

der **GASSER**

RIESENTOTER

JUN 72



HOLBERT'S

PORSCHE | AUDI

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

For those who expect quality
1425 Easton Rd., Warrington, Pa.

215-343-2890

Officers

PRESIDENT - Wayne Flegler 609-848-0446
228 S. Warner St., Woodbury, N.J. 08096

VICE-PRESIDENT - Bob Russo 215-355-4610
1351 Hi-View Drive, Southampton, Pa. 18966

SECRETARY-TREASURER - Joan Haas 215-642-8087
Darby Road, Haverford, Pa. 19041

MEMBERSHIP CHAIRMAN - Wayne Ratz 609-848-6010
Robert Barry Apts, I-7, Westville, N.J. 08093

ACTIVITIES CHAIRMAN - Ed Lynch 609-399-6535
36 Morningside Drive, Ocean City, N.J. 08226

ASST. ACTIVITIES CHAIRMAN - Jack Klinges 215-536-9420
Deer Wood Lane, RFD #3, Quakertown, Pa. 19106

TECHNICAL CHAIRMAN - Bob Koerbel 215-527-2370
275 Bryn Mawr Ave., Apt B-26, Bryn Mawr, Pa. 19010

der GASSER EDITORS - Vern and Louise Lyle 215-536-3733
1415 West End Blvd., Quakertown, Pa. 18951

PORSCHE PORSCHE PORSCHE PORSCHE

CIRCULATION - Bob Ahrens 215-659-3948

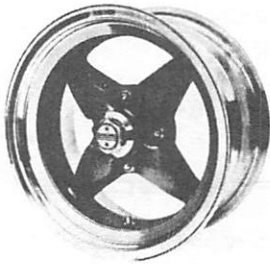
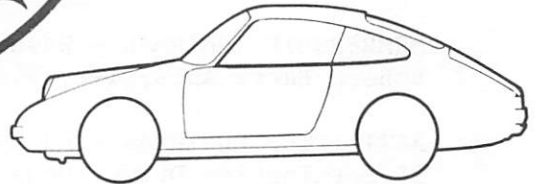
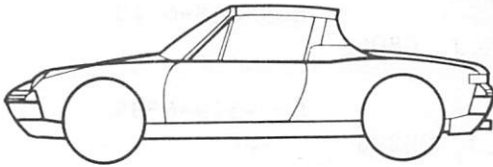
PHA REPRESENTATIVE - Jess Holshouser 215-766-8201

DVSA REPRESENTATIVE - Ted Apple 215-885-4925

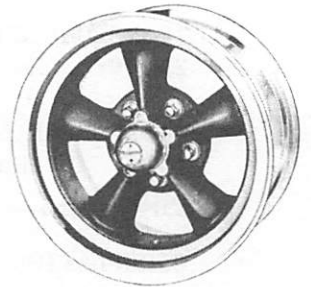
PRINTING - Kwick-Print, Willow Grove, Pa. 215-659-6421

PHOTOGRAPHY - Vern Lyle

COVER: The latest Super Stickies from the house of Goodyear. Notice the size of these doughnuts, 24.0 x 8.5 - 15, and also that there ain't a trace of tread! (Photo courtesy of Al Holbert.)



ALUMINUM SPORT WHEELS



AMERICAN RACING EQUIPMENT

For 914 - LEMANS, w/Lugs & Caps

5 x 15 - \$45.00 each

6 x 15 - \$45.00 each

For 911, 914-6, & 356C, w/Lugs & Caps

7 x 15 - \$65.00 each

Call or Write: LANCE JAMES - Parts Manager

ROGER PENSKE

PORSCHE | AUDI

President's Message

As I write this, the Traymore Hotel in Atlantic City is being demolished. Now that I have your attention, let's talk Porsche.

The Garden State has passed auto emission requirements for '73. State inspection stations now run tests voluntarily; next year they will be mandatory. The limits are very lenient, but predictions are that 300,000 cars will fail in '73, and by '75 when the limits are lowered, 1,000,000 will fail. Jersey is one of the first states to require periodic emission inspections and it should be obvious that the handwriting is on the wall.

Now that the pollution problem is down to our level of responsibility, what do we do? Your '66 912 with 145,000 miles, four broken rings, a burned valve and cruddy carbs probably won't meet even the 1600 ppm HC, 10% CO levels for '73. And the hotshoes who sold the air pumps from their '68 900 cars to cure the backfire will be running desperate ads in PANO offering to trade their wives for a Porsche air pump.

Seriously, some advice is in order. All Porsches with decent engines in a well tuned state should pass. On '68 and newer cars, the factory emission equipment must be operational, because the newer the car, the more stringent the limits. Also, emission control equipment can not be altered or removed, and this is backed by a hefty fine. State troopers will carry color coded pictures of emission control systems for all cars and spot checking on the road will ensure that you don't tamper with these devices. Welcome to 1984.

How to pass the test? If your engine is capable of running on all cylinders, a thorough tune-up should do the trick, unless the line is 12 blocks long. If so, come back another time, when your German Masterpiece doesn't have to sit and idle for forty-five minutes and you have to explain to the man that even platinum plugs can foul.

Wayne

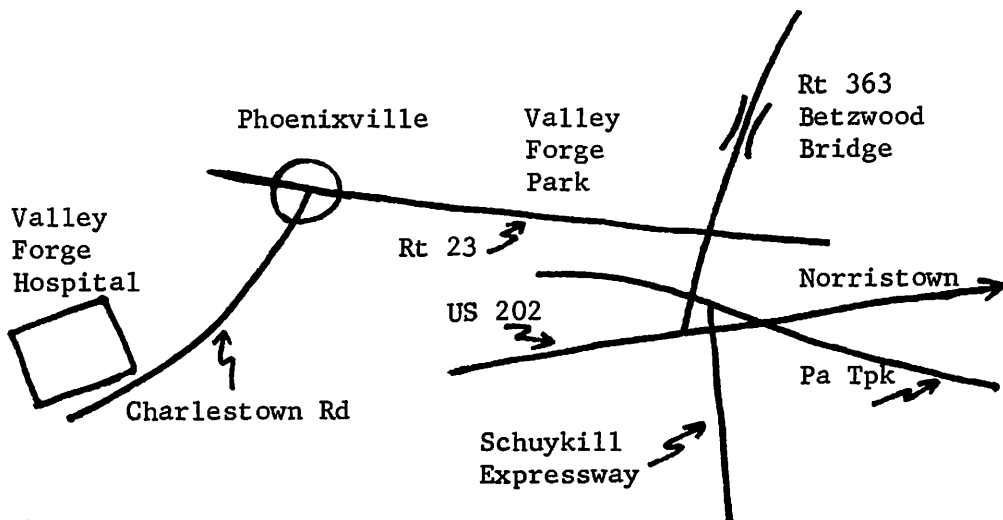
Show & Sprint - Valley Forge II

Clean up your car for the show - trophies awarded! Sprint in the afternoon - more trophies plus an Overall Trophy!

The show is by no means a white-glove concours, so nicely kept street cars have a shot at class trophies. Really, if you're not ashamed to drive it around, your Porsche is probably respectable enough for this show. The sprint on the heliport is a pylon affair of rather short and narrow dimension. The course last year was said to be just right for a greased VW to slip through - but that's the kind of course that separates the drivers from the hotdogs. For non-sprinters or new members, this is a great way to get your feet wet. Slow, but quite exacting - give it a try.

If you recall last year, we had a real good day. This year we are presenting a complete metric tool kit to the Valley Forge Hospital Hobbyshop, and again giving the patients a look at our cars and our driving skill. No matter what you think of your car's appearance or your driving - these fellows will appreciate a large turnout and so will you. Plan to arrive around 10 - judging begins at 11 - bring a lunch - sprint at 1. See you there.

SUNDAY JUNE 25 VALLEY FORGE MILITARY HOSPITAL, PHOENIXVILLE



The Social Hotline Bob Ahrens

Sunday July 16th to Friday July 21st - 17th Porsche Parade
Held at Lake Geneva Playboy Club in Lake Geneva, Wisconsin, this is your opportunity to spend a joyous vacation week with over 300 Porsche Pushers from all over the country. There are already 30 fellow Riesentoters signed up, so this should be a ball. Bring the family, join the fun. Activities for all ages and interests. Plenty of free time built into an exciting weeks schedule. Don't delay, the Playboy Hotel is already booked solid but other accommodations are available nearby. The \$25 room deposit is not required, of course, for anyone registering after this date, just send the \$35 for the events. Contact charming Bob Russo for details.

Saturday August 12th - It's picnic time again!

A really nifty day is being planned for all you Riesentoters, including a great sprint and a classic swap meet - swimming - recreation - a delicious catered picnic meal - beer for the kids and soda for the sprinters. Don't forget - August 12th for a real groovy family fun day.

One evening in late September

Our recent dinner meeting met with such enthusiasm that we are planning another similar evening for September. Plan to join the group for an enjoyable dinner and fun evening.

September 30 & October 1st - Pocono! Pocono! Pocono!

Driver's School and family social weekend. Mark your calendars.

Up-comin'

June 18th	DVSA Sprint at Cornog
June 25th	Valley Forge (see page 4)
June 28th	Monthly meeting, Springfield Hotel, 8 pm.
July 15-16th	Giant's Despair Hillclimb (see page 14)
July 16th	PCA Sprint at Bushkill (map in April issue)
July 16-21st	PARADE
July 23rd	Watkins Glen Can Am
July ?	Monthly meeting at Penske Racing Enterprises! Can Am 917 on display! Details at June meeting.

Page Six (from the editors)

We came to a few realizations recently - 1) that the operation of any club cannot hope to please everyone (especially a club of 300 members), 2) that most members are hesitant to speak out or criticize their officers, 3) that some of you probably have ideas of merit for improving our system for the better, 4) that the functioning of the club can always be improved, and 5) that the officers don't pretend to have all the answers.

We're going to try and do something about it by instituting a new column in der GASSER called the Bitchin' Post, wherein you are all invited to offer suggestions, comments, constructive criticism or just bitch about something you don't like and would like to see changed. A list of all suggestions, etc., will be xeroxed for each member of the exec committee to peruse prior to exec meetings, where all items will be discussed. Those questions or comments of most interest will be published with the considered reply of the exec committee. Our own Mr. Upfixin', if you will.

Our aim, of course, is to broaden our basis for improvement, and to give everyone a seat, in absentia, at exec meetings. Here's your chance to bitch where it will do some good. You can even do it anonymously if you prefer. To facilitate the compilation of questions, please direct all correspondence or phone calls (after 6) to the editors.

S. F. KRESGE FOREIGN CARS

539 2nd AVE., BETHLEHEM, PA. 18018
215 - 866 - 7925

**SPECIALIZING IN
PORSCHE - AUDI - VW**

FRED SPERLING

DICK MERRIMAN

Christmas (Village) Ball

We had a good day of sprinting at Christmas Village last month despite the rather disappointing turnout. Perhaps it was the threat of rain, but 18 cars out of a region this size is disappointing any way you look at it. Ken and Nancy Williams were there from Northern New Jersey, for chrissake - and took a trophy because there was no competition in their class! Come on out next time, it could be your turn to trophy.

George Howard took the 356 class honors with the next four cars a total of .9 seconds back. Dave Duerr did it to his competition with his Goodyear-shod 912. Don Reinhard was tops in one of them funny cars with the six cylinder engine in the middle. As mentioned above, Ken Williams coasted to a 911S win; Louise Lyle was first in Ladies; and Chuck Walters' Squareback was second in Modified to Ken Higgins FV. Ken's fastest time of day was about four seconds faster than his nearest rival (Dave Duerr), and 12 seconds faster than Chuck. Chuck did turn a faster time than a C and two 914/4s. Look out when he gets another Porsche!



Fastest Porsche of the Day - Dave Duerr in Turn 7.

A Wino Rallye is a barrel of fun

For those of you who missed it, Rallyemaster Ed Lynch did himself proud with quite a tour through some very nice country. The first leg ended in Batsto, a reconstructed colonial village, through which everyone enjoyed a leisurely stroll. The second leg started with a 5 mile Monte Carlo section and it was easy to imagine that we were in the real Monte, especially when we 'wischened' around a slow turn to find pedestrians and a dog in the road! They moved. This leg ended in Smithville, also a tourist attraction, with many shops and much to see. The final leg went well until 26 of the 30 cars got lost. Some of us went to Atlantic City looking for Linden Avenue!

I feel that this was definitely the result of Ed's devious planning. You have to understand that we took the tour of the Renault Winery BEFORE the rallye started! Ten or more varieties with no limit on individual consumption!

The Winterbles successfully negotiated the route for first place, with Bob Young/Rich Richards second and the Ahrens' third. The special Wino Award went to the Reeds, who were observed entering two checkpoints from the wrong direction and for turning in a score which exactly equalled the number of glasses of wine which Howard had consumed - 763! Dinner afterward at the Vienna Inn was the perfect ending.

A great rallye, a great winery tour and a bottle of wine - all for \$5. A great bargain - join the fun next year.



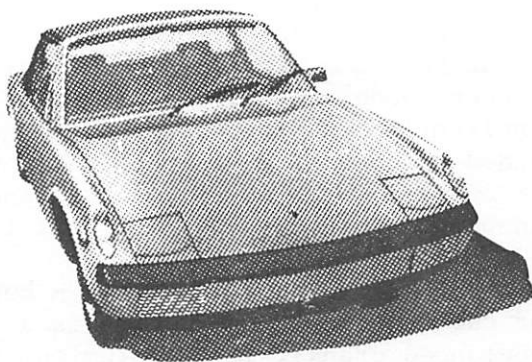
Y B H

PORSCHE | AUDI

West Chester Pike
Edgemont, Pa. 19028
El-6-9000 Ni-4-6222



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."

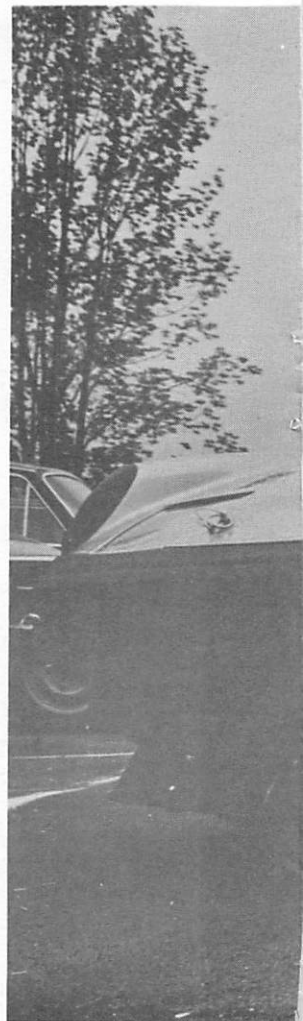
PORSCHENALITY OF THE MONTH

After talking to a lot of the Riesentoter region about the 914/6, I'm afraid I may have given the wrong impression of the car. As delivered from the factory, the 914/6 is a stable, practical, two-seat sports car. However, to be competitive in the so-called 'SCCA C Production Category', the car needs some basic modifications. All of the most successful cars in CP are a long way from showroom stock condition.

Theoretically, a mid-engined car is the best way to go. Our objective has been to make the suspension more efficient. The first project was to stiffen the chassis - longitudinally, transversely and vertically, to eliminate extreme flexibility. Simply stated, we built a Spyder chassis inside a 914 body.

Upon lowering the car, many problems occurred. First, you run out of suspension travel and end up running on bump stops, which effectively eliminates the suspension (go kart). So we shortened the struts and shocks enough to let the car hit the ground with the springs removed. Then we installed springs sufficient to keep it from hitting the ground under the extremes of braking and acceleration. At the same time, we try to balance the car (oversteer, understeer) with different springs and anti-roll bars front and rear. Another problem was that we ended up operating at undesirable sections of the toe and camber curves, so we moved the rack and pinion and changed the suspension pick-ups within legal limits.

Engine-wise, we have modified extensively - but you just can't substitute for cubic inches. The engine is a 914/6 bottom end (non-counter-balanced crank); we use aluminum cylinders bored 1 mm and shortened to raise the compression ratio to about 10.4:1; Mahle highdome 81 mm pistons; heads are 911S ported to a uniform





37 mm. Valves are seated and cut to uniform lengths and valve springs shimmed for higher rpms (although the rocker arms won't take too many). Cams are a toss-up. We are trying different ones. Carrera cams are ideal from 8,000 rpms up, but nothing else lives at that rpm range.

Generally, the other changes we made include working toward our 1825# minimum weight (we're 1850), adding a Goodyear fuel cell, limited slip rear, external oil cooler, wider interior fender wells, silver paint and number 14. Al Holbert

PORSCHE | AUDI
PORSCHE | AUDI
PORSCHE | AUDI
PORSCHE | AUDI
PORSCHE | AUDI
PORSCHE | AUDI
PORSCHE | AUDI
PORSCHE | AUDI
PORSCHE | AUDI

WILLIS
PORSCHE | AUDI

ROUTE 130
BURLINGTON, N. J.

PHONE 387-0840

Serving South Jersey with SERVICE , PARTS and SALES

Al Willis	-	General Manager
Werner Nelboeck	-	SERVICE
Roger Kumpf	-	Parts
Bill Starks	-	Sales

Proposed Bylaw Amendment

After much discussion, the Executive Board feels that the job of Secretary-Treasurer in our region has become too burdensome for one person to handle. Joan Haas did a tremendous job last year and is continuing this year with the same effectiveness. However, the volume of paperwork required for both positions is constantly increasing and in an effort to keep ahead, the Board recommends that the position of Secretary-Treasurer be abolished and replaced by the separate positions of Secretary and Treasurer. For those of you who missed the May meeting, here is the official pronouncement of the proposed amendment as required by the bylaws.

Article III. Officers Section A now reads: The business and affairs of the club will be managed by the Executive Board, which will consist of a President, Vice-President, Secretary-Treasurer, Activities Chairman, Membership Chairman, Publication Editor, and Past-President. The members of the Board will be the officers of the club, and no member will hold more than one office at a time.

Proposed amendment: 'Secretary-Treasurer' to 'Secretary, Treasurer'.

Article VII. Accounts Section F now reads: Financial orders: Checks and other orders for the payment of monies in the name of the club will be signed by the President and/or the Secretary-Treasurer.

Proposed amendment: '..President and/or Secretary-Treasurer' to '..President, Secretary, or Treasurer'.

Further discussion with a vote to be taken at June meeting.

MOORE PORSCHÉ-AUDI, INC.

The Only Dealer in Philadelphia

4620 North Broad Street

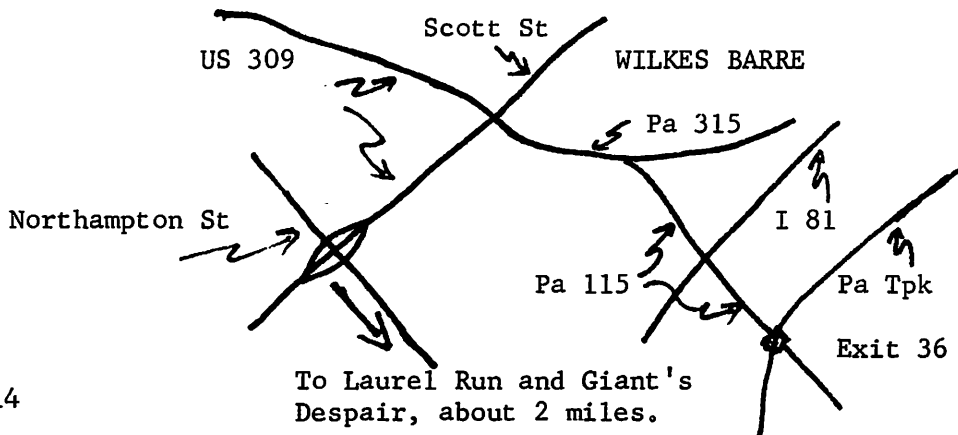
215-457-2800

Hillclimb Report Jess Holshouser

The PHA season got underway with the running of Pine Grove Hillclimb on May 20-21. This was the first climb at this hill and the event came off very well with everyone cooperating except the weatherman. It rained Saturday, finally clearing on Sunday afternoon. Pine Grove is a horsepower hill - very steep with only fast, sweeping turns. So it was flat-out all the way, providing you could pull the grade. The only downshifting necessary was due to the steepness of the grade.

Our region has two teams running this year and they ran as follows: Team A - Tom Beil, RSK, 1st Mod II; Dick Weiss, 911, 1st CP; Dick Sweigart, Speedster, 1st EP I; Charlie Hurst, Cabriolet, 2nd, EP I; Jess Holshouser, Speedster, 5th, EP I; Sandy Sadtler, Formula 1, DNS; Team B - Jay Schneider, FV, 7th, FV; Charlie Keller, FV, 8th FV; Connie Sheldrake, Speedster, 7th, EP I; Jim Haas, Rsk, DNS; Lee Herskowitz, DNS; Jim Rolland, RS 61, DNS. Tom Beil really flew and ended up 2nd or 3rd for fastest time of day.

The 72 schedule has been slightly revised - remaining hills:
July 15-16 Giant's Despair (see map below)
Aug 5-6 Tuscarora
Aug 12-13 Topton
Aug 19-20 Rose Valley
Sept 2-3 Fleetwood (may not run, 2nd Duryea a possibility)
Sept ? Locust Gap (rescheduled from June 10-11)
Oct 14-15 Weatherly



Porsche Dealer's Burden Guy Beusing, Carolinas Region

Most new Porsche owners have had many unnecessary problems with their expensive machinery, causing them to blame dealers, both sales and maintenance personnel, for either promising unattainable quality and reliability or not being able to satisfactorily perform service. Most of this could be eliminated, not by the dealer, but by the factory.

Several years ago, Porsche made cars on a semi-production basis, manufacturing precision quality automobiles of no equal, built by proud craftsmen demonstrating exactness as a tradition. As demand increased, semi-production evolved into mass-production. A precision product was still engineered, but quality waned, at the expense of the dealer and the ultimate buyer.

As a proud German descendant, I fully realize and greatly appreciate the exactness and fortitude of self achievement. Some call this stubbornness, but call it what you like, the result presently seems to be working in reverse. If the Porsche factory changes methods of production, why can't they copy the great skill developed by the American manufacturers? Is their original pride of self achievement getting in the way? (Ed. note - heresy aside, read on.)

At almost every Porsche service department one will find at least two or three new Porsches requiring major repair of engine or drive train. You may find engines frozen by oil starvation due to an internal oil line not installed at the factory, or a cylinder damaged by a keeper missing on the connecting rod assembly, or a transmission with defective synchromesh assemblies, etc, etc. Could factory quality control be deficient?

In the average American dealer service department, seldom will one find warranty problems of such magnitude, even though many, many more of these automobiles are produced each year. These cars, not able to boast the precision or engineering excellence of the Porsche, are exceedingly more reliable.

Porsche rubber trim and windshield wiper blades, though better than many European competitors, cannot remotely compare with

American synthetic rubber. The rubber on a one-year old Porsche, even if constantly garaged or covered, even if treated with silicone or glycerine, shows much more splitting, drying and cracking than that of eight-year old Detroit cars that were parked outside without protective coatings. Is the factory unaware of this? Hardly, as many new Porsches have had much of the rubber changed under warranty; many articles can be found in PANO dating back to its inception on changing oil hoses and wiper blades to American counterparts. The factory could not be unaware of this. Are they too proud to copy another? Wouldn't any royalty fees incurred be less than the warranties paid?

Is the present Porsche, based upon past excellence, "riding the crest of a wave"? Most Porsche owners have become so enthused with this car that they simply replace one with another, possibly a newer or different model. How long can this "wave" suspend the true enthusiast without crashing and shattering against the shore? How long can the Porsche dealer endure this unnecessary burden?

Safety Cars? Ron Brown, Riverside Region

The Federal Government, ours, is very much in the business of auto safety. And perhaps it should be. Manufacturers have not become well known for the speed with which they have developed safe cars. But the direction the government is taking in auto safety seems dubious. And that should concern each of us. Because future car design depends dramatically on decisions now being made. If you expect to have small, maneuverable cars five or ten years from now, you might try to make some input to your Highway Safety Administration.

It seems to me that safe cars can be built that weigh less than 4500 pounds (the current weight of the government sponsored experimental safety vehicle). The contention that small cars suffer most when they collide with large cars is almost axiomatic. But to then conclude that we should not have small cars is short sighted. We don't need Continentals any more than we need Subaru 360s. It seems that we could put on a weight limit range. That is, require that cars weigh between

2400 and 3800 pounds and that they survive certain crash-tests. That would prevent some of the current mismatch. And it would also render cars more susceptible to being designed for better maneuverability. Requiring bumpers that survive 5 mph crashes seems reasonable; the passenger compartment should be a rigid roll cage and improved three-point or competition harnesses should be available at each seating position. State laws should require the driver to wear them. If a passenger chooses to risk going through the windshield in a crash, let him go. But protecting an entire nation from a head-on collision with the expensive airbag while overlooking so many other safety concerns seems unreasonable. Or, as Brock Yates has put it, "Who would even want to drive into a wall at 50 mph?" And incidentally, in the recent crash tests of one of the govt sponsored safety vehicles, the airbags did not function and the dummies (not to be confused with the safety administrators) were thrown through the windshield!

Some performance criteria should also be legislated. Braking requirements should be strict. Anti-skid devices and slow down lights should be required. Minimum stopping distances and brake fade standards should be certified capable of a controlled panic stop from 90% of the car's top speed. Every car sold in this country should be able to negotiate safely a highway-speed emergency-lane-change maneuver. The only acceleration standards should relate to passing times (the time required to accelerate from 45 to 65 mph).

Other government influences on auto safety should be through extensive safety testing programs with all results of all tests being published widely and on display in new car showrooms. Then we must concentrate on removing from the highway the incompetent and drinking drivers and educate and train the rest of us in highway safety. Only then will we be able to substantially reduce the current annual figure of 55,000 highway deaths.

(Ed note) Say it to: Mr. Douglas W. Toms, Administrator
NHTSA
U.S. Dept of Transportation
400 7th Street, N.W.
Washington, D.C. 20590

The Shattering Truth Potomac Region

Many 914 owners have closed a door and watched the window glass shatter. This is usually due to one of the following reasons:

1. The top was installed offset to one side, causing the door glass to strike the top before the door closes. Solution - be careful.
2. The door glass is not adjusted to the proper position. There are actually two separate adjustments to be considered. On the lower edge of the door, about 6 inches from the front edge, are two adjusting screws with jam nuts. The vertical screw limits the upward travel of the glass and must be set so the glass comes in contact with the top exactly in the rubber channel and no higher. The screw can only be moved with the window lowered slightly.

The horizontal screw tilts the window track toward or away from the top and roll bar. To adjust this, first loosen the rear-most Phillips head screw on the bottom door surface, allowing the rear track to follow the front during adjustment. Now adjust the angle of the glass so there is contact with the rubber moldings, but no real pressure against the glass.

3. The door glass is coming un-glued from its guides. This allows the glass to twist toward the roll bar instead of going straight up. Experience to date reveals hundreds of broken windows and no broken roll bars. Be suspicious of the glue problem if the window becomes hard to crank. The only cure is to remove the inner door panel and locate the trouble spot. The door panel snaps off from the bottom after removing the arm rest and handles.

Once the problem is diagnosed, remove the glass, clean glass and guide thoroughly, and re-glass. I recommend a metal-to-glass epoxy. If you can find out what glue the factory uses, buy something else.

ALGAR

PORSCHE | AUDI

INC.

Factory Authorized
Sales, Parts and Service



1234 Lancaster Avenue

Rosemont, Pa.

215-527-1104

Porsche Store

Black 1970 911E Sportomatic, 31,000 miles, factory air cond, Blaupunkt, Mag wheels and leather (tan seats) interior, never raced or wrecked. This car has to be sold to satisfy a business creditor and I am asking \$6,750. Walter G. Bergman, 156 Porter St., East Boston, Mass. 02128 Ph. 617-567-5840

My Super B engine is still for sale, only \$500; B transaxle, B brakes, 1500N engine without heads. Vern 536-3733 after 6.

Here's how:

911 E and S drivers can lengthen spark plug life by controlling your driving habits. The 911 Bosch fuel injection is mechanical, unlike the electronic 914 system. The fuel mixture is controlled by several items: thermostat, idle mixture, part load mixture and barometer cell. Setting cannot be controlled by the driver, but you can control the mixture to a certain degree. Inside the fuel injection pump, there is a centrifugal governor which partially controls the contoured cam, which in turn controls the control rack. This means that the faster your engine goes, the more fuel it receives. This works fine under sport driving conditions, but under light driving (at light throttle and high rpms) the car has a tendency to run very rich. And then - fouled plugs. But you can control this situation. The old Porsche story of 'keep the revs up and keep it cleaned out' does not apply to fuel injected models. When you are loafing in traffic, keep your rpms down to 2500-3500. This will keep your plugs cleaner longer. (San Diego Region)

If your 914/4 engine dies and the cause is not readily apparent, it could be corroded contacts on the two fuses at the fuel injection box. A good cleaning will get you going again, but a permanent solution is easy. Bridge the gap across the fuse contacts with an inline fuse system available at radio or parts houses. The ends bolt to the contacts and the fuse holder uses American type fuses. (Road & Track)



Heinrich's Inc.

1301 Penn Avenue, Wyomissing
(Reading), Pa. 19610/Phone 373-4133

return to:
RIESENTOTER REGION
Porsche Club of America
228 S. Warner St.
Woodbury, N.J.08096



~~XXXXXXXXXX~~
~~XXXXXXXXXX~~
MALVERN, PENNA. 19355

First Class

*Soft
as a
Kiss*



IMPORTED BY INVER HOUSE DISTILLERS LTD PHILA

