Wayne Flegler and his staff for flawlessly organizing and conducting this event.

We look forward to joining you in a similar event next year and hope it will be as safe and enjoyable.

Very truly yours,

ROGER PENSKE PORSCHE AUDI

Norman H. Ahn
Vice President

POCONO '71

by wayne flegler

Now that October 10th is history, we have begun plans for next years Pocono event with the "I can hardly wait feeling". In the letter from Roger Penske Porsche Audi published on page 17 of this issue, it is obvious to see that they are looking forward to putting on next years gathering.

The Penske crew worked very hard at making coffee for us (like 13 pounds of the brew) and serving donuts, pretzels, soda and potato chips, which were supplied by the Goodyear Tire Company. The men from Penske supplied & drove the GMC (Audi) Bus which was used to change the flag station personel, who had to be the heroes of the day. these were the people who were willing to stand on a station in the somewhat less than ideal conditions as can be seen from the pictures supplied by Vern and Loise Lyle.

Rain was the order of the day for our first annual Pocono event and with only a few brief periods it never stopped. Despite the rain only one mishap occurred when Chuck Boschen decided to give himself a good reason for restoring his "C" coupe. Chuck ran into a small barrier and a fire extinguisher. Chuck was OK but his left fender wasn't.

We learned a lot and we will apply our knowledge to making next years Pocono more efficient and fun. Thanks to the great people who made things go as smoothly as they did. Bob Koerbel and Bob Russo did a great job with Tech inspection. Bob Mc Cullen, our Flag Marshall who despite the weather did a fine job along with the uncomplaining volunteers. And our driving instructors who sloshed from one car to the next all day. But most of all to the people who stuck it out all day and did a hell of a job of driving safely in the rain.

At the end of the day we held an average speed event in which you had to average 64.23 MPH around the tri-oval without benefit of speedometer, tach or watch. Roger Penske Porsche Audi donated the first place trophy.

T 1.	Ramon Rosati	139.21	sec.	64.650	mph	356B
T 2.	Franz Dengler	141.69		63.518		356B
T 3.	Mac Carmichael	141.92		63.416		912
T 4.	Gerald Sigel	138.24		65.104		911T
T 5.	Chris Kissel	142.69		63.073		356C

T 6.	Wally Bogart	142.77 sec.	63.038 mph	914-6
T 7.	Tom Seaman	144.22	62.404	911E
T 8.	Joan Haas	145.22	61.974	RSK
T 9.	Doug Troyer	135.13	66.602	911E
T 10.	JoAnn Salzman	135.00	66.666	356C



Siffert, caught temporarily behind PCAer
R. Meaney's 914/6.

Hans Herrmann and Jo Siffert won the 2-liter class for prototypes and Index of Performance.

Jo Siffert placed 4th Overall in the Can-Am at Mid-Ohio on August 17 in the debut of the new 917 PA Spyder.



Siffert's 917 takes 3rd at Bridgehampton Can-Am

Swiss driver Jo Siffert had a No. 1 on his Porsche 908. He qualified in the number 1 pole position, was first off at the rolling start, took the lead, and was the first car to cross the finish line in the 6-hour endurance race held at Watkins Glen on Saturday, July 12. Co-driving with Siffert was Brian Redman of England.

Jo Siffert died in a race car crash Oct. 1971

(picture taken by Leonard Turner, Peach Tree Reg.)

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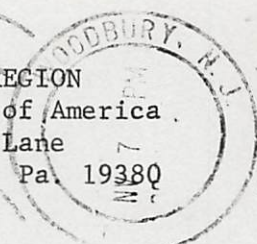
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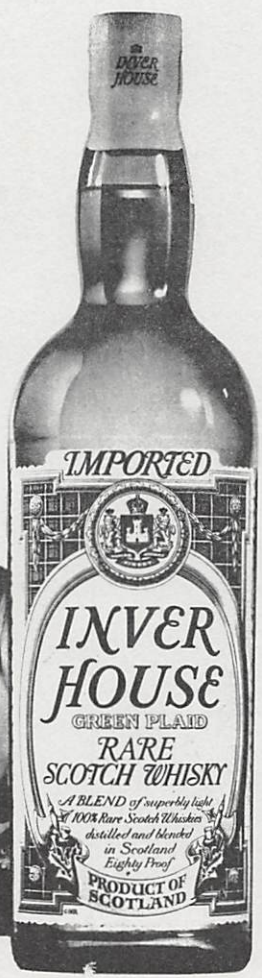
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