



JANUARY 1977

PRESIDENT'S MESSAGE

It is no secret to those who have had a long term interest in Porsche that the Porsche cars have undergone drastic changes over the past several years. Scarcity has struck the ranks of the 356, the 911 has evolved into a highly sophisticated and costly machine, the 912 and 914 have disappeared from the product line, and the new and different (for Porsche) 924 has been recently introduced. Porsche has changed its image from a high quality, well engineered sports car to a prestigious grand touring car.

Naturally as the Porsche has changed, the Porsche owners have changed also. Some similarities do, however, exist. The new breed Porsche owner enjoys the driving pleasure of the car. He may not be interested in racing his car, but this does not mean he is not interested in competition. He may be interested in the technical aspects of his car even though he has no desire to work on it himself.

It has been my observation that Riesentöter Region has not been able to interest these new Porsche owners enough to become active members. What must we offer our membership in order to interest both our existing members and new members?

I feel that we must offer more than just a social atmosphere. We must bring Porsche back to our region. We must make adjustments to our technical and competition programs to interest our new members and create new enthusiasm in our existing active members. If we can do this, the rest will be easy. If we can't, the club will become financially unfeasible and pointless to operate.

The Executive Committee for 1977 is attempting to make these adjustments. Your input is also needed. Please let us know if we are going in the right direction.

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

MEETING NOTICE

The January meeting of Riesentöter Region will be held on the 26th at 8:30pm at the Midshipman restaurant (see map page 2). "Der gefrassiger Gasser" recommends you arrive early enough to sample the menu: he has tried the brook trout and lamb chops

(on separate occasions) and found them to be worth a re-run. Wines are available by glass, carafe or bottle. Meals run from about \$7 to \$12, with appetizers, soups and desserts available a la carte. Plastic money accepted.

- Jan 22 TECH SESSION — YBH Porsche/Audi
- Jan 24 Registration due for ALL NIGHT RALLYE
- Jan 26 PCA MEETING at THE MIDSHIPMAN
- Jan 29 ALL NIGHT RALLYE
- Feb SKI TRIP
- Mar 12 Third Annual Nickel Night at Nick's
- May 21 Drivers School: PHA— Watkins Glen
- May 22 PHA Solo I event— Watkins Glen

TECH SESSION

YBH Porsche/Audi (+VW+Mazda) in Edgemont will host our next Tech Session on January 22, from 9:00am to about 3:00pm. The facility is about 2.8 miles west of Pa. 252 on the south side of Pa. 3. Westbound travelers are advised to pass YBH and make some form of legal turnaround via the next traffic signal (Providence Road), so as to be able to enter the P/A lot (first south-bound driveway after ARCO station).

PORSCHE DAY IN THE POCONOS

Enjoy a day of winter sports in the Poconos along with fellow Riesentöters. Once again Porsche Club members are invited to tackle the challenge of snow and ice in the Poconos, thaw out with cocktails at Bob and Babe Ahrens' home, snowbird and then rejuvenate with dinner at a nearby restaurant.

Date: Saturday, February 12, 1977.

- Choose your challenge: Ski at Big Boulder or Jack Frost (\$10)
 or, at Split Rock: Ice Skate } (\$4 adlt/
 Toboggan } \$3 child
 Sled }
 Ski (\$7/\$3)
 Snowmobile (\$9/1hr)
 or, Feed the Fire at Snowbird all day.

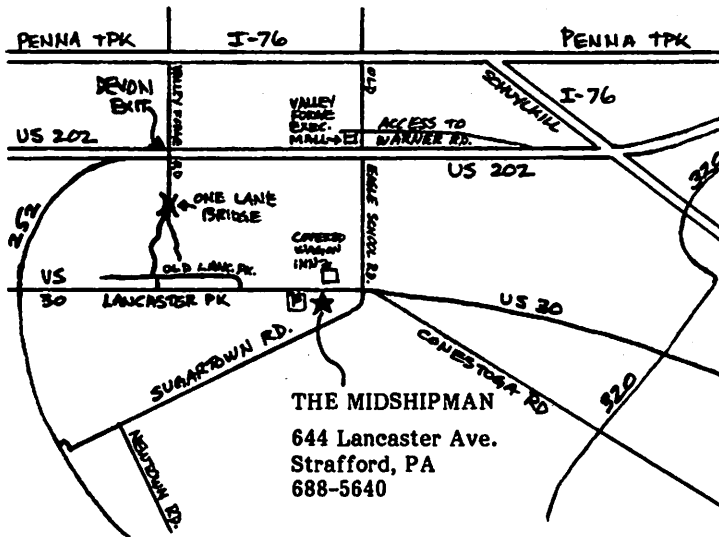
Cocktails: 4pm at Snowbird (the Ahrens' home). \$1 per person to defray the cost of refreshments.

Dinner: Richie's Steak House. Informal dress, select from varied menu. Two miles from Exit 35 of the NE Extension.

Pay as you go. Cocktails and dinner will go on regardless of the weather.

HEY, BUD, GOT A NICKEL FOR A ... ?

Mark your calendars: the Third Annual Nickel Night at Nick's is scheduled for March 12. Watch Der Gasser for more info.



PROGRAM FOR JANUARY

When the referee calls a technical on "Dr. J" we all moan, but when the Program Chairman calls a TECHNICAL we all come to the meeting. We will have Bob Koerbel, 1977 Technical Chairman; Dennis Mahoney, 1976 911 Technical Chairman; and Vern Lyle, 1976 356 Technical Chairman as a panel. They will be there to answer questions you may have regarding your Porsche, no matter which model. All you 914 owners (and 912E owners) will be able to call upon Joe Bickel for a word or two. This is a rare opportunity to get professional advice for free: don't pass it up.

APPOINTED POSITIONS

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FINANCIAL REPORT: FISCAL YEAR 1976

	Received	Disbursed
BEGINNING BALANCE	\$ 380.86	
Dues	1,641.02	\$ ---
Meetings		
Goodie Store	365.25	---
50/50	74.75	---
Non PorschePushers	12.39	---
Badges	---	275.00
Beer	---	52.00
Activities		
Quadregional Pic.	86.59*	200.00
Other Picnics	---	239.04
Sprint-NAHS	65.00	50.00
Sprint-DVSA	528.00	290.59**
Sprint-Quadregion.	235.00	---
Tech Sessions	26.00	---
Banquet	928.00	1,105.51
Nick's Night	2.11	---
Der Gasser		
Advertisements	920.00	---
Printing	---	2,263.94
Postage	---	523.93
Other		
Pa. Hillclimb Assn.	---	25.00
DVSA	---	10.00
Money Order fees	---	1.20
Stamps, Ofc. Suppl.	---	50.89
TOTAL	\$5,283.81	\$5,087.10
BALANCE FORWARD	\$ 196.71	

*refund
**trophies

HOW'S YOUR SYNCH?

Just a short note concerning your carburetors. We all know that the manuals advise checking the carb synchronization every so often, but most people tend to put it off. "The engine runs OK, why should I bother?" That's a good enough philosophy, but it can run so much better when properly tuned!

Carb synch is really linkage synch. The throttle gets sloppy with age, gets bent with hard romps on the loud pedal, loses its setting due to vibrations, etc. I used to check mine every 3,000 miles and it always required resetting. That got me thinking that at some point prior to 3,000 miles, things weren't right. I've started checking every 1,000 miles and you wouldn't believe how far off the synch can be.

The results of correcting a synchronization problem are immediately apparent in smoother running, quicker throttle response and yes, even better mileage. So spend a little time with your Unisyn or if you're in the dark on this, come on out to the next Tech Session* and we'll go over everything you need to know.

VERN LYLE

*Jan 22, YBH. je

HILLCLIMBING

Riesentöter Region Takes Team Fourth Place

Yes Porsche-Pushers, our hillclimb team representing our club finished strong to take 4th place in the run for the Team Championship Trophy in the 1976 series of the Pennsylvania Hillclimb Association. It was a surprise to us since we had been about seventh place for most of the year. The new entry in the team competition, Team Bergmeisters of the Central Pa. Region of PCA, finished 5th.

As to the individual finishes of our team drivers, we have:

Formula 1, 5 drivers competing: Ted Klaus, 1st

Modified 2, 9 drivers competing: Dave Derecola, 2nd

Al Derecola, 4th

EP2, 10 drivers competing: Jess Holshouser, Tie for 2nd

Dick Sweigert, 4th

Connie Sweigert, 6th

In the Modified 2 class, Dennis Frick of the Central Pa. Region of PCA finished 1st and his co-driver Eric Wagner finished 3rd. They were driving a Royale Porsche. Tom Beil, who did not run many hills this year, finished 5th.

In the EP2 class, consisting of Porsches (356's), Triumphs (TR-3's and TR-4's) and Alfa Romeos, first place was tied between John Dohner (in an Alfa Romeo) and Lorne Fritz (in a TR-3B). In the unusual way PHA designates the finishes, Marc Gerstein (in a TR-3B) and Jess Holshouser (in a Speedster) finished in a tie for 2nd.

For the fastest-time-of-day trophy, Ted Klaus finished 5th behind Dennis Frick. Tom Beil was 7th and Dave Derecola 8th in the FTD run.

Dick Sweigert and I attended the PHA Pre-annual meeting on November 20 to vote on rules changes for 1977. There are no major changes. The changes will be summarized in a newsletter to drivers to be mailed soon. The official Rules and Regs book, however, will not be published until after the PHA annual meeting and banquet to be held February 5, 1977 at the Sheraton in Reading, Pa. At that time, we will vote on final rules changes and sanction the events for 1977. At this time there are eight events firm with a possibility of one or two additional hills. In addition, there will be a PHA Drivers School to be held at Watkins Glen on May 21, with a Solo 1 event there on May 22.

Keep it between the trees.

JESS HOLSHOUSER

1967 911S Coupe, Ser. #308-411S, engine #962-114. Sand Beige/Black Interior. All S equipment, mags, Hella QI headlights, Coolaire A/C, rear window defogger, Ziebart rustproofing when new, MK-10 CD, five Pirellis. 63,000 miles, exceptional condition inside, outside and mechanically. Not raced, rallied or autocrossed. See to appreciate. \$6,000. Bone, 82 Devon Rd., Paoli, Pa. 19301; 337-1000.

ROSE TREE MOTOR CLUB, INC.

Rose Tree Motor Club, Inc. Announces it s

23RD ANNUAL ALL NIGHT RALLYE

Date: Saturday, January 29, 1977. First car off at 6:01pm.

Start Point is convenient to the Downingtown Interchange of the Pennsylvania Turnpike: Nelms Lincoln-Mercury, on U.S. BR 30, about one mile west of Downingtown, Pa.

Appx. 300 mi. with rest/fuel stop midway. No ambiguous clues; no complex navigational problems; planned traps will be looped.

Trophies, 1st thru 5th (or 10% of class, whichever greater) in SOP Class, 1st & 2nd (or 10%) for Equipped and Unequipped; special Novice Class trophies.

Entry Fee: Individual, \$17.50 per car (includes breakfast for 2); Team Fee, \$20 per team in addition to individual entry fees.

DEADLINE: January 24 (after which fee will be \$19.50). Generals will be mailed. Entries welcome up to start time, but call Frank Holland 215/543-5196 to get **SAFETY INSPECTION** info. if you find yourself registering late. Seat belts mandatory; brakes, horn, wipers, lights, tread, exhaust incl. in S.I.; each car must have flashlight, three flares, tire chains (not necess. mtd.), tow rope(or chain), fire exting., shovel, spare tire.

Contact Lillian Hanna, 160 S. Shadeland Ave., Apt. 502, Drexel Hill, Pa. 19026, 215/622-1648 for further information.

F O R S A L E

1975 914 1.8 Chocolate brown. A/C, Stereo AM/FM; Appearance Group, Alloy Wheels. 14,000 mi. \$6,000. Dr. Marvin Hunter, 345-8047.

1956 1600N Speedster. Good Condition. \$3,600. Call 896-5711

