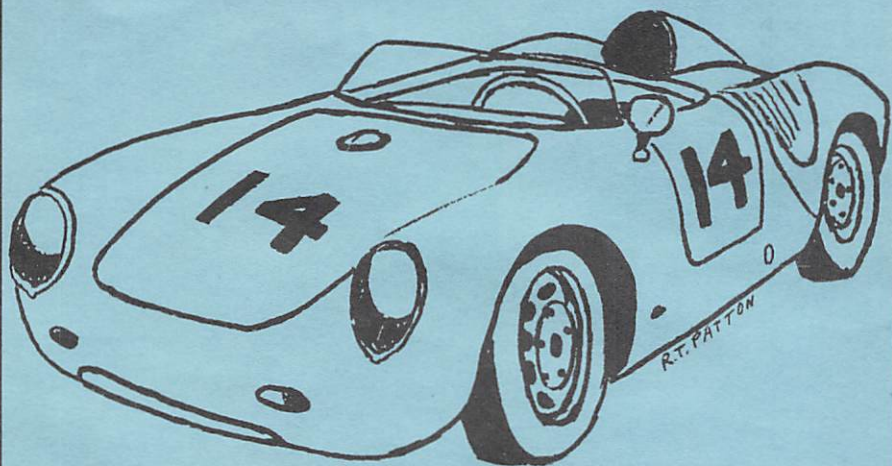


Der Gasser

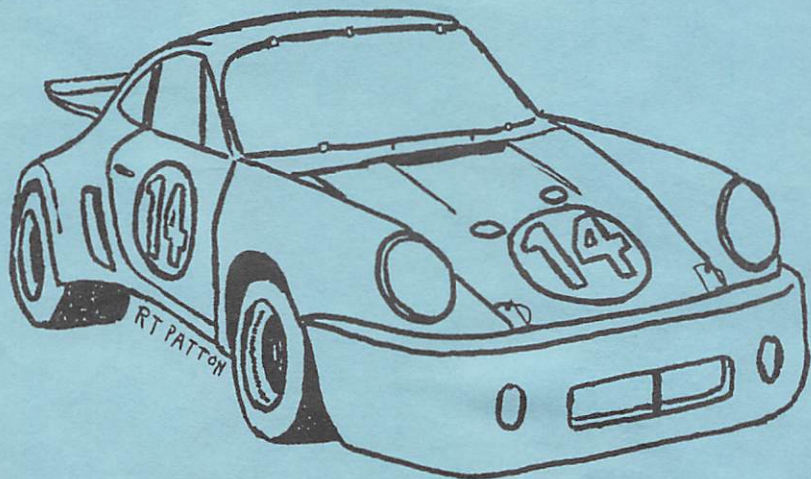
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SEPTEMBER 1975



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Box 85
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215-287-9521

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215-631-1283

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West Point, PA 19486
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EDITOR

Bob Patton
4069 Lasher Rd.
Drexel Hill, PA 19026
215-CL9-1378

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431 Old Eagle School Rd.
Wayne, PA 19087
215-687-9262

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Jess Holshouser
P.O. Box 249
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215-766-8201

TECHNICAL

Bob Russo
1351 Hi-View Dr.
Southampton, PA 18966
215-355-4610

DVSA REPRESENTATIVE

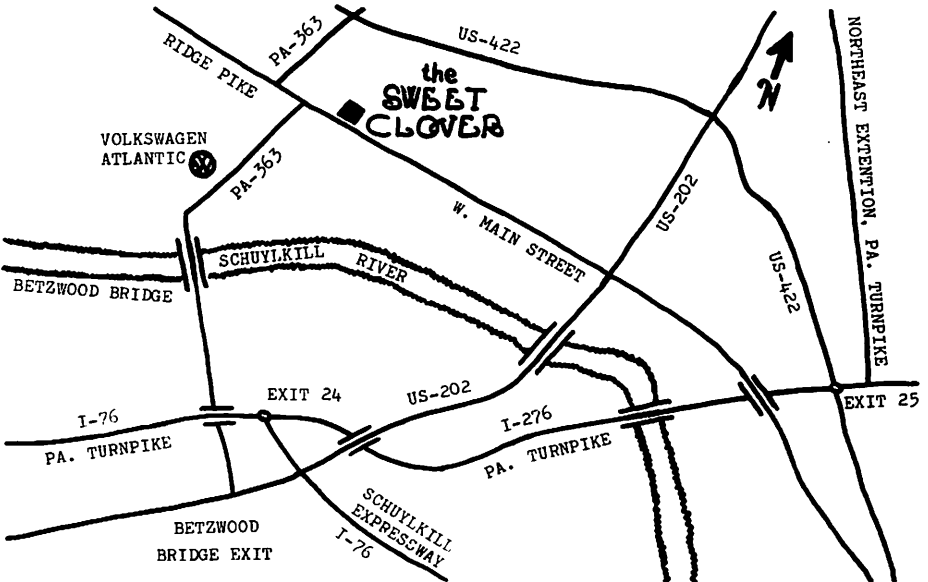
Vern Lyle
Box 85
Salford, PA 18957
215-287-9521

PHOTOGRAPHER

Vern Lyle
Box 85
Salford, PA 18957
215-287-9521

PRCA REPRESENTATIVE

Lance Priddy
107 Prospect Ave.
Malvern, PA 19355
215-647-7377



PRESIDENT'S MESSAGE

Riesentoter Region has donated \$75 to the Auto Racing Fraternity Foundation, Flushing, NY, in memory of Mark Donohue who was an honorary member of our region. Mark's family requested that all contributions go to this organization which provides financial assistance to families of drivers injured or killed in organized racing activities. It's a worthy cause and one with which we can closely relate as most of us do have an interest in professional racing activities. We want to thank our members for approving this contribution at the August meeting.

The Riesentoter Region Nominating Committee consists of Bob Russo, Wayne Flegler, John Chatley and myself. Bob, Wayne and John are the most recent Past Presidents of the Region. The Committee is pleased to submit a slate of nominees to hold offices, if elected, for the 1976 term. They are:

For President: Nick Imperato
For Vice President: Erik Koch
For Secretary: Judy Smith
For Treasurer: Bob Parker
For Membership Chairperson: Connie Sweigart
For Competition Chairperson: Joe Long
For Social Chairpersons: John and Roberta Phin
For DER GASSER Editor: Bob Patton

It is the unanimous opinion of the Committee that this slate is comprised of men and women qualified to carry out the responsibilities of the respective positions and who will work as a team toward new and better goals and ideals for Riesentoter Region.

Additional nominations from the floor will be accepted at the September meeting, or in writing to be received by the Nominating Committee prior to the September meeting when all nominations will close. Names of additional nominees, if any, will appear in the October issue of DER GASSER.

The annual election will be held at the October meeting of the Region, held on October 29 at The Sweet Clover. Your attendance is urged.

MEETING NOTICE

The last two meetings of the year will be held at The Sweet Clover (see map on page 3), at 8:30PM. The Sweet Clover is a fine place to eat dinner before the meeting, too.

Wednesday, September 24

A used parts auction -- bring good used parts and/or money to buy good used parts.

Wednesday, October 29

Election night -- election of officers for 1976, AND a FREE BEER blast afterwards!

SAY HELLO TO THESE NEW MEMBERS

Ruhl Heffner, Jr., Jim Thorpe, Pa. -- 1975 Carrera

Dr. Marshall Sager and his wife, Rose, Pottstown
1973 911T Coupe

Leslie Smith, Allentown -- 1974 911 Coupe

Paul and Deborah Spurgas, Philadelphia -- 1962
356B Coupe.

Dr. Sheldon Wagman and his wife, Judith, Jenkintown
1975 911S Targa

I DID IT ONCE AND I DID IT AGAIN!! NICK IMPERATO

Yes, the amount of Imported German Rust that is available in the Philadelphia area staggers the imagination. You don't realize how many older Porsches there are for sale until you start to look. Many have been customized by age or crash or the hammer like hands of the body man.

You search the papers, ask friends and club members.... You hear glowing reports on the phone from the seller.... Travel in all directions of the compass to see them and ride home a bit angered and disappointed because of price or condition.

Then, out of the blue, the one least likely, a dealer, puts in an ad and you casually respond... sounds good, take a look. Crawling on the ground, Jack points - OK, front suspension - OK, rear suspension - OK...Lift the trunk lid - surprise and delight - the original battery box. The paint ugly, the interior WORSE but the metal is sound....NO RUST....Eat your hearts out 356 owners. A small hole under the drivers feet ...no problem.

A tech session at Holbert's. I bring my Pride & Joy for its first public showing...Everyboby looking, touching, commenting, All Good. Vern Lyle helped me learn what to do underneath, Wayne Flegler & Bob Russo are supplying an interior, Bob Koerbel and I put in a clutch and he gave me a good(?) deal on a set of Chrome 5½" wheels and will supply some of the rubber. Joe Long helped me strip off the chrome etc....Bob Ahrens (of Concourse fame) laughed a lot and wished me the best.

Now the fun (UGH!) stripping off the paint. I found the car had been painted three times and there was so much plastic I thought it was a Corvette. As soon as the metal was exposed it rusted....Sand and Metal Prep-Now almost ready for paint. Start looking for a shop and a price. It's hard to find someone who will do a super job for nothing....Found a guy who will do it for a reasonable one...Will let you know how it comes out...
..... More to come.....

SEPTEMBER

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

OCTOBER

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

NOVEMBER

SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.
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9	10	11	12	13	14	15
16	17	18	19	20	21	22
²³ / ₃₀	24	25	26	27	28	29

DECEMBER

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

- Sept 19 Dr. Porsche's 66th birthday -- send him a card!
 20 Tech Session at Holbert's -- note DATE CHANGE.
 21 PRCA Rallye -- call (215) TU6-0493
 21 SDCC Rallye -- call (215) 779-5488
 24 Meeting at The Sweet Clover
 27 **DVSA/PCA Sprint -- Norristown Area High School
 27,28 Schaeffertown Hillclimb
 27,28 BMC Weekend Rallye -- call (302) 731-4777
 28 Schattenbaum Region, PCA Rallye -- see page 8
 28 SVSCC Rallye -- call (215) 267-5660
- Oct 4 BMC Braille Rallye -- call (302) 731-4777
 5 DVSA/OYR Sprint -- Leeds & Northrup, North Wales
 5 BMC Sprint -- All American Eng., Wilmington, Del.
 11,12 Weatherly Hillclimb
 19 DVSA/SCCA Sprint -- Montgomery County Comm. Coll.
 19 RTMC Rallye -- see page 8
 26 **DVSA/VFMC Sprint -- GE, King of Prussia
 29 Meeting at The Sweet Clover -- Elections for 1976
- Nov 2 DVSA/CSCC Sprint -- King of Prussia Plaza
 8 Tech Session at Holbert's Porsche+Audi
 9 BSCC Rallye -- call (215) 348-5320
 16 RTMC Rallye -- call (215) NI4-8575
 29 18th Annual Dinner Dance -- Wm. Penn Inn, Gwynedd, Pa.

** means DVSA club championship event -- support us!

RALLYES

LEBANON CANNONBALL EXPRESS RALLYE

Schattenbaum Region, PCA is holding a novice-oriented rallye of the Time-Speed-Distance (T.S.D.) variety. It will be held at 12:00 noon on Sunday September 28 (rain or shine). First car off at 1. Start and finish will be at the Concord Motel in Mount Holly, New Jersey, on Route 38. The rallye will be easy to follow and will have no dirt roads. There will be no limit to the rallye equipment you will be allowed to use. The rallye will be open to everyone and to all vehicles. The entry fee is \$4 per car. E.V.Norat II is the rallyemaster.

TWENTY-FIRST ANNUAL FALL INVITATIONAL RALLYE

Rose Tree Motor Club will hold its Fall Invitational Rallye on Sunday October 19 at 8:00 AM, first car off at 9:01 (EDT). The start will be the Exton Mall at US 30 and PA 100; the finish will be the Farmer-in-the-Dell on US 202, 3 miles north of US 1. The rallye will be challenging, but will contain no complex navigational requirements. There will be three classes based on the equipment you choose to use. Entry fee is \$7.50 for this PRCA Championship event. Contact Ann Whitebread, Registrar at 1316 West Chester Pike E-10, West Chester, PA 19380.



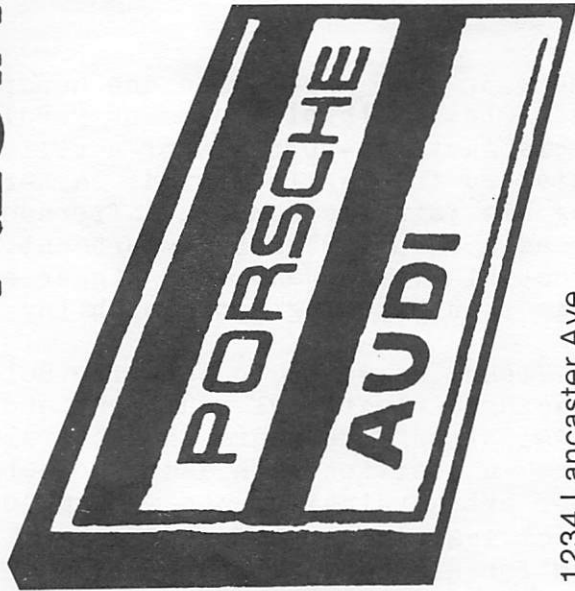
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PORSCHE— THE

September 3, 1975 marked the one hundredth anniversary of the birth of Professor Ferdinand Porsche. This Austrian-born son of a village tinsmith got started in his illustrious career at age 18 by wiring his father's home in Maffersdorf for electricity as a surprise birthday present. It was only then that his father admitted bigger and better things than becoming a tinsmith lay ahead for him.

Off to Vienna he went, to work for Bela Egger, which manufactured electrical equipment and machinery. In 1899, after five years and several promotions, he took a position with Jakob Lohner, a coach-builder extraordinaire, who wanted someone from the electrical industry to build an electric drive system for his cars -- the gasoline engine was too noisy and offensive for his clientele in the Imperial Court. The Lohner-Porsche, the first of Porsche's designs, was exhibited at the World Exhibition in Paris in 1900. It was the only Austrian car there, and was an immediate success. This was the first car to use electric motors in the wheel hubs; that design is used now for Apollo moon buggies!

In 1905, after two years as a reserve officer, and personal chauffeur to Crown Prince Ferdinand (whose assassination in 1914 at Sarajevo precipitated World War I), Ferdinand Porsche began working for Austro-Daimler. Among the most notable feats of his Austro-Daimler days were the Prince Henry Trials of 1909 and 1910. After an admirable showing, but not a win, in 1909, Porsche began immediately designing a car for 1910. Immediately meant that night, and he missed the awards banquet to begin the designing. The 1910 car won hands down, carrying a mechanic, Mrs. Porsche, and young son Ferry as passengers.

After 18 years at Austro-Daimler, management wanted more production and less testing, so Professor Porsche (he had received an honorary doc-

FIRST 100 YEARS

torate from the Technical University of Vienna in 1916) left to work for Daimler in 1923. Daimler merged with Benz in 1926. The Professor remained there six years, and while there designed the S, the SS, and the SSK, the latter which is still among the best known of all Mercedes Benzes. While there he received a second honorary doctorate at the Technical College of Stuttgart. He then returned to Austria to work for Steyr, who was Austro-Daimler's number one competition. Porsche's stay at Steyr was short-lived, as he opened his own design office in 1930, and designed the first VW in 1934. His lifelong dream was to motorize Europe the way Ford did America two decades earlier.

Porsche's design studio created everything from cars to windmills. During World War II, he designed tanks and motorized cannons for the German army. The Volkswagen was his favorite project. The first VW's cost 990 Deutschmarks (about \$245).

After World War II, the French government imprisoned him for "collaboration" and held him for one million francs (\$250,000) ransom. In order to raise this money, Ferry Porsche signed a contract with Italy to build the Cistalia Grand Prix wagen.

Later, he dusted off the plans of his father's VW based sports car, design number 356 of the Porsche office, and began building and selling sports cars that bore the name Porsche.

The Professor was later tried and found innocent, but the one million francs was never returned. Porsche's two years in prison destroyed him, but he kept working despite his doctor's orders against it. On January 30, 1952 Professor Ferdinand Porsche died.

He had once said, "I hope I live to be a hundred -- there is so much to be done."

A hundred years later, his memory lives on.

Robert T. Patton

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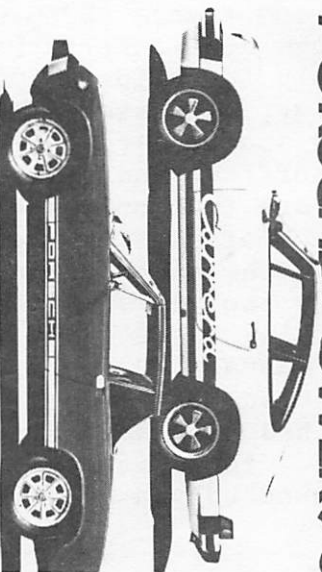
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PARADE 13

This month's feature article is dedicated to Professor Ferdinand Porsche on the centennial of his birth. Also celebrating a birthday this month is Dr. Ferry Porsche, the Professor's son and head of the Porsche works today. The article is based primarily on the book Porsche: The Man and His Cars, by the late Richard von Frankenberg, who was the editor of Christophorus until his death last year. Also used was the special Porsche edition of Automobile Quarterly, the Fall-Winter 1970 issue, which included two articles by David Owen, entitled "Porsche: The Man" and "Porsche: The Cars." I hope you enjoy this month's Der Gasser.

Regretfully, this month's issue is overshadowed by the death of Mark Donohue. Last month's column was written only three days before Mark's fatal accident, and Der Gasser was mailed out two days after his death. Having met and spoken with Mark twice, I can tell you he was one of the finest persons I have ever met. A tribute to him follows this page.

The photograph on the next page is by Mike Knepper and was taken from Road & Track magazine's August 1974 issue with their kind permission. This issue hit the newsstand last year during the Parade.

MARK DONOHUE



PHOTO BY MIKE KNEPPER

1937 – 1975

IN MEMORIUM

Mark Donohue, mechanical engineering graduate from Brown University, race car driver and designer, and honorary member of Riesentoter Region, Porsche Club of America, died from complications suffered after an accident in the warm-up laps of the Austrian Grand Prix while driving a Penske Formula I car. Mark, 38, last year retired from auto racing after winning the International Race of Champions finale, held in Daytona, Florida. All six cars used in that race were matched Porsche Carrera RSR's with 3.0 litre engines.

In April of 1974, Riesentoter Region was honored by a visit from Mark, who spoke to a packed house at the monthly meeting. It was at this time that Mark was made an honorary member of Riesentoter Region, the only person ever to receive this award. In July of 1974, Mark flew to the 19th Porsche Parade, at the Pocono Manor Inn, to speak to a packed house again. The Parade was hosted jointly by Northern New Jersey and Riesentoter Regions. After dinner, I had the privilege of riding back to the airport with Mark and Riesentoter president Herb Oberson.

Among Mark's many accomplishments were, most notably, winning the 1972 Indianapolis 500, winning the 1973 and 1974 Can-Am Series in a Porsche 917-30 which he helped design, and only a week before his fatal accident, setting a world's record of 216.61 mph on a closed 2½ mile oval track in that same Porsche 917-30, which the Penske people were kind enough to exhibit at the Pocono Parade.

Mark came out of retirement early this year to drive the Formula I car for Penske Racing of nearby Reading, Pennsylvania. Roger Penske was Mark's employer and close friend since 1966.

Riesentoter Region will remember Mark Donohue always for all that he has done for PCA, the name Porsche, auto racing, and humanity.

PCR'S

John Clever, Chairman of the Parade Competition Rules Committee is requesting that any proposed changes you may wish to submit to PCA National should be received before October 1. Therefore, Herb Oberson will be expecting any proposals for changes in the PCR's at the September meeting so that he can forward them to Mr. Clever. If you have any gripes about the way the PCR's do anything or if you think some things could be changed for the better, then now is your time to be heard. The PCR's are usually revised annually, based on the results of this survey, so it does do some good to complain. Around mid-October we should get a copy of the proposed changes so that we may comment on them. After final approval, the revised PCR's will be printed in January 1976 PANORAMA.

ZONE 2 REPORT

Here is a Zone 2 Report from our rep, Steve Chronister:

The Porsche Spirit is alive and well in Zone 2. Multi-regional events have thus far been held by First Settlers, Chesapeake, and Potomac Regions; numerous hospitality parks at Pocono Raceway were sponsored by our newest region, Pocono.

Upcoming events include First Settlers' annual "Fall Frolic" to be held at Hampton, VA on Sept 12 thru 14, and a possible repeat of the ever-popular Allegheny Swap Meet.

The number of multi-regional events in our area is far better than average for the various zones in PCA. Communication with regional officers has been excellent.

Let's have a really good turnout at the Parade next year, held in Minnesota, and show the West Coast people where Porsche Pushing really started.

RIESENTOTER POINTS

Riesentoter Points up to but not including the August meeting are:

MEN		LADIES	
Nick Imperato	135	Louise Lyle	80
Vern Lyle	120	Connie Sweigart	60
Bob Russo	110	Pat Imperato	55
Steve Freda	105	Ginny Ebert	55
Erik Koch	100	Diane Koch	50
Bob Patton	95	Glen Canfield	45
		Karen Oberson	45
		Jean Russo	45

RECALLS

1974 Porsche 911 and 911S and 1975 Porsche 911S and 911SC. (Ed. note: SC=Carrera) Possibility that backfiring may occur due to an inductive interference between ignition wires. If this happens, it could disturb the airflow to the fuel injection system and damage the mixture control unit to the extent of rendering the vehicle inoperative. Correct by inspecting and replacing mixing units if necessary. (From August 1975 Motor Trend.)

OOPS!

If you're still looking for the word "CABRIOLET" in last month's puzzle (page 8), you can stop looking now. I goofed; it wasn't there. Sorry about that!

TURBO

Next month's feature article will be about the 1976 TURBO CARRERA with exclusive photos. Tom McDonald, of Porsche+Audi Division, brought one to Lime Rock Park for the fourteenth annual Porscherama.

CLASSIFIED

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1968 912 Coupe # 12802315, red/black, 4-speed, Blaupunkt AM/FM Stereo, Michelins, new brake pads. Body excellent, interior concours, mechanically perfect. Call Bob Koerbel at (215) SU9-0820.

COME ALIVE '75

HERE WE GO AGAIN! SUNDAY, OCTOBER 19, 1975
Brunch at the Hilton in Valley Forge (at 12:00 noon) and then a scenic trip over specially selected roads for a winery tour in New Hope.



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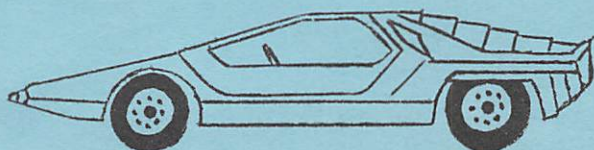
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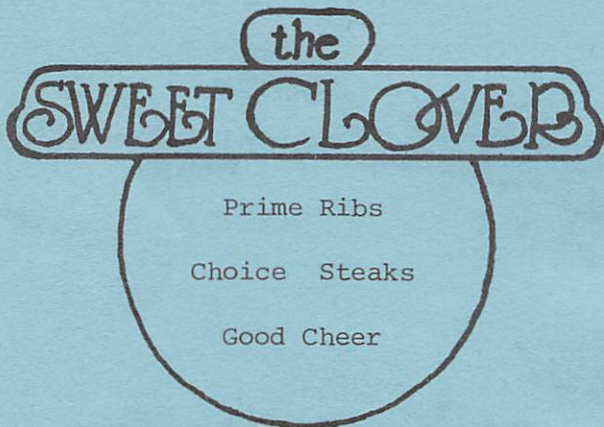
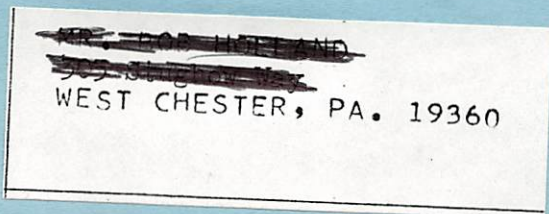
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