



DER GASSER



FEB 74

NEWSLETTER OF RIESENTOTER REGION, PORSCHE CLUB OF AMERICA

PRESIDENT'S MESSAGE

In my first message to you one month ago, I stated that the Officers and Committee Chairmen of Riesentoter Region need the inspiration of the entire membership if we are to successfully guide the region in 1974. Knowing that you care is our one big incentive.

If any doubts existed about the mood of the membership up to now, the January Kickoff Meeting had to dispel them. We saw 125 involved people having a good time. Simply put, that is, and will remain, the primary objective of all Riesentoter gatherings, whether they be business meetings, competitive events, or social get-togethers.

Our special thanks to Bob and Al Holbert who made the January meeting possible. Their generous support of Riesentoter activities through the years has been nothing short of magnificent and many things could not have been done without them. Unfortunately, Bob and Al could not attend the meeting, but we were most happy to have Bill Ziegler of Holbert's staff.

A lot of momentum can be felt in the Domain of the Giant Killers in this second month of 1974. It is a good sign coming this early in the year and serves as a vote of confidence that we are heading down the right road. Just keep your expectations high and, like Dr. Porsche, settle for nothing less than that which you know can be achieved.

Herb

RAP AT IDLE * The Editor

Boy, when you miss a Porsche gathering - you might really miss something.

Take the auction at Heinrich's Porsche-Audi a few weeks ago. Since Mark Donohue was going to be there, Louise and I decided to go and take some pictures. We knew Herb Oberson was going and were looking for other Riesentoters to be there.

Well, this is all you missed. Heinrich, our very gracious host, invited us to a reception after the auction with only 20 or so people present - among them, Mark, Dan Luginbuhl, Don Cox, etc. Just a good rap session for over an hour! In the blown-mind department: listening to Mr. Donohue wax eloquent on the joys of driving a Cadillac for his street car. Oh well, I guess if you drive a 917 or even a little Carrera during the work day, you don't want to be bothered with shifting gears and all that stuff.

After a great afternoon at Heinrich's, for which we are most grateful, Dan Luginbuhl invited us out to the race shop for a look around if we were interested! Well, I suppose so, I shrugged.

We got a full tour of Penske's \$3 million layout and to say it was impressive doesn't say enough. Most of the IROC Carreras were there, scattered about the shop like so many Easter eggs, being prepared for the finale at Daytona. We wondered aloud what would have happened if the backup cars and one or two others had been severely crunched before the 3 heats were complete. Mark allowed as how it's really difficult to completely wreck a race car and besides, they had sufficient folks on hand to rebuild one if they had to. Oh, I see.

Walking further, we came upon THE CAR - the world's fastest obsolete race car - just sitting there in a corner, gathering dust.

I was especially looking for the F1 car, but Dan says that construction has not even begun. A Cosworth Ford lay uncovered in front of a door that somehow suggested that something important was behind it, but... There was a rear suspension setup and wing mounted on a pedestal around which Mark and engineer Don Cox walked and pointed and gestured - but it still seemed in the early experimental stage (none of the hardware was as yet chrome plated!)

For all the technical interest and the pure, good gut feeling of being THERE - the most impressive thing was the people. Mark's image of Mr. Nice is correct - he's down to earth and easy to talk to; Don Cox (of sucker-Chapparral fame) is as friendly as anyone you might meet in PCA; Dan, of course, is a super guy and we can't thank him enough for our visit. No wonder they're the super team!

Dan has extended an invitation to the entire club for a tour at some future date. Stay tuned.

FUN TIME '74

Please mark your calendars with these important fun dates:

- Sunday evening March 3rd -
Gourmet dining at Fagleysville Hotel
- Friday evening March 29th -
Dinner Meeting at Peacock Inn
- Saturday evening April 13th -
International Dinner at the Chatley's
- Sunday morning May 19th -
Brunch at the Hilton - trip to Chadds Ford
- Friday evening June 28th -
Special Dinner Theatre meeting

OFFICERS

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609-848-0446

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215-CL9-1378

Flyers - Mailing	91.72
Flyers - Stationery	24.93
Pocono '73 Drivers School	3,023.36
Picnic	553.00
1974 Parade	523.83
Petty Cash Increase	31.27
Wine and Cheese Party	17.00
Goodies Supplies	437.25
Sprints - Track Rental	86.00
Sprints - Trophies	598.26
Dinner Meetings	693.35
Annual Dinner Dance	881.46
Zone II President's Meeting	40.00
Rally Trophies	123.48
Valley Forge Trophies	22.90
DVSA Trophy Fund	15.00
Bank Service Charges	36.88
Riesentoter Name Change	6.00
Typewriter Repair	25.87
Miscellaneous Rally Expenses	55.61
Pylons (50)	119.81
Riesentoter Awards	39.65
President's and Editor's Awards	57.56
DVSA Refunds	92.00
Savings Fund Withdrawal	500.00
Miscellaneous	21.26
TOTAL	\$11,302.14

Balance from December 1972	\$ 1,130.43
Total Receipts for the year	<u>10,582.58</u>
	11,713.01
Total Disbursements for the year	<u>(11,302.14)</u>
	<u>\$ 410.87</u>

\$\$\$ * Bob McCullen

Treasurer's Report for the year 1973

RECEIPTS:

Goodies Sales	\$ 269.25
Der Gasser Advertising	1,345.00
New Membership Dues	294.00
50/50	77.50
Non-Porsche Drivers	29.65
Savings Account Interest	17.91
Pocono '72 Driver's Fee	60.00
Wine and Cheese Party	20.00
National Dues Reimbursement	1,251.00
Rallies	145.00
Petty Cash Increase	31.27
Picnic	463.00
Pocono '73	3,108.00
Dinner Meetings	682.00
Valley Forge Events	106.00
Sprints	581.00
Tri-Region Trophy Fund	174.00
Savings Account Withdrawal	500.00
Annual Dinner Dance	900.00
Pocono Track Reimbursement	500.00
Voided Check	18.00
Miscellaneous	10.00
TOTAL	\$10,582.58

DISBURSEMENTS:

Der Gasser Printing	\$ 1,774.50
Der Gasser Mailing	654.97
New Membership Stationery	82.30
New Membership Dues	294.00
1972 Banquet Door Prize	142.20
Club Memberships	42.50
Monthly Meeting Rooms	120.00
Telephone Bills	74.22

Checking Account Balance	\$334.38
Savings Account Balance	26.49
Petty Cash	<u>50.00</u>
	\$410.87

TECHNICAL STUFF * Bob Russo

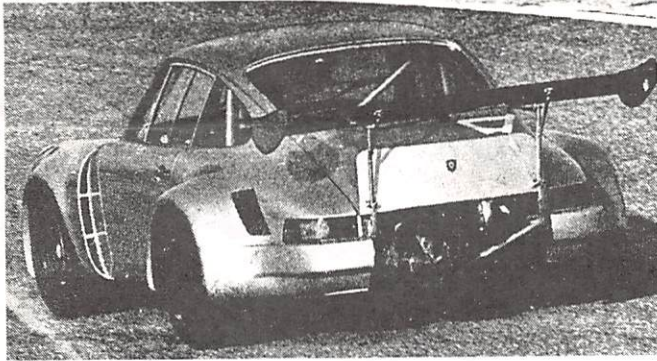
It has often been said that "Locks are for honest people" and the same holds true for automobile anti-theft devices. The best that we can hope for from such a device is that it deters the thief and he moves on to another vehicle. However, the desirability of a Porsche will many times cause a potential thief to persist until he has his prize. Basically, we are confronted with two types of thieves; the youth who wants a joy-ride and the professional who is bent on resale. The former can usually be scared off easily, but the latter requires much stronger methods since his motives are more serious and he is a practiced criminal.

For all practical purposes, anti-theft devices can be divided into two major categories: warning systems and disabling devices. The alarm systems use either the car's horn or an auxilliary siren. The advantage of the siren is that it can be heard for a greater distance, makes the attempted theft more obvious and can be inaccessibly hidden. Whichever alarm you decide to use, you should wire it thru a relay so that once activated it will continue to sound until it is turned off by a master switch which you have carefully hidden somewhere on the vehicle.

Another situation facing the car owner is the theft of accessories such as mag wheels. One way to handle this (and the possibility of towing the

car away) is through the use of a motion switch which detects any movement of the car. Another warning type device which has a great deal of merit is the "voltage drop" operated alarm. Once this system is set, any use of electricity such as lighting the interior light by opening the door, engaging the starter, blowing the horn, etc. will activate the alarm.

Of course, the success of any of these alarms is dependent on a number of factors. Firstly, the alarm itself must be inaccessible. Secondly, all wiring must be carefully concealed as must be any activating switches. And most importantly, the system should be carefully checked at regular intervals to insure proper protection.



NEXT MEETING

This note from Nick Imperato, our Program Chairman: We have three super films for you and they should be a gas. First, there's the Russo/Sweigart production of "Hillclimb"; then the new PAD film "One for the Road"; and last but not least, the '73 Trans-Am season as seen by the Holbert team. Should be a good evening - February 27, Peacock Inn, 8:00.

FUN TIME '74

An Adventure in Gourmet Dining - if you hurry!
 Sunday evening March 3 - Cocktails & Dinner 5 PM.
 Still time to sign up for an exciting return to Jack Gleason's Fagleysville Country Hotel for what might turn out to be the best meal you have ever experienced! From escargot to Irish coffee, the award-winning fare is superb...Don't miss it... mark your calendars now! Reservations necessary and limited to 25 couples. Returns no later than February 25th.

Gourmet Dining Reservation - March 3
 We'll be there:
 Names.....
 Address.....
 Phone.....

Directions: From Norristown exit of Pa turnpike, go west on US422. Go thru Collegeville on 422 until you reach Limerick. There is a traffic light there with a Sunoco station on the right and the Limerick Diner on the left. Make a right there onto Swamp Pike. Go approx. 3.9 miles to The Fagleysville Hotel. Note - only American Express cards are accepted. See you there.....

FUN TIME '74

NOW HEAR THIS -
 SOMETHING FOR THE GIRLS
 SATURDAY EVENING APRIL 13

The First Annual Riesentoter "Do It Yourself" International Dinner
 Hosted by none other than John & Vicki Chatley in their beautiful West Chester restaurant which features wall to wall carpet - a crystal chandelier - fine china & sterling - if you come early - BUT you have to bring your own waiter and a small contribution toward the meal. \$2.50 per person for beverages. Don't delay - send your reservation today - 20 couples only. All information and instruction will be handled by Vicki.

International Dinner at the Chatley's
 We'll be there:
 Names.....
 Address.....
 Phone.....

Please return by March 31st to:

Vicki Chatley
 1479 Glenbrook Drive
 West Chester, Pa. 19380
 696-1657

FUN TIME '74

Plan now for our first big Dinner Meeting of 1974

FRIDAY MARCH 29 · PEACOCK INN
 FEATURING:
 ROAST MARYLAND TURKEY - \$8.00
 OR
 LOBSTER TAILS & PETITE FILET - \$11.00

Prices are per person and include tax and gratuities. Cash bar Cocktail Party at 7 PM sharp. Advance reservations absolutely necessary. Return coupon below by March 15th with your check.

Dinner Meeting Reservation - Friday March 29th
 We'll be there:
 Names.....
 Address.....
 Phone.....

Make checks payable to Riesentoter Region, PCA.
 Thank you.

Babe & Bob Ahrens
 1468 Doris Road
 Roslyn, Pa. 19001
 OL9-3948

PHOTO: A last minute find in AUTOWEEK, the Carrera is built for the Championship of Makes and with 575hp (!) should be competitive. This one will be run by the Martini Racing Team.

RETURN TO:
RIESENTOTER REGION, PCA
1925 Wynnefield Terrace
Philadelphia, Pa. 19131



~~State of Pennsylvania~~
~~County of Philadelphia~~
~~City of Philadelphia~~



TURBO-CARRERA - PAGE 3

SUPPORT THESE PEOPLE, THEY'RE OUR FRIENDS!

Moore Porsche-Audi Philadelphia, Pa.	Heinrich's Porsche-Audi Wyomissing, Pa.
Holbert's Porsche-Audi Warrington, Pa.	Willis Porsche-Audi Cherry Hill, N.J.
Scott-Penske Porsche-Audi Allentown, Pa.	Algar Porsche-Audi Rosemont, Pa.
YBH Porsche-Audi Edgemont, Pa.	Sportmotive Bryn Mawr, Pa.
Tillson Motor Car Service Philadelphia, Pa.	

GOOD THINGS TO BUY

Wanted: new parts for 356A Speedster. Registration plate light that shines down; floor pan; bumper decor strips; set of short German type overriders w/o tubes; mirror with tension rod and cap screw; hood handle; floor mats. Wanted, used, excellent condition: factory hard top, factory wood wheel sliding plexiglass side curtains; roll bar; books; manuals. David O'Connor, 215-ME5-0567

Wanted: technical assistance (help) to work on following items - replacement of 914 shocks with Konis all around and repair of sick window lifter and associated hardware. You wouldn't want to see a frustrated Porsche Pusher would you? Lance Priddy, 215-353-1323

356B Roadster 1960: basket case engine, bad diff, some rust problem, Best offer. Ed Heisler, 215-828-2951

57 Cabriolet for parts: no engine; top and doors in good condition; good trans and instruments, best offer. Earl Baldwin, AD3-5255 after 6

Stuff for sale - 2 factory mag wheels with caps and 20 lug nuts; pressure plate and throw out bearing for 911E; 3-6x13" alloy wheels for Elva-Porsche; Motolita steering wheel for 140 series Volvo; 911 bra (Geon make). Jerry Sigal, 215-372-7335

Road & Track Collection - 1959 to 1973. All bound in R&T binders and in excellent condition; also few 1957-58 plus Vol. 1, No. 1 - excellent opportunity to acquire 15 years of motor sports history, \$150 for entire collection. Bob Ahrens OL9-3948

From 68 911: new pressure plate; Hardi fuel pump; 4 Boge shocks. Stephen Freda, 609-737-3158

1972 911T/5 coupe. Henry Scheuermann, 215-MI2-8327

356B (63) transaxle, good condition, still in wreck, you remove it, \$150. Needed: front hood for '58 Speedster, must be in like new condition; also 356A bumpers, front and rear complete. John Brennan, OS5-4741

HILLCLIMBING * Jess Holshouser

A number of rules changes were made for the 1974 season. Two of the major items:

- A Showroom Stock class will be created for Sedans and Sportscars (more info next month)
- An Index of Performance Trophy for the largest percent improvement over a class record

The 1974 PHA schedule as of this writing:

May 18-19 - Pine Grove, Lebanon Valley S.T.C.
June 1-2 - Duryea, Blue Mtn. SCCA
July 27-28 - Red Rock, Allegheny Valley S.C.A.
Aug 17-18 - Rose Valley, Williamsport S.T.C.
Aug 31-Sept 1 - Pagoda, Duryea S.C.C.
Sept 14-15 - Schaefferstown, Lebanon Valley S.T.C.
Sept 28-29 - (new hill), Appalachian S.C.C.

AT the PHA Annual Banquet, the trophy presentation was made and I regret to say, that our Team A was in 5th place instead of 4th. In going over the points I discovered an error in our total; nevertheless, it was a good effort by the team. An error in the EPI class moved Connie Sheldrake up to 3rd instead of 5th. This year we all hope to do better and chances are that we will have three teams running in '74.