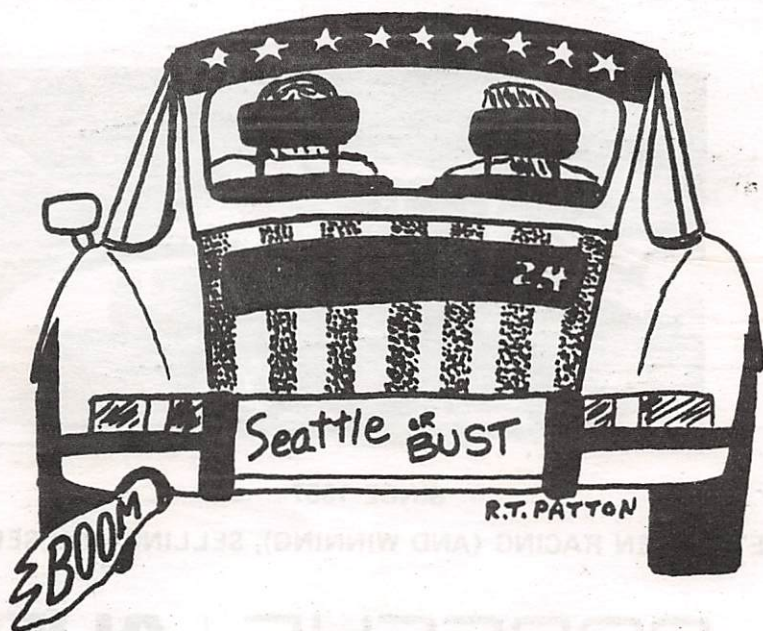


# Der Gasser

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JULY 1975





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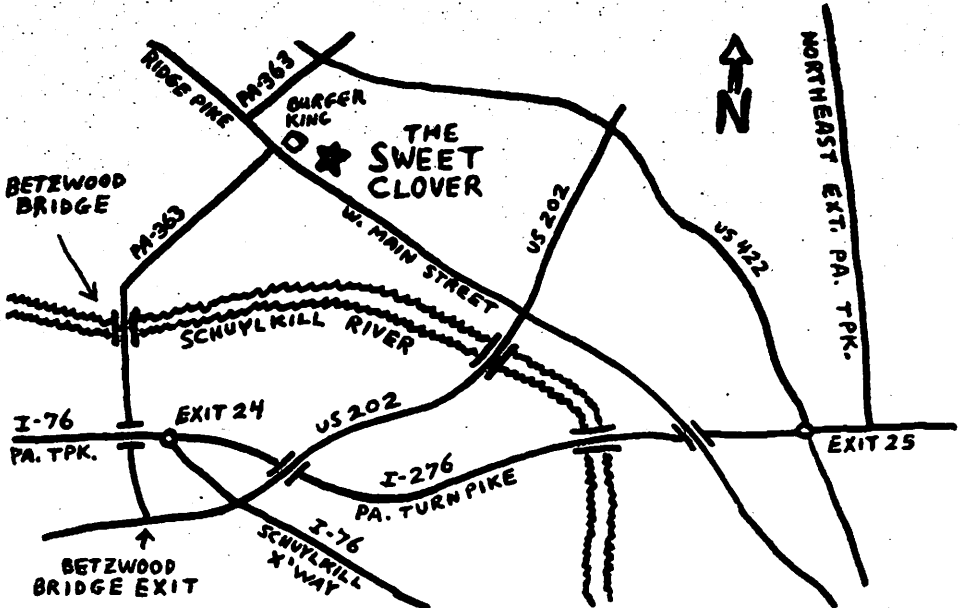
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215-647-7577



# PRESIDENT'S MESSAGE

More than sixty Porsche drivers turned out on June 29 for the first of three Tri-Region auto-crosses to be held this summer. The weather looked threatening for a while at Christmas Village, but the clouds passed and it became a perfect day. Unfortunately, Riesentoter Region was not too well represented at the autocross with only a handful of entries - this despite the fact that Christmas Village is much closer to our Region than it is to the Northern New Jersey or Schattenbaum Regions. Hey, gang - let's turn out for the sprints even if you just want to spectate at first. You'll soon want to give it a try and you won't regret it.

By the time you read this the July 13 Tri-Regional should be history, but also coming up is the August 23 Tri-Regional to be hosted by Schattenbaum Region. If you want more details on sprinting call Erik Koch or Vern Lyle. Their phone numbers appear in DER GASSER because they want you to call them. Otherwise we'd keep their numbers a secret. In fact, call any of our officers whenever you feel like it. There's no priveleged information in Riesentoter Region and we don't want any to stay home because they missed something in DER GASSER or at a meeting.

The Eighth Annual Chesapeake Challenge, details of which appeared in last month's DER GASSER, is a super multi-regional event. Scheduled for August 15-17, it will be based at the new Ramada Inn at Woodlawn, MD, near Baltimore. I have registration forms on hand. This year you can put the whole bill on your BankAmericard - the next best thing to a free weekend. There's always a chance that the computer will screw up. Registration deadline is Aug. 10. Don't miss "Chesapeake Challenge VIII."

Herb

# MEETING NOTICE

The July meeting will be held on Wednesday, July 30, 1975 at 8:30 PM at The Sweet Clover in Jeffersonville, Pa. See the map on page 3 for directions or call 539-7073. Why not come for dinner?

\* \* \* \* \*

FREE GUIDE TO PORSCHE...The 1975 version of "The Porsche Family Tree," a handy 16-page pocket guide to Porsche models since 1948, is again available free of charge.

Published by the Porsche+Audi Division of Volkswagen of America, the "Family Tree" traces the development of Porsche models from the first Type 356 Prototype, built in 1948, to the 1975 Carrera. In addition, the "Family Tree" has a numerical guide to Porsche history, listing model designation, engine serial numbers and chassis numbers for all production models.

A must for the sports car enthusiast, "The Porsche Family Tree" is available, free of charge, at Porsche+Audi dealerships or send a stamped, self-addressed #10 envelope to: "The Porsche Family Tree," Porsche+Audi Public Relations, Volkswagen of America, Inc., 818 Sylvan Avenue, Englewood Cliffs, New Jersey 07632.

I DID IT ONCE AND I DID IT AGAIN!!

Nick Imperato

Yes, and it will probably happen a few more times before I am too feeble to depress the clutch and throw a good (sometimes bad) shift.

The mania started a long time ago back when, for 99¢, you could get 10 little cars punched out of old beer cans and push them around in the sand box. After that came the Windups and Remote control jobs. Then the plastic Revell models with Super Chargers, Air Scoops, Lake Pipes, Continental Kits, and flames or pinstriping on the other available spots on the body.

Then it happened, the long awaited day arrived...My 17th Birthday....I was legal. No more backing up and down the driveway...I could go into the street and take my chances with the rest of the driving public.

My first venture was a '53 Ford flathead, 4 door (it was the older family car) soon to be unrecognizable to my parents-"Nosed and Decked"-filler and primer-chrome off the sides-filler and primer-new bar grill- cutouts (that always stuck)-3 Stromberg 97's-and other assorted goodies.

My father thought it was loud and ugly. My mother almost killed herself trying to back down the drive with a Ford truck clutch and extra heavy springs. But I loved it.

Well, the Ford (or "Blue Brick" as it was affectionately referred to by my friends) went the way of all hard driven cars and I progressed through a number of pieces of American iron. Then It Happened.

A friend told me about a 1953 MGTD. Some guy had taken it apart for Restoration, and had never put back together. I stole it for \$175 and had an instant project. I was hooked. Never again would I drive a Detroit Special. After two years the T.D. was sold to a '61 Austin Healy "Bug Eye" Sprite. That would start most of the time; the T.D. would not.

Now to shorten this nostalgic trip. I started going to rallies and other sports car events and the car that always was the center of attraction was the one with the engine in the wrong place- a PORSCHE -I vowed then, if I ever got the money, I would own a brandy-new Porsche-and in January of 1969 I did it. For \$6244 and my soul in hock to the bank, I ordered a '69 Porsche Targa 912.....

More to come

JULY							AUGUST						
SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.	SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.
		1	2	3	4	5						1	2
6	7	8	9	10	11	12	<b>3</b>	4	5	6	7	8	9
13	14	15	16	17	18	19	10	11	12	13	14	15	<b>16</b>
20	21	22	23	24	<b>25</b>	26	17	18	19	20	21	22	<b>23</b>
27	28	29	<b>30</b>	31			<sup>24</sup> / <sub>31</sub>	25	26	<b>27</b>	28	29	30

SEPTEMBER							OCTOBER						
SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.	SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.
	1	2	3	4	5	6				1	2	3	4
7	8	9	10	11	12	<b>13</b>	5	6	7	8	9	10	11
14	15	16	17	18	19	20	12	13	14	15	16	17	18
21	22	23	<b>24</b>	25	26	27	19	20	21	22	23	24	25
28	29	30					26	27	28	<b>29</b>	30	31	

- July 20 \*\*DVSA/OYR Sprint--Leeds & Northrup, N. Wales  
 20 BMC Sprint--All American Eng., Wilmington, Del.  
 25 Swim party at the Ahrens'; see page 8  
 26, 27 Giant's Despair Hillclimb  
 27 \*DVSA/CSCC Sprint--King of Prussia Plaza  
 27-Aug 1 TWENTIETH PORSCHE PARADE, SEATTLE  
 30 Meeting at The Sweet Clover
- Aug 3 Riesenotter Picnic--Camp Hideaway; see pp. 10-11  
 3 \*DVSA/SCCA Sprint--Mont. County Comm. Coll.  
 9, 10 New Hope Auto Show, Part I; see page 8  
 10 BMC Sprint--All American Eng., Wilmington, Del.  
 15-17 Chesapeake Challenge; see page 16  
 16, 17 New Hope Auto Show, Part II; see page 8  
 16, 17 Rose Valley Hillclimb, near Williamsport  
 23 Tri-Region Autocross Series--McGuire AFB, N.J.  
 24 \*DVSA/VFMC Sprint--GE, King of Prussia  
 27 Meeting at The Sweet Clover  
 30, 31 Driver Education at Summit Point, WV; see p. 16  
 30, 31 Pagoda Hillclimb--City Park, Reading.
- Sept 5-7 Porscherama--Lime Rock, Connecticut  
 6, 7 Solo I--Summit Point, West Virginia  
 7 \*\*DVSA/CSCC Sprint--King of Prussia Plaza  
 7 BMC Sprint--All American Eng., Wilmington, Del.  
 13 Tech Session at Holbert's Porsche+audi  
 13, 14 Red Rock Hillclimb  
 14 \*DVSA/DVSCC Sprint--Bucks County Comm. Coll.  
 19 Dr. Porsche's 66th birthday--send him a card!  
 24 Meeting at The Sweet Clover  
 27, 28 Schaeffertown Hillclimb
- Oct 5 DVSA/OYR Sprint--Leeds & Northrup, North Wales  
 5 BMC Sprint--All American Eng., Wilmington, Del.  
 11, 12 Weatherly Hillclimb  
 19 DVSA/SCCA Sprint--Mont. County Comm. Coll.  
 26 \*\*DVSA/VFMC Sprint--GE, King of Prussia

\* DVSA Driver's Championship \*\* DVSA Club Championship

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\* \* \* \* \*

## N.H.A.S.\*

Riesentoters will again gather at Pamela Minson's Hacienda Inn, New Hope for a relaxing evening of fine food and company after what promises to be the finest \*NEW HOPE AUTO SHOW ever. You are invited to share in the fun and drama of the day, August 16, 1975 as Riesentoters meet the challenge to maintain their respective positions as best Porsches in the show. Afterwards we can all celebrate (or commiserate) together in the wonderful atmosphere of the Hacienda Inn. For information or entry blanks, see or call Stephen Freda -- (609) 737-3158.





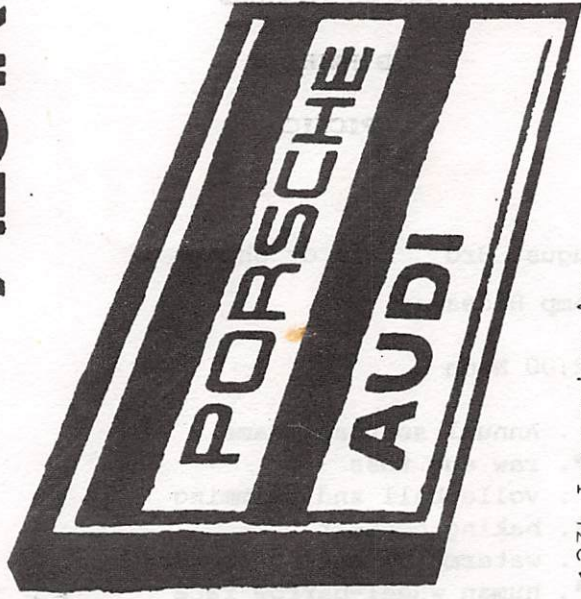
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**Place:** Camp Hideaway

**Time:** 12;00 Noon

**Events:**

- 1 . Annual softball game
- 2\* . raw egg toss
- 3 . volleyball and swimming
- 4\* . baking contest
- 5\* . watermelon-eating contest
- 6\* . human wheel-barrow race
- 7\* . 3-legged race
- 8.. tug-of-war

**BYOL:** Bring your own lunch

**Drinks:** Free beer and soda

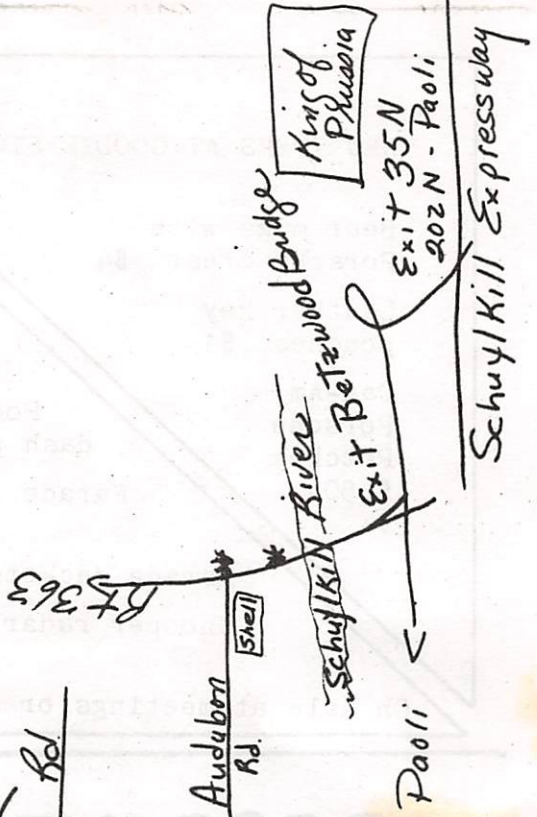
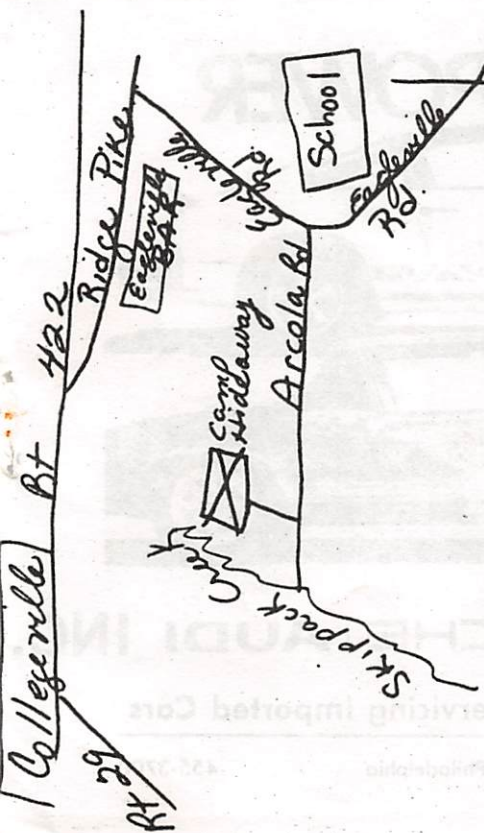
**\*Prizes:** for both adults and kids

**Grills:** Grills and charcoal will be provided

**Rule for the Baking Contest:**

1. there are three categories
  - a. cakes
  - b. pies
  - c. other goodies (brownies, cookies etc.)
2. contest open to all age and sex groups
3. prizes for each category
4. place baker's name on the bottom of serving dish
5. after the judging, all entries will be consumed by the picnic-goers

**C O M E O N E - C O M E A L L**



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\* Traffic signal

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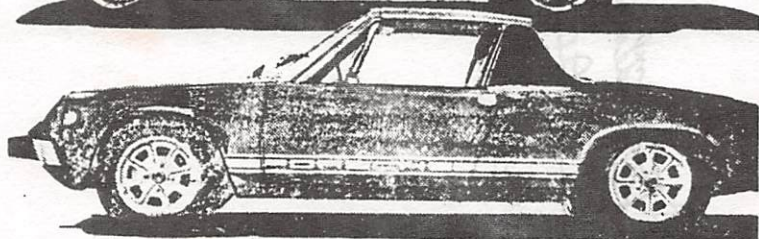
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# PAGE 13

July is here and it's Parade time again. Riesentoter Region will be represented in Seattle by the Reeds and the Scheuermanns -- the Reeds will be driving their "new" 356, and the Scheuermanns will be flying.

Meanwhile, back in the Delaware Valley, Riesentoters will be competing in the Tri-Region Autocross Series. C'mon, though, folks, let's have a little more participation. Besides the TRAXS, we're having a swim party, a picnic, and the New Hope Auto Show, last year's sports car class being won by our very own Bob Ahrens with his super-clean '71 911E coupe.

And meanwhile in Zuffenhausen, ~~the~~ 912E is coming -- 911 body and 914-2.0 engine -- for under \$10,000. The 928 may be out by 1977. This front engine/rear transmission, 3.5 litre, water-cooled V-8 powered Porsche is already in prototype form, and in fact, a "high level Porsche official" rolled the original prototype 928 during an official's driving session at Weissach. And a final note, the Turbo Carrera will be available for U.S. street use by the end of this year. Now, if I can just win the Pennsylvania lottery....

Auf wiedersehen!

Editor

# TECH TIP

## CLUTCH CABLES

by J. Stephen Freda

If your Porsche ever breaks a clutch cable you'll know the feeling; it's one you want to avoid. Recently, I found out and immediately started my (almost) shiftless return trip home from center city Philadelphia. You might be surprised, but by easing the gearshift lever out of gear and coasting when approaching red lights and by restarting the car from a dead stop with the transmission in second gear, the problem can seem only a minor bother. Obviously, though, this practice is not recommended except for emergency use, so this article is intended to help others avoid this predicament.

Next time your car is on a lift, or with two wheels safely up on a curb, check your cable, housing and fittings at the clutch for free movement (no binding) and condition. This takes two people: one repeatedly depressing the clutch pedal and one underneath inspecting. You can easily inspect the cable up front by folding back the carpet or mat and peering through the hole in the tunnel. Should you find weak spots on the cable or any fittings my advice is to replace it, thereby eliminating causes of cable failure.

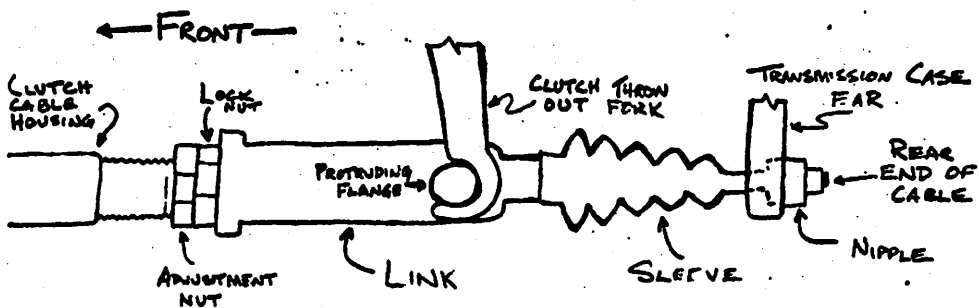
When the cable broke on my 1971 911 I found that the real problem was not that the cable snapped in half, but that a \$1.55 nylon cable guide (Porsche part number 911.423.212.00 - "link") lost the flanges that actuate the clutch throw out fork. Earlier inspection probably would have revealed this problem.

The method for replacement of the nylon link, a part peculiar to '70-'71 911's, is:

1. Release the cable from the front with the shackle type fixture still attached by unsnapping the spring on the shackle and removing the throw pin from the pedal shaft.
2. From underneath pull the cable towards the rear slowly until you can release the stop (Porsche part number 911.423.213.00 - "nipple") from the "ear" on the transmission housing.

3. Remove the boot (Porsche part number 914.423.922.02 - "sleeve") from the rear of the cable: cut it off if necessary.
4. Remove the nylon "link" and replace. Make sure to fit the protruding flanges of the nylon link onto the clutch throw out fork.
5. Replace undamaged sleeve (\$.95) and nipple and reinsert nipple into the transmission housing "ear."
6. Reconnect the cable up front with the shackle and pin fitting. You may need help from someone to hold the clutch pedal all the way UP while you place the pin through the shackle and pedal shaft.

This procedure is really quite simple and shouldn't take more than one hour the first time you do it.



"LINK" IS PUSHED TOWARDS "EAR"  
BY CABLE HOUSING WHEN CLUTCH  
PEDAL IS DEPRESSED.

## CHESAPEAKE REGION PRESENTS 8TH CHESAPEAKE CHALLENGE



Chesapeake Region, PCA is presenting its eighth Chesapeake Challenge, a multi-event weekend consisting of a Concours d'Elegance, a Rallye and an auto-cross. Headquarters will be at the Ramada Inn on I-695 and I-70 west of Baltimore. Their indoor pool will be used for Friday night registration and the Victory Luncheon on Sunday. The Saturday Banquet will be a very informal Crab Feast, and will include all the steamed crabs, raw beef, crab soup, corn-on-the-cob, etc., plus all the beer and set ups you can consume. Concours and rallye trophies and door prizes will be presented at the banquet. See Herb Oberson for registration forms, or contact John Jenkins-Challenge Chairman, Horse Head Farm, Reistertown, Maryland 21136; or contact Ab Tiedemann-Registrar, Masemore Road, Parkton, Maryland 21120. Phone numbers: John Jenkins (301) 833-9455; Ab Tiedemann (301) 322-6372. Dates are August 15-17.

\* \* \* \* \*

## POTOMAC REGION PRESENTS TWO DAY DRIVER EDUCATION

Potomac Region, PCA is presenting a two day driver education course on Labor Day weekend, August 30-31. Cost will be about \$35. Support their local racetrack! Learn to handle your Porsche at (your own) speed. To sign up call Susan Mellups at (703) 536-5362 after 6:30 or write to 1401 N. Nicholas Street, Arlington, Virginia 22205. Places will be held only for pre-paid drivers, and the registration is fully refunded with cancellation up to 24 hours before the event. They will need: your name, address, telephone number (home and work), make, model, and year of your Porsche, and your approximate experience in driver education courses of this type.





 BLACKTOP - DVSA

Riesentoters did quite well at the PCA-hosted Championship sprint on June 8. It was a good day for other reasons too, as the club cleared about \$250. The other part of the day that made it great was the co-operation and help by most of our people in attendance. Some people came just to help and some came at 7:30 AM to set up - to them we owe a special thanks - Erik Koch, Bob Russo, Wayne Flegler, and Bob and A.J. Ahrens.

Results were: A Stock - Mel Feldman, 1st; Bob Ahrens, 2nd; Joe Long, 3rd; Ed Davidson, 4th; Don Reinhard, 5th, things were then interrupted by a non-Porsche, A.J. Ahrens, 7th; Paul Cuppett, 8th; Marshall Perot, 10th; Jim Williamson, 11th; Jim Johnson, 12th; Bob Holland, 14th. B Stock - Bill Smith, 5th. C Stock - Erik Koch, 4th. A Modified - Bob Patton, 5th. B Modified - Vern Lyle, 2nd; Bob Koerbel, 3rd; Bob McCullen DNF'd Koerbel's car, then Bob Russo DNF'd it for good with a broken transaxle. Louise Lyle took Ladies class honors with a time somewhat faster than mine - all in first gear - ouch!

Our special thanks to Charlie Goetz for the arrangements with Leeds & Northrup.

On June 15, most of the same folks showed up for the first DVSA Club Championship at Montgomery County Community College.

Results were: FTD Stock - Paul Cuppett; A Stock Joe Long, 1st; Bob Ahrens, 2nd; Ed Davidson, 3rd; A.J. Ahrens, 5th. C Stock - Erik Koch, 1st. A Modified - Bob Patton, 2nd. B Modified - Vern Lyle, 3rd.

PCA gets one point for everyone who runs the event plus regular finishing points. The results will be factored to reflect total club membership and the results of the four club championship events will count toward an overall club championship trophy. The next club championship event is July 20 at L & N; driver's champ. Aug 3 at Mont. Co. Coll.

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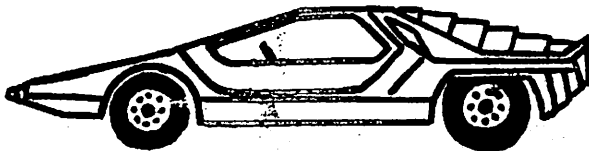
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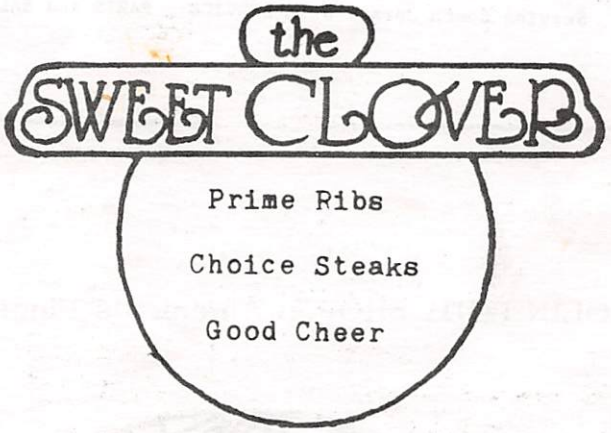
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