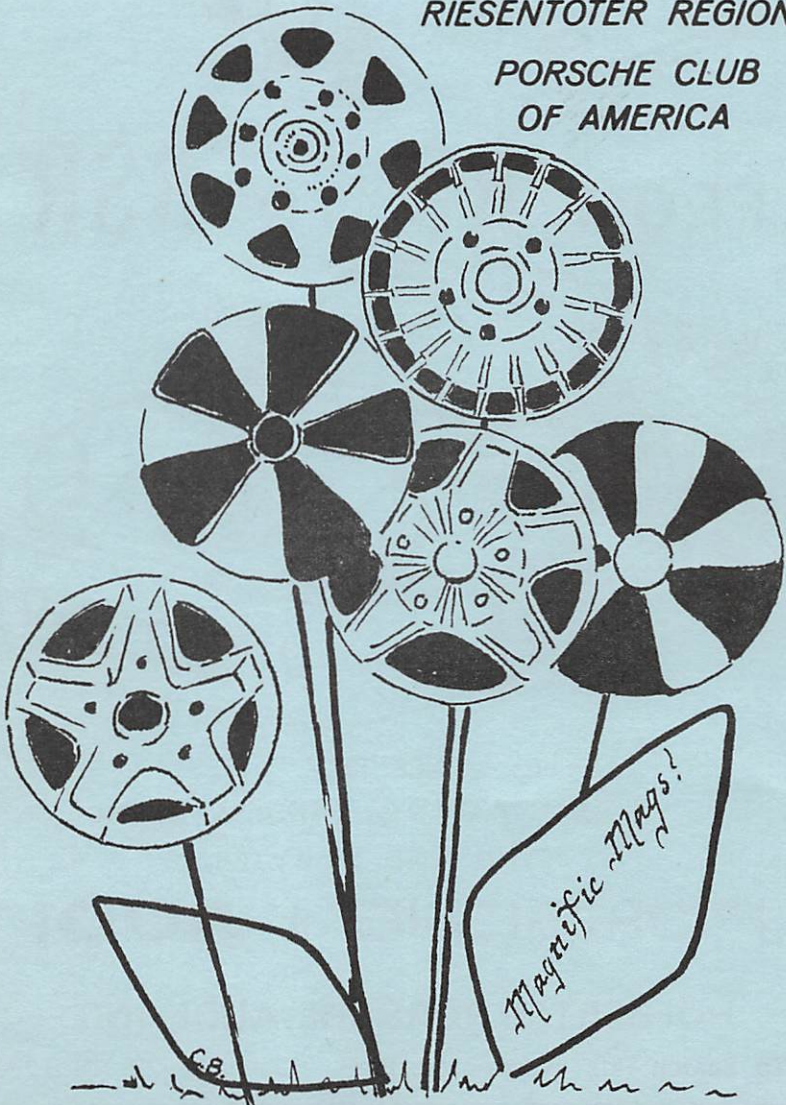
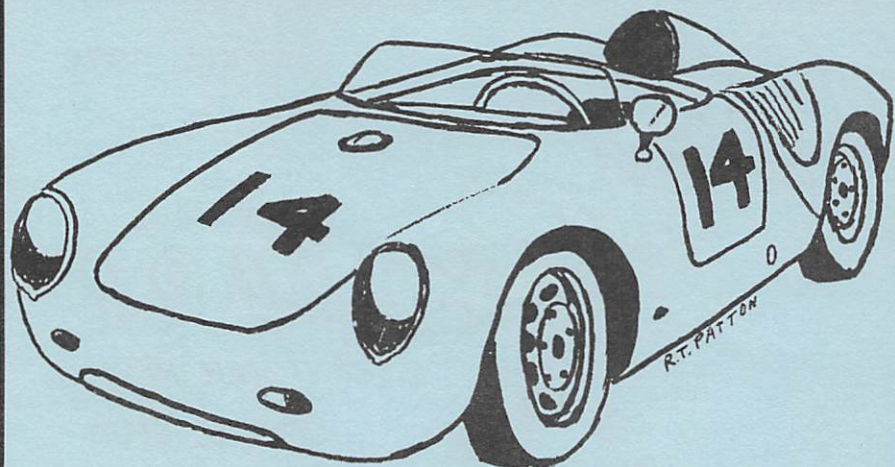


APRIL 1976

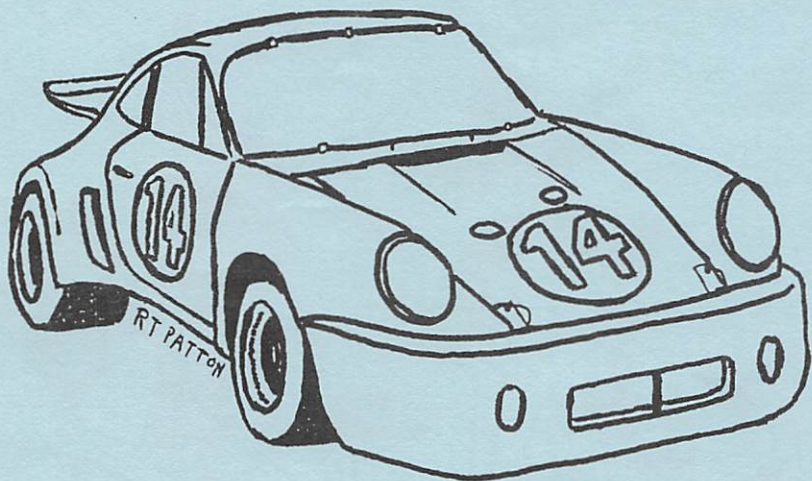
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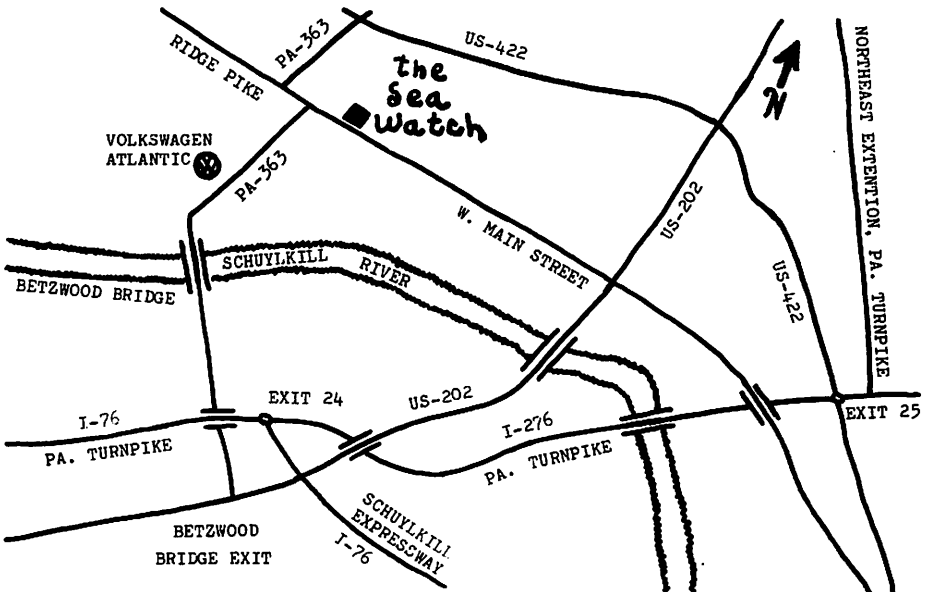
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PRESIDENT'S MESSAGE

NOW IT'S SPRING - TIME FOR ACTION!!

On Saturday, March 20th, the U.S. Government officially announced the beginning of Spring..... Spring is a wonderful time of year - First and most importantly, my heating bill will go down freeing up great amounts of capital for good times. This means I can sprint, take part in social events and enjoy all the club has to offer.

We already have packed the calendar with all types of events and happenings to tickle your fancy. Gone is the ski trip, first tech session and Nickel Night at Nick's, our drivers school and the first D.V.S.A. Sprint. Yet to come are more sprints, tours, Rallyes, the picnic and Dinner Dance.....Keep your eye on the events calendar. Bob Patton (our illustrious Editor) tries to keep two months in advance so you can plan for events as they come up.

One event you should definitely plan for is the Quad Regional Sprint Series. This year Riesentoter is getting together with Northern New Jersey, Jersey Shore and Schattenbaum Regions to put on four sprints. Three will take place at Christmas Village, outside of Reading, and one at McGuire Air Force Base. Scoring is based on three out of the four events. The rules look good and they seem to be fair. This Series is strictly for Porsches... so, come out and beat your fellow owners.

Hope to see you soon!

A handwritten signature in cursive script that reads "Nick".

ALGAR

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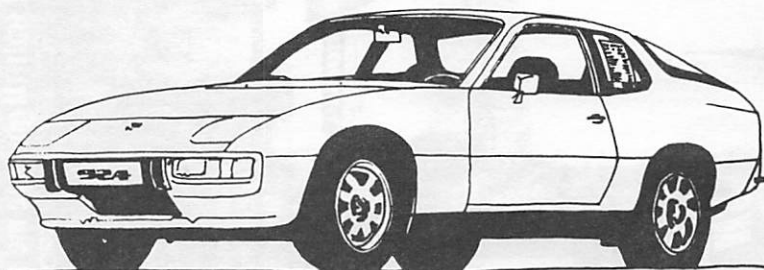
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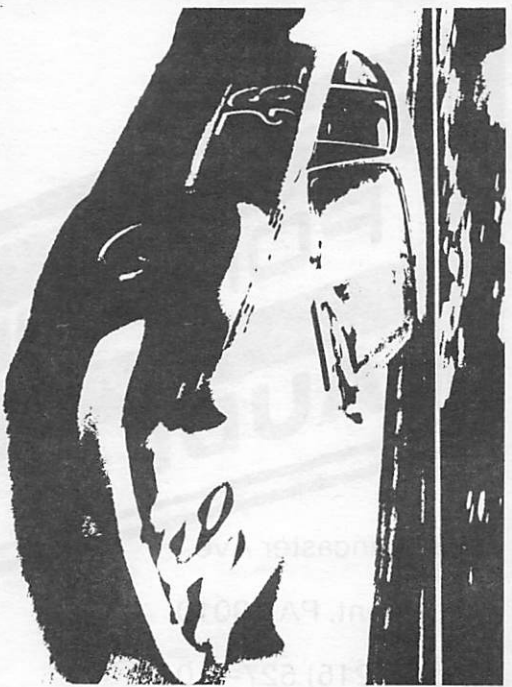
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APRIL							MAY						
Sun	Mon	Tues	Wed	Thur	Fri	Sat	Sun	Mon	Tues	Wed	Thur	Fri	Sat
				1	2	3							1
4	5	6	7	8	9	10	2	3	4	5	6	7	8
11	12	13	14	15	16	17	9	10	11	12	13	14	15
18	19	20	21	22	23	24	16	17	18	19	20	21	22
25	26	27	28	29	30		23	24	25	26	27	28	29
							30	31					

- Apr 11 CSCC/DVSA Sprint, King of Prussia Plaza
 11 VSCC Spring to Nowhere Rallye -- 664-4388
 24, 25 Goldmine Hillclimb -- see page 12
 25 Sprint School and Cookout -- see pages 8&14
 25 SCCA/DVSA Sprint -- Mont. Co. Comm. Coll.
 25 BMC Sprint -- All American Eng., Wilm, DE
 25 VSCC Rallye for a Reason (charity) 664-4388
 28 Meeting at Sea Watch -- see below

- May 1 Deadline for May Der Gasser
 2 OYRSCC/DVSA June Fete Sprint -- Wanamaker's
 Jenkintown
 9 Formula 5000 and Trans Am at Pocono Raceway
 16 Brunch and Tour of Longwood Gardens -- see
 page 14
 16 CSCC/DVSA Sprint -- King of Prussia Plaza
 16 RTMC Spring Invitational Rallye -- MA3-1914
 23 Quad Regional Sprint Series I -- see page 16
 23 VFMC/DVSA Sprint -- GE Space Center
 23 BMC Sprint -- All American Eng., Wilm, DE
 26 Meeting at Sea Watch
 30 SCCA/DVSA Championship Sprint -- Mont. CCC

MEETING NOTICE

The April meeting will be held at 8 PM on April 28, 1976 at Sea Watch in Jeffersonville (see map on page 3). The program for the evening will be about photography, and it is to spur some interest in our Photography Contest. It is also to guide those who may be neophytes in this area.

The program will be concerned with the basic techniques of camera handling and controls, lens selection, film selection, exposure readings, etc. We won't get into any heavy technical stuff and I guarantee it won't be over your head. You may even enjoy the pictures. Once we get the basics down pat, we'll talk about any problems you may have.

BACK TO (SPRINT) SCHOOL TIME

We all know you have your B.S. in driving; now it's time for a Master's in sprinting. Doctors Mel, Vern and Joe will instruct the class. Classes will be held at Christmas Village (see map on next page) Sunday, April 25, starting at 9 AM and continuing till we run out of gas. Notes are not needed if you are late.

School supplies include Porsche, helmet, and seat belts. This playground will provide the answers for the Quad Regional Sprint Test (see page 16). These classes will also help in the real world of driving, so those afraid to take the test, don't be afraid to take the class.

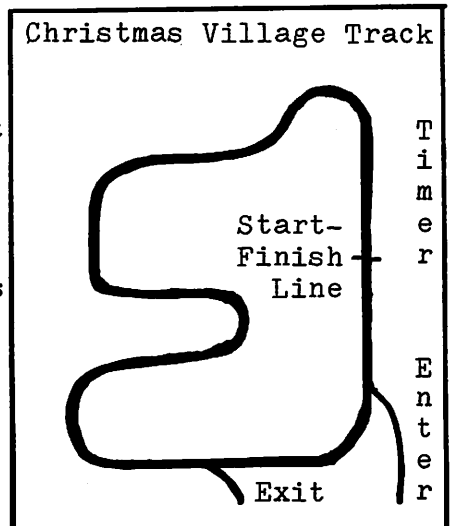
After school activities will include a cook-out at Stonecliff Park, Reading. Don't forget to have someone at home pack your picnic goodies.

See you at school,

Joe Long

Entry fee: \$5.00. For those of you who have never been to Christmas Village, it is a go-cart track, not a parking lot maze of pylons. You can concentrate more on driving fast than trying to figure out the course. This is your opportunity to test your driving skill and your car's handling as you will compete against cars of equal performance. Tech inspection at 9AM, first car off at 10:30.

Any questions about classes, rules or directions how to get there, please contact Joe Long. Remember, the more cars that compete, the more enjoyable this sprint series will be.



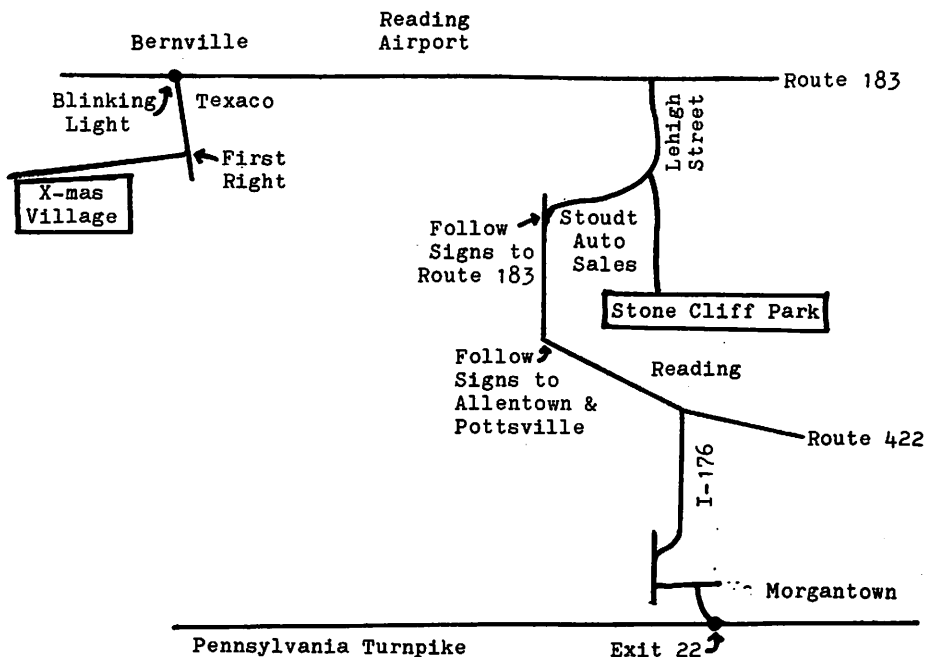
RIESENTOTER REMINISCENCES

The purpose of this column is twofold. Firstly, to give "new" members a perspective on the club's history and its raison d'etre. Secondly, to provide for "longtime" members an opportunity to recall (fondly, we hope) a particular event which they might otherwise not have cause to remember.

The first issue of "Der Gasser" was for the month of February in 1959. Editor was Harry W. Nowak and the club members' activities ranged from the Rose Tree Rally, in which Charlie Beidler and Rad Ware placed 16th, the highest PCA placing (even then we were demon rallyists), to attempting to locate a hill, preferably on private property, which the club could use for a hillclimb. The meeting place at that time was the Springhouse Tavern, Springhouse, Pa. Also of note is an official price list from Porsche listing the available 356B body styles for 1959. (Anyone want a S-90 coupe for \$3,280?)

In future columns we will relate club activities five, ten, and fifteen years past.

Bill Smith



TECH SESSION RECAP

The most recent Tech Session was held at Holbert's on March 13. About 20 PCAers attended and there was ample time for everyone to use the lifts.

One topic discussed was the mechanical fuel injection used on 1968-1973 911's. Although complex in nature, the system usually remains in tune for long periods of time, and minor adjustments can easily be made. The following paragraphs briefly describe the system.

The heart of the system is the injector pump located above the engine. This is belt driven off the left camshaft and fuel is shot into each cylinder from it at the proper time. Adjustments allow the mixture to be changed using CO emissions as a yard stick.

Air is fed to the engine through six butterfly valves actuated by the linkage. This is an area of common difficulty and one that's easy to fix: after a number of years, carbon deposits build up on the intake walls preventing the valves from closing fully. This causes an erratic or high idle. The cure is a few cans of carburetor cleaner in the gas (e.g. Gumout). If things are really bad, the velocity stacks can be removed and the intakes cleaned manually with a toothbrush and Gumout. A related problem is carbon buildup blocking the idle screw passages giving a low idle. Here the solution is to remove the screws and clean out the passages with a pipecleaner soaked in Gumout. When you reinstall them, screw them in all

the way and then all out equally until the idle is right. Alternately, use a Unisyn.

A second easy thing to check is the linkage arm lengths. The linkages on the throttle bodies should not be touched, but the cross shaft to the throttle bodies and cross shaft to pump linkages have precise lengths: the former should be equal and the latter 114 mm. If your car has only been worked on by knowledgable mechanics this shouldn't be a problem.

A final point everyone should check is the nylon stop bushing under the accelerator pedal. When the pedal is bottomed out against this, the linkage should still be slightly free to advance if a second person pushes it in the engine compartment. If it is not free back there, unscrew the bushing a little. Failure to do this means you may be bending delicate pieces when you put your foot into it.

Next month--a brief explanation of CIS...or...
"Why so many 1974 cars are brown."

SAY 'HELLO' TO THESE NEW MEMBERS

Daniel R. Cerven, Souderton, PA

Marjorie M. and Larry Crandall, transferred from
San Diego, now living in Philadelphia, PA.

M. Richard and Janet Kalter, Wallingford, PA.

Edward J. and Patricia Keegan, Upper Darby, PA.

William M. and Phyllis Smallridge, Audabon, PA.

William Reed Van Billiard, Bethlehem, PA.

HILLCLIMBING

JESS HOLSHOUSER

The hillclimbing season gets underway April 24 and 25 with the second running of Goldmine Hillclimb. To get to the hill from Exit 30 of I-81, take Route 72 (about one mile) to Lickdale. Make a left in the center of town. Continue on this road until it intersects with Route 443 (about three miles). Take a right on Route 443 for a short distance (a couple hundred feet), then make a left on the road to Tower City. The hillclimb is on the Tower City road with the starting line a mile or so up the road. For general orientation, Lickdale is on Route 72 north of Lebanon. By the way, the pits (a good spectator viewing area) is part way up the hill. Try to make it. Porsches (356's, etc.) in EP II run on Sunday, along with CP Porsches, Mod II Elva-Porsches and Formula II Porsches. Timed runs start at 9 AM.

Our club will be entering one team of drivers this year to compete for the PHA season trophy. Riesentoter drivers will be: Dick and Connie Sweigart, Dave and Al Derecola, Ted Klaus and Jess Holsouser. This year as last, Dick, Connie and I will be competing in PHA class EP II with the TR3's. Added to this class this year, however, are the TR4's. Good grief! Anyway, Riesentoter is more than a name.

It seems pretty definite that Duryea Hillclimb will not be sanctioned by PHA this year. Blue Mountain Region SCCA intends to run it as a SCCA Solo I. It will not count for PHA points, nor as a PHA novice hill. Negotiations still continue with Northeast PA Region SCCA concerning Giant's and Weatherly, and there the prospects are hopeful. There is no recent word on two other prospective hillclimbs.

One more thing--we need new club drivers to run with us. Consider running in the Showroom Stock Sedan and Showroom Stock Sports Car Classes. It's the least expensive way to go. PHA uses the SCCA specifications for these classes. So borrow a copy of the SCCA GCR and PCS to see what minimal investment you have to make.

Keep it between the trees.

PAGE 13

On April 3 we held a skid pad and sprint practice course at the Norristown Area High School. Since the event wasn't even planned when last month's issue went to press (early), we weren't able to give you any advance notice of it in Der Gasser. Flyers and an announcement at the meeting should have informed you of it. Anyway, since it's history now, all we can do is tell you how it was.

The event was rather informal, and the 12 drivers had loads of time on the course and the 60 foot radius skid pad. (Incidentally, 30 mph on a skid pad of this radius is equal to a lateral accelerative force of one full g.)

Unfortunately, on the sprint practice course, I managed to go a bit off course at one point, and bent a few suspension parts. I'll be ready for the DVSA season and the quad regionals, though. Speaking of DVSA, there were a few changes in the schedule printed last month. The calendar on page 7 shows the correct schedule, and we'll keep it up to date.

How do like our cover this month? Artist Cindy Bollinger did a terrific job of portraying a full array of Porsche mag wheels. Keep watching the cover (as well as reading what's inside), as the format of the cover will be changed in June to a super work of graphics done by Joan Steklenski.

Remember, the deadline for Der Gasser is the first of the month of publication, so if you have any articles or classified ads (they're free to members), please get them in by the first.

Auf wiedersehen!

Editor

APRIL SOCIAL EVENT

A COOKOUT AT STONECLIFF PARK
AFTER THE SPRINT SCHOOL AT CHRISTMAS VILLAGE
APRIL 25, 1976

Rekindle Cub Scout days in the Sylvan Glades of Stonecliff Park near Reading on Route 61 (you can see the park from Route 422 on the way to the sprint). There are facilities for tennis, basketball and cooking. The club is supplying two bags of charcoal and lighter fluid. All you need bring is the food! See you there.

MAY SOCIAL EVENT

TOUR OF LONGWOOD GARDENS AFTER
BRUNCH AT THE SHERATON-BRANDYWINE
MAY 16, 1976

Enjoy Mr. duPont's hospitality; tour his botanical gardens and conservatory, rain or shine, after an exquisite buffet brunch. Brunch will cost \$4.50 for adults, while entrance to the gardens costs \$1.50. Bring your camera!! We'll meet at the Sheraton on Route 202, five miles south of Route 1 at 11:30 AM.

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QUAD - REGIONAL SPRINT SERIES - 1976

This one is for Porsche lovers. A sprint series just for Porsches. Our Region, along with Schattenbaum, Northern New Jersey, and Jersey Shore are sponsoring this four sprint series to see which region really has the best drivers. All four sprints will be held at a Christmas Village, which is located in Bernville, PA (see map on page 9).

SCHEDULE FOR 1976

May 23	NNJR host
June 27	Riesentoter host
July 18	Schattenbaum host
August 1	Jersey Shore host award picnic & trophies

CLASSES

M6 Modified 6 cylinder, Turbos
I6 Improved 6 cylinder
A6 911 (2.7) all ✓
B6 911S (except 2.7), 911E (2.4)
C6 911E (2.2), 911T (2.4), 914/6
D6 911 (all except 2.7), 911L, 911T (2.0, 2.2),
911E (2.0), 914-2.0, 924
M4 Modified 4 cylinder
I4 Improved 4 cylinder
A4 914 (1.7, 1.8)
B4 356, 912, 912E
LM Ladies driving modified cars
LI Ladies driving improved cars
L6 Ladies driving 6 cylinder cars
L4 Ladies driving 4 cylinder cars

Note: There will be no indexing for ladies' classes; actual time will count.

SCORING

1st place = 20 points; 2nd = 17 pts.; 3rd = 15 pts.;
4th = 13 pts.; 5th = 12 pts.; 6th = 11 pts.; 7th =
10 pts.; 8th through 16th places, 9 through 1 points
respectively.

SPECIAL NOTES

1. Open 356 cars must have roll bar.
2. Metal-to-metal seat belts required
3. Safety helmets are mandatory
4. All cars must pass technical inspection

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SPECIAL OF THE MONTH

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ALL SIZES AVAILABLE

Spring is here, and with it comes a full calendar of events. There are plenty of activities for all: sprints, too numerous to count, social events, one or more for everyone's taste, plus rallyes, novice or expertise, and hillclimbing, the screaming of the engines, the seemingly endless climb. And what better way to attend one of these events than wearing a Riesentoter T-shirt?



(Vern Lyle photo)

The only thing nicer than a 356 is more 356's.

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1973 914/2.0. Accessories include forged alloy wheels, sway bars, center console, chrome bumpers, driving lights, leather-covered steering wheel, Michelin XAs tires, and Blaupunkt AM/FM radio. Zambesi green with black interior. Rust-proofed by Stoddard when new. 35,000 accident-free miles. No parking lot door dings. Immaculate. \$5700/offer. Jim Perrin, 2401 Willowick Drive, Columbus, OH 43229 (614) 882-7625.

Left and right Solex 40P11-4 carburetors from late 912 engine. Good condition, rebuild kits included. \$150. Mike Evangelista, (215) 943-9100 (days) or (215) 348-3223 (evenings).

One Aamco roof rack for a 911 coupe; includes ski clamps. Cost over \$60 new. Make an offer and pick it up. Also, several years of Christophorus. John Phin (215) 527-2015.

Late 356B or 356C complete trunk section, brand new. If you have tried to find one for repair or restoration, you know how scarce they are. List \$125. Reasonable offer. Bill Smith, (215) MA3-8789.

Air conditioner for 1974 or 1975 Super Beetle. Make an offer. Bob Parker, (215) VI8-2985.

912 parts: 2 911/912 doors (no dents) for 1966-1969 1 4-speed transaxle (basket case) with bad pinion gear; 1 shifter; 1 windshield wiper motor; 1 starter motor; 1 set of mag wheels--2 5½x15, 2 7x15, paid \$200 brand new, asking \$100 firm. Joe Bickel, (215) 933-9525.

356C engine; machined B flywheel, 140+ HP, 500 miles on rebuild. Must sell or get divorced--Help! I am faltering, could go either way. Please call Adrian Lori (Pocono Region) at (717) 654-6643.

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914/2.0

912 E

911S

Turbo Carrera

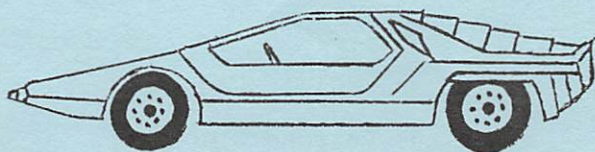
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