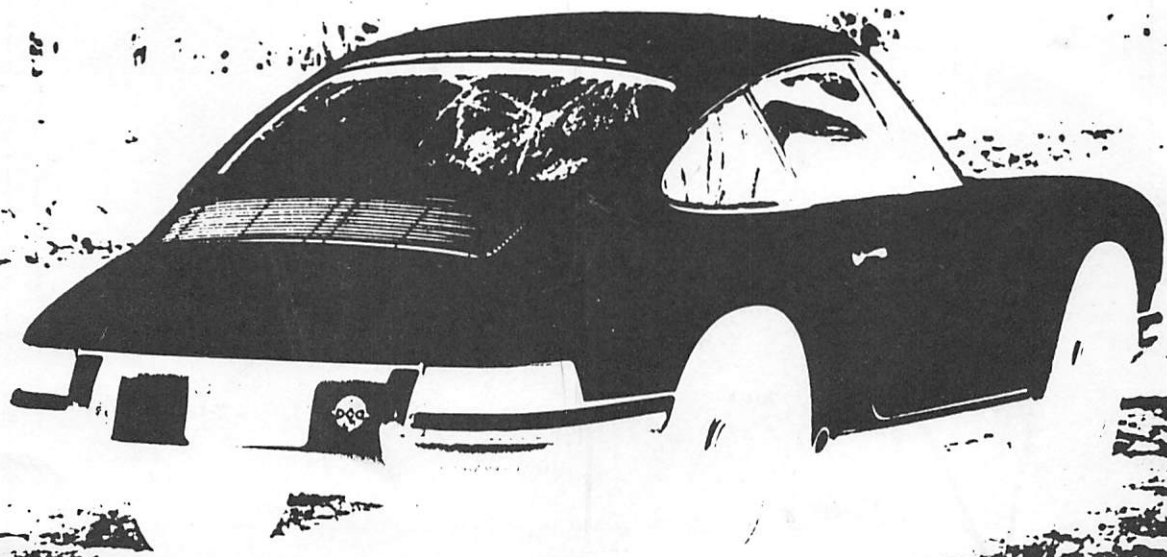


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Up-comin'

THERE WILL BE NO MEETING IN NOVEMBER

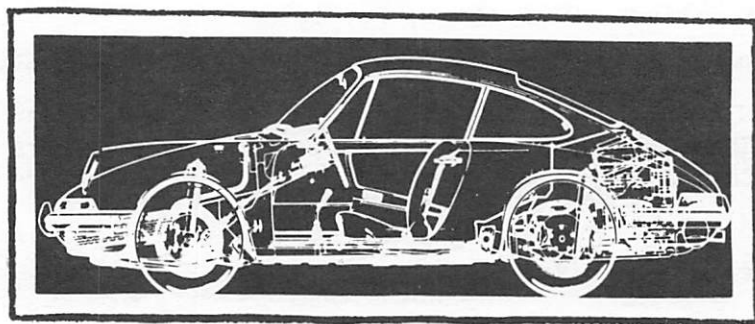
December 1 - 15th Annual Dinner Dance, details p. 4

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Porschiflage

The Delaware Valley Sprint Association Annual Awards Banquet will be held Saturday, February 3, 1973, at the Country Kitchen Restaurant, Frazer, Pa. Following dinner at 8, trophies will be presented for 1972 Sprint Championship winners. Anyone interested in attending the Banquet, please write to Claire McHenry, 121 West Lancaster Ave., Paoli, Pa 19301 for an information flyer.

Potomac Region is planning to charter a plane from Dulles Airport to Stuttgart and return to Dulles from Amsterdam. The dates are Monday, Sept 24, 1973 to Monday, October 8, 1973. Cost of the flight per seat will be \$185 round trip, plus any airport taxes imposed. A tour of the Porsche factory in Zuffenhausen is also planned. For more information, contact Ms. Susan Mellups, 1401 N. Nicholas St., Arlington, Va. 22205

The Fabulous Porsche 917, by Peter Hinsdale, tells the story of the biggest and fastest Porsche ever. Technical material from Porsche files, including engineering drawings, power curves, etc., and a thorough examination of Penske's Can-Am car. \$5.95, Jonathan Thompson, Publisher, South Laguna, Cal.

Did you know that 90% of all auto accidents, however slight, involve head injuries? So why aren't drivers required to wear helmets like motorcyclists? Would you feel silly driving in to work with your helmet on? Wouldn't you feel even worse bouncing your head off the tach when you had your helmet in the trunk? Personally, I am becoming very safety conscious, due in part to a few near misses lately. I realize that my car can out-handle, out-stop, out-run...well, run-with anything else on the road. I also realize that if a 2½ ton Lincoln zaps me, I'll most likely stay zapped. I'm considering a full competition roll bar, 3" shoulder harnesses...almost 'race' prepared. Anyone have any opinions or suggestions concerning 'life preservers'?

Oh, yes, Porschiflage. Persiflage, you see, is light banter or frivolous talk. Combining this with Porsche gives it more of a serious connotation, I hope. Ah, well, it seemed like a good idea at the time.

The Social Hotline

Bob Ahrens

LAST CALL FOR DINNER DANCE

Every organization has its premier social event of the year. This is the big one - the evening when all the members get together - the evening that gives newer members an opportunity to meet the gang and join the group - the evening that renews old acquaintances and rekindles the associations of yesteryear - an evening of drink, food, dancing, prizes and favors.

Our big evening is December 1st at the Wm. Penn Inn. Still time enough for Mom to get a new dress and Dad his shoes - oh, and don't forget the babysitter.

Wm. Penn Inn, Gwynedd - Cash Bar opens at 7 P.M. - choice of three dinners at 8 P.M. One hour only of business and prizes - dancing 10 to 1. All kinds of extras and goodies. Don't miss it - we'll be looking for you, but you must act now. Send your check for \$25.00 per couple to Bob Ahrens, 1468 Doris Road, Roslyn, Pa. 19001, ph OL 9-3948

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Weatherly Hillclimb - October 14-15

The 'impossible one minute mile' is no more. Craig Smith in a Cooper-Chevy went under the 60 second mark for the first time in Weatherly's 12 year history and erased the record set by Oscar Koveleski in 1966 of 60.598 seconds. Contributing to the new record and the lowering of practically all class records was the fact that the entire hill had been repaved this summer. Offsetting this improvement to some degree was a temperature in the 40s which decreased tire bite somewhat.

Weatherly is a challenging course consisting of a 90 degree right, 3 hairpins, a right hand airborne turn and a downhill, uphill left hand sweeper. The airborne turn is particularly interesting since the 'hump' occurs right in the middle of the turn and it collected its share of cars during the weekend.

All Riesentoters did well with no off-road excursions, posting three firsts and a 3rd for Team A: Tom Beil, 1st Mod 11; Dick Weiss, 1st CP; Dick Sweigart, 1st EP1; Jess Holshouser, 3rd EP1; Jay Schneider, 5th FV; Connie Sheldrake, 6th EP1; Bill Rolland, 7th Mod 11. This was Bill Rolland's first hillclimb in his RS61. He is our third new Riesentoter hillclimber this year and we're glad to see him come out.

Weatherly is always an excellent event run by the NE Region of SCCA and Weatherly Rotary Club, with everyone else in Weatherly, it seems, helping out - including the high school senior class, Boy Scouts, Little League and many others. There was live radio coverage for the two days by Lansford Radio and spot film reports on the evening news by a Philadelphia TV station.

Pagoda Hillclimb - October 21-22

A subtitle should read 'you have to be dedicated'. Dedication applies to all forms of competition but it seems the point gets emphasized now and then. Only the continually dedicated will arrive at a hill barely at daybreak on a cold, wet Sunday morning to get the cars ready to tour the hill before timed runs.

Conditions did improve during the day with drying of the course and rising temperatures. The Sunday touring runs were quite an education, as was the first timed run. A temperature in the 40s with a wet course makes for tire adhesion in vanishingly small amounts. EPl, the 356s, had the honor (?) of being the first group to dry off the track, but somehow we managed to stay on course. This was the first running of Pagoda Hillclimb on Duryea Drive. It consists of the tricky stuff of Duryea Hillclimb and ends at the Pagoda instead of the tower further on. In this course, there are 7 hairpins, two 90 degree turns and a long, wind-it-out straight. Our Team A didn't do so well for some unknown reasons and the six active competitors had to settle for a 1st, a 2nd, a 3rd and a 4th. Results: Tom Beil, 1st Mod 11; Dick Weiss, 2nd CP; Dick Sweigart, 3rd, EPl; Jess Holshouser, 4th EPl; Connie Sheldrake, 6th EPl; Bill Rolland, 4th Mod 11; Dave Derecola, 5th Mod 11; Al Derecola, 6th Mod 11; and Jay Schneider, 7th, Formula Vee.

Camp Shand Hillclimb - October 28-29

Slick, slick - what's with this October rain? - another exceptionally slippery hillclimb course! Saturday cars ran in a heavy rain and although it didn't rain Sunday, the road never dried out and conditions worsened with each run. FTD went to a D Production Datsun as the AP, BP, Modified and Formula cars watched with wheels spinning. The EPl season championship went down to the wire on this hill with Jay Gallinger, Dick Sweigart and myself finishing 2nd, 3rd and 4th with 44, 43 and 42 points. If I could have found another half second somewhere, the trio would have had a three way tie for second place for the year - that's great competition!

Team results: Jess Holshouser, 2nd EPl; Dick Sweigart, 4th EPl; Connie Sheldrake, 5th EPl; Bill Rolland, 5th Mod 11. Other Riesentoters - Jay Gallinger, 1st EPl; Dave Baker, 1st Mod 11. Tom Beil, Mod 11, Dick Weiss, CP, and Walt Urban, EPl, did not run this event, having their 1st place trophies locked up.

Anyone interested in running PHA next year can contact me for more info: P.O. Box 147, Pipersville, Pa 18947, ph 215-766-8201

The Edge of Night, or...

Jose, Can You See?

Norm Martin - PORSCHE PATTER

Do you change your driving habits at night? If you don't, you could easily contribute to the statistic showing that 3 of 5 traffic deaths occur between sunset and sunrise. Consider:

- 1) Driving maneuvers take longer at night; reduced visibility delays recognition and responses. Always allow more distance for stopping and don't follow as closely as you would by day.
- 2) Never drive as fast as you would during the day. Depending on how fast you normally drive, you should reduce your speed 10-25 mph! Ninety percent of split second driving decisions are based on seeing, which is more difficult at night, so you need the extra reaction time that slower speeds allow.
- 3) Take advantage of all available visibility. Windshield, windows, outside lights, and reflectors should be kept clean. Dirty headlight lenses can cut light by 50% and a dirty windshield reduces visibility and increases glare. Porsche and some other cars have an added problem with 'sweating' of the upholstery, which deposits an oily film on the interior of the windshield, particularly in warm weather. Smokers find a similar film forming on their windows. This demands a regular cleaning.
- 4) Realize that in a panic stop from 60 mph, your car would stop at a point not visible to you when you applied the brakes! Stock lights on many Porsches make night driving a hazardous proposition; quartz-iodine lights give you more help.
- 5) Passing - takes more study, and you had better take fewer chances because lights, reflections, and other distractions can turn your 'expert' daytime judgment into a nightmare. If at all in doubt - wait.
- 6) Make certain all lights on the car are operational and check them regularly. If you don't know how to fix them, find out; someone in the club can help you.

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Down the road a bit

Dick Wright

It was a hot, steamy Friday evening in August - a perfect night for a cocktail/swim party. We had driven down from Philadelphia in an open Targa and were about to enjoy the Fifth Annual Chesapeake Challenge held in Towson, Maryland. We knew we had correctly followed the directions to Bob Rassa's parents home when we turned onto a street literally lined with Porsches.

We were somewhat apprehensive because we did not know anyone, but this feeling quickly disappeared as we were warmly greeted by those gathered around the pool. The setting for this party was simply magnificent. The tables of hors d'oeuvres were placed around the perimeter of the pool and at the other end was a well stocked bar comparable to what you might find at a resort. Needless to say, the entire evening was a success and as we returned to the motel we were eagerly looking forward to the following day. To be included were a Concours, a Rally, and an evening Dinner Party.

The weather on Saturday morning was ideal. The Concours was held on the grounds of Goucher College and a number of very well prepared cars were entered. I remarked to Joanne Shap that her husband had certainly done an outstanding job of preparing his 912 engine. She held up her hands for me to see and said, "Yes, HE certainly works hard on that engine".

The afternoon rally took us through 60 miles of very beautiful countryside, but due to some minor technical difficulties, we did not do particularly well in the standings. That did not affect our complete enjoyment of the afternoon.

The guest speaker for the cocktail and dinner party was a public relations representative from VW Porsche-Audi, and a major part of his presentation involved the fielding of questions from the audience. When asked what Porsche intended to do about the area of rust prevention, he replied, "Yes, rust is quite a problem". In response to a question concerning how long the 24,000 mile warranty would be in effect, he answered, "That is a very good warranty, isn't it?"

Sunday morning again brought excellent weather for the auto-cross held on a large shopping center parking lot. It was during this event that the outstanding team work, cooperation and organization of the Chesapeake Region really became evident. There was absolutely no lag at any point during the event. As soon as one car passed the finish line the next car was on its way. If any assistance was required on the course, it was immediately available as a result of walkie-talkies and some strategically placed region members. I might add that we had never seen such really fine driving on the part of the female contingent. They made a lot of the guys take notice.

The weekend was wrapped up at the Victory Luncheon, and I know that everyone present felt he had spent a very interesting, worthwhile and totally enjoyable 2½ days. I certainly would urge more Riesentoters to make an attempt to attend next year's Chesapeake Challenge.

Get with it.



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Paris Auto Show

Ronald T. Anderson

The look on my wife's face was changing from pure embarrassment to a realization; her first afternoon in Paris was to be spent at an 'auto show' rather than recuperating from the flight with rest and an easy dinner. The embarrassment that was melting from her face was caused by my suddenly screaming, 'the International Auto Show' on the crowded airport bus as it passed the exhibit halls. To me, being in Paris is always good, but especially good when you are lucky enough to be there during the grandfather of auto shows.

From the auto press, you know that this show is extensive, but Americans are amazed to find that they can touch and sit in most of the cars. In addition to new models, there is a huge building with automobiles 'especial for la occasion' or a large indoor used car lot. Also there are extensive displays of parts, tools, and other paraphernalia. To top it off, there were bars serving liquor on the premises and attractive female models in various states of dress, complementing the cars.

Wandering through the Hall of New Cars is an experience. In addition to exotic hardware like Lamborghini, Maserati and Ferrari, one finds exhibits by constructors like Karmann. The Karmann personnel denied their display 914 was a special model but I have never seen a 914 in this country with the fine body detail of that show model.

When you read this the 1973 Porsche 911 will have been announced but for the record there are no changes of substance. The most obvious is more utilization of Peter Porsche's black trim. The yellow French headlights are gone but the European headlight structure retains a design related more to the original 911 than the headlights on the US export model. I wanted to purchase European headlights to put on my 911 (to eliminate the bug and dirt gathering propensity of our model) but the steep price deterred me. To give you an idea of French prices, a 911 well equipped costs about \$18,000 in Paris. It is interesting to note that the one dealer we visited in Paris was a Porsche-Yamaha rather than a Porsche-Audi dealer.

Factory personnel at the Porsche display said there would be

more rear seating space in the future Porsches but that the replacement for the 911 series would not be a true 2+2 since a four seater was not the 'Porsche concept'. They also indicated that the 911 series would be available here for several years in spite of the increased pressures by the US for conformity to new standards.

The most interesting car of the Porsche display was the new Carrera RS 911 coupe which sells in Paris for \$22,000. It was white with blue striping, has a spoiler engine lid, a front spoiler, and a largely fiberglass body. Five hundred of these cars are being sold to homologate it for Group IV racing. The car comes in two models, a 'Rallye' and a 'Touring', each 2.7 litres and both capable of 160 mph.

Other novel models which show up on the French Porsche inventory are a 914 and a 914 LS 'Hardtop' in addition to the 'Cabriolets'. These are 2 litre cars and the basic difference between them appears to be in the trim.

The Paris Show is truly spectacular. It is well worth the five or six hours it takes to see it in its entirety - even if you have to deposit your wife in one of the bars when you start through the miles of used cars. Carry your camera - I did not and I regret it.

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The Koni shock struts used on the 911 tend to leak heavily. This makes it difficult to keep the suspension components free of dirt as the shock fluid film attracts a layer of dirt and if this leakage continues, the shock will eventually work erratically due to lack of fluid internally.

Unlike many shocks, the shaft seal on Konis is an adjustable gland, and it should be tightened occasionally. This can be done by dropping the top of the strut and removing the upper shield. There will be a brass retaining ring on the top of the strut body. This should be tightened (screwed clockwise) with a spanner wrench or by tapping on a screw driver placed in one of the two slots. The gland is properly adjusted when the shaft requires several pounds of force to move in either direction - this is friction, not damping action. This procedure should be repeated when necessary, probably every 10 to 20 thousand miles. Charles Davis - SLIPSTREAM

On 914 and recent 911s, there is a device on the rotor to prevent the engine from being over-revved. It consists of a spring, mass and contact; the spring and mass are connected to the high voltage side of the coil and the contact grounded. When the rpm of the engine reaches the set point of the device, the centrifugal force acting on the mass touches the contact, shorting out the ignition system.

The set point is stamped on the rotor (5850 rpm on the 914). This seemed a little strange because the 'redline' band starts at 5600. I thought a more conservative setting was proper.

Bending the contact so that it is closer to the mass has an insignificant effect on the set point rpm. However, a slight increase in the weight of the mass moved the set point to 5500. A mound of solder about 3/64" high was added to the end of the mass where it touches the contact, to make the adjustment. If you're a radical, filing the mass down will increase the set point rpm. Jim Tegart - PORSCHE PATTEN

Porsche Store

1965 Porsche C coupe, 60,000 miles, exc original condition, new Dunlop radials, asking \$2600. Chris Kissel, 215-357-8499 or 822-3207

1961 Porsche parts car - Super 90 trans, some engine parts, red interior - all for \$200; also luggage rack, \$15. Ralph Kissel, 215-822-3207

911 Driving lamps (2) with special grilles with cutouts, all brackets, wiring harness, switch, etc. - brand new, unused, as received from Porsche in Germany - \$79.50. Also have Knecht filters (for air and oil) for 911. Jim Connor, 629 Tanglewood Lane, Devon, Pa. ph 215-644-1474 after 6

Generator for 912, \$20; Recaro seat, brand new, folding full bucket, list \$220, sell \$200; set of 4½" factory mags. Bob Russo, 215-355-4610

You new it was coming, didn't you? Super engine for sale; round Lucas driving lights, \$20/pr; engine parts for 1500N; new set 914/4 plug wires, \$5. Vern Lyle, 215-536-3733

I wonder why more people don't advertise their Porsche stuff? Surely, you have something around that's worth money. Space in the 'Store' is free to members, you know, so let us sell what you have - a pair of Solexes, a dozen Bosch plugs or a partridge in a pear tree. We ain't proud.

While I have your attention, here's a word to the wise. All of us are aware of certain things that are dangerous when working around machinery. But sometimes, in our haste or familiarity with the machine, we can get careless. That apparently is what happened to Don Heth. He stuck his head into the engine compartment to check on a 'miss' - and his tie got caught in the fanbelt. This could have been very serious, but fortunately the tie broke. Don did sustain facial injury and the loss of some teeth, but must really consider himself lucky under the circumstances. Get well soon, Don!



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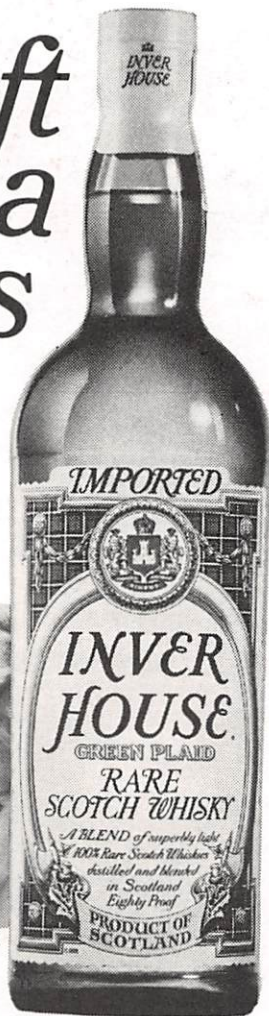
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