

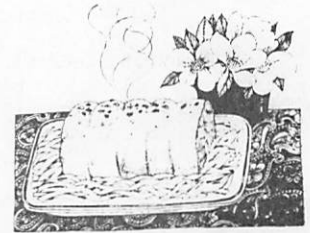


# DER GASSER

## Riesentöter Region Porsche Club of America

### The Presidency

## SEPTEMBER 1970



*free! free!  
Who can say "no"*

#### President's Message

The subject of this month's "message" was selected some time ago; well before Dick Hoffman's excellent presentation at the August meeting. His talk on the automotive emissions problem merely reinforce my thoughts regarding ecology.

I am sure psychologists must have a professional term to describe people like myself. The kind that say that something should certainly be done about all this air pollution and then sets fire to a big pile of damp leaves. In ordinary layman's terms the word would be "hypocrite". Since my Porsche has no emission control equipment I can't take it off, but I'm sure I would if it did have such equipment. My excuse is to rationalize the whole matter because the resulting pollutants just don't add that much-you know, just a little bit.

Those who missed Dick's talk missed on one hand a preview of whats in store for the automotive industry over the next decade. On the other hand, they were spared the gloomy prediction that we are probably getting a last fling at fully enjoying automobiles and motoring as we know them today. Although Dick owns one Porsche and wants to buy a second, he is pretty much convinced that the air-cooled engine is due for extinction. What's even more alarming is that depending upon what "expert" you hear, even the modified internal combustion engine is out. If this is in fact true, what will take its place? Every ecologically minded expert has his own idea of the emission free power; electric, steam, atomic, turbine, etc., etc. To make matters worse, more and more people seem to get into the act each day.

Natuarily, I don't know what the solution is, but I wish the automobile industry good luck in their endeavors to find a suitable solution.

On the light side, maybe hydrocarbons, carbon monoxide and nitrogen oxides can't be seen but is particulate matter, those little black spots that get on the legs of your pants when you stand behind an exhaust pipe? I think I'll work on my own theory.

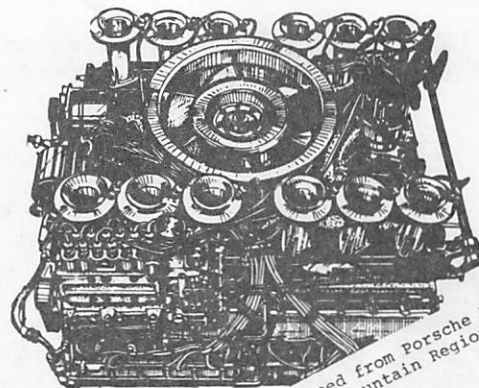
John Chatley III



GET A FREE DRINK !!!!

A \$5.00 RESERVATION DEPOSIT WILL ENTITLE YOU TO A FREE DRINK AT THE 1970 PCA BANQUET. SEND A CHECK PAYABLE TO RIESENTOTER REGION, PCA, C/O BOB KOERBEL 275 BRYN MAWR AVENUE, BRYN MAWR, PA. 19010 OR PAY AT THE SPECIAL TABLE AT SEPTEMBER AND OCTOBER MEETINGS. THIS OFFER EXPIRES OCTOBER 31, 1970. DETAILS OF THE BEST BANQUET EVER TO FOLLOW.

### ... it works every time



Shipped from Porsche Patter  
Rocky Mountain Region

"I am not conscious of having sinned,"

# NEW MEMBERS

# Find yourself.

Bill A. Peronneau  
4845 Pine Street, Apt. C-2  
Philadelphia, Penna. 19143

1968 911 Coupe Blue

Charles K. Morgan, Jr.  
P.O. Box 744  
Lansdale, Penna. 19446

1958 Speedster Yellow

Thomas A. Beil  
3623 Jacksonwald Avenue  
Reading, Penna. 19606

1964 SC Coupe  
1961 S 90 Cab.  
1959 RSK Spyder

Marsha A. Stein  
2087 Parkdale Avenue  
Glenside, Penna. 19038

1970 914/4 Yellow

Ann Miller  
650 Washington Lane  
Jenkintown, Penna. 19046

1969 911T Bahama Gold

Frank J. Walsh  
316 Westminster Avenue  
Cherry Hill, N.J. 08034

1966 911 Green

Wayne Ratz  
Robert Barry Apts. I-7  
Westville, New Jersey 08090

1970 914/4 Tangerine

RIESENTOTER POINTS  
As of August 25, 1970

## MEN

1. Jay Schneider	145
2. Bill Smith	140
3. Dick Sweigart	140
4. Bob Koerbel	130
5. George Howard	130
6. Jim Haas	125
7. John Chatley	125
8. Chuck Walter	120
9. Bob Russo	120
10. Wayne Flegler	105

## WOMEN

1. Judy Smith	165
2. Connie Sheldrake	140
3. Vicki Chatley	125
4. Jean Russo	100
5. Dot Howard	90
6. Doris Reinhard	90
7. Bonnie Flegler	80
8. Joan Haas	70
9. Shirley Hollander	70
10. Jan Remick	70



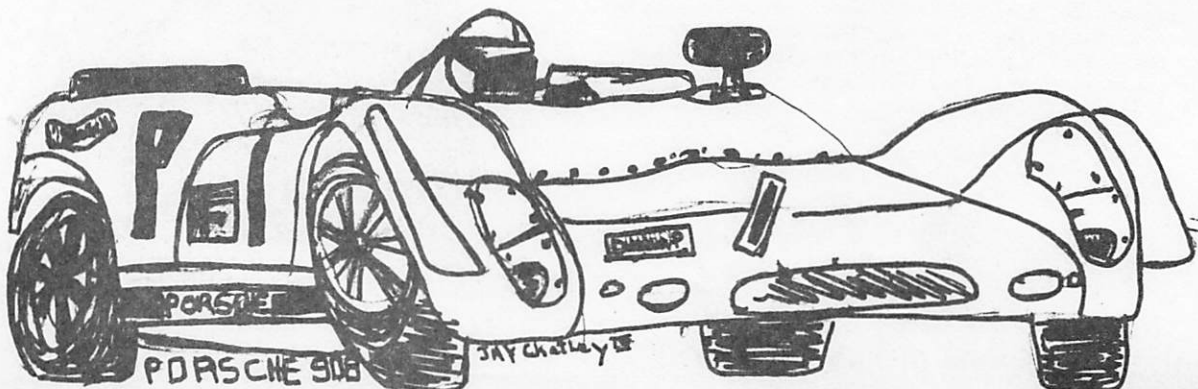
## SLATE OF OFFICERS FOR 1971

President -- John Chatley  
Vice President -- Chuck Walters  
Secretary-Treasurer-- Joan Haas  
Membership Chairman-- Bob Russo  
Activities Chairman-- Wayne Flegler  
Assistant Activities Chairman --  
Howard Harcke  
Der Gasser Editors -- Bonnie Flegler

If you would like to nominate an alternate for any of the above positions please write to Bernie Sitron prior to the September meeting. Nominations will be closed at that time.

# PORSCHE |

## a racing car



# FOR SALE



1965 356C Coupe, blue with red interior.  
For details call Bob Koerbel, 527-2370.

1951 356 coupe, serial number 10548, 62 super engine, 4, 16" wheels & tires and 5, 15" wheels and michelin tires, new white paint, no rust or body damage. Best Offer.  
Car can be seen at 1427 Joel Drive, Ambler, Pa.  
Call-day- LO 9-8232, night- MI 3-2132.



## COMING EVENTS

### September

- 19 Formula 1 - Canadian -  
St. Jovite, Quebec
- 20 CCA Sprint - DVSA
- 26-27 PHA Hillclimb- Rose Valley
- 27 PCA Sprint - Bushkill Pines
- 27 BMC Sprint - DVSA
- 27 CanAm - Michigan International  
Speedway, Brooklyn, Michigan
- 27 Formula 11 - Rome GP -  
Vallelunga, Italy
- 27 USAC - Trenton 300, Trenton,N.J.
- 30 PCA Monthly Meeting, Open Hearth  
Restaurant, Gateway Shopping  
Center, Valley Forge, Pa.

### October

- 4 Formula 1 - U.S. -  
Watkins Glen, New York
- 10-11 PHA Hillclimb - Weatherly
- 11 CSCC Sprint - DVSA
- 11 Formula 11 - Baden Wurttemberg  
Hockenheim, Germany
- 11 World Manufacturers Champ. -  
Osterreichring, Austria
- 18 Can Am - Laguna Seca Raceway  
Monterey, Calif.
- 18 BMC Sprint-DVSA- Championship
- 24-25 PHA Hillclimb - Hershey
- 25 PCA Sprint- Cornog Kart track-  
DVSA Championship
- 25 Formula 1 - Mexican -  
Mexico City

### November

- 1 Can Am - Riverside International  
Raceway, Riverside, Calif.
- 1 OYR Sprint - DVSA
- 8 Can Am - Texas International  
Speedway, College Station, Texas
- 15 PCA Rallye - tentative

### December

- 5 PCA Banquet - Bungalow Inn

On the weekend of September 12 and 13 several of our members represented our club at Limerock. Following are the results of their efforts.

Wayne Flegler was first in the autocross and gymkhana. George Howard was third in the autocross and third in the Concours, 356 class, and seventh in the rally. Both Wayne and George were in Class E, Normals, Supers and C's, for the autocross. The Youngs, the Russo's and Bob Bean were also there to join in the fun.

### RESULTS OF THE SPRINT AT BUSHKILL PINES ON July 19, 1970.

#### Class I

1. Bob Koerbel.....113.97 (T)
2. George Howard.....112.22 A.T.  
114.52 (T)
3. Wayne Flegler.....116.49 (T)
4. George Bordash.....114.75 A.T.  
117.05 (T)
5. Bill Smith.....118.08 (T)
6. Chuck Walters.....119.70
7. Dave Kauffman.....119.77
8. Henry Bogatko.....121.14
9. Herb Barrett.....121.52
10. Bob Russo (Novice).....121.93 (T)
11. Bernie Sitron.....122.10
12. Don Rheinhard.....122.30
13. Jerome Dorsey.....123.05
14. Steve Sitron.....124.41
15. Mike Applebaum.....129.20

#### Class II

1. Dick Sweigart.....107.35 A.T.  
109.50 FTD (T)
2. Ed Lynch (Novice).....113.10 (T)
3. Charlie Stover.....115.86 (T)
4. Charlie Morgan.....116.29
7. Dave Derecola.....118.52
8. Mel Feldman.....118.57
9. Al Derecola.....120.32
10. Rick Roll.....121.85
11. Bob McCullen.....125.08

#### Class III

1. Connie Sheldrake.....114.24 A.T.  
(97.6%) 116.52 (T)
2. Judy Smith (Novice).....124.11 (T)  
(94.3%)
3. Doris Rheinhard.....125.53  
(93.3%)

#### Non Porsche Class

1. Jay Schneider F.V.....110.30 (T)

### RESULTS OF THE PICNIC SPRINT HELD AT CORNOG ON AUGUST 23, 1970.

#### Class 1

1. Bill Schmidt (T)
2. Jerome Dorsey (Novice) (T)

#### Class 11

1. Jim Haas FTD (T)
2. Ed Lynch (Novice) (T)

The following was stolen from the Nugget (Golden Gate Region) of their September issue--another thanks--

914/6  
by John Ollivier

Everyone knows that a 6 cylinder Porsche engine is quite an expensive machine; but no one doubts its truly thoroughbred character. For those concerned with the internals, there's nothing but the most advanced high performance components; dry sump, overhead cams, 8 mainbearing crankshaft, CD ignition, individual carburetion for each cylinder, etc. For those concerned with the aggregate result of these components there is quite a bit to get excited about. The unique exhaust note, the light, quick responsiveness, the smoothness, all are characteristics that should turn on anyone with the least mechanical inclination. Some may question the marginal benefits of all these exotic components (remember that this is an engine for street use, not the track) relative to their astoundingly high marginal costs, especially when a little more displacement with a conventional engine design could more than make up in extra power what the high performance components contribute; but not the real purists, that is, those with that kind of money.

If you are considering the 914/6, the question becomes whether or not the qualities of the engine, tangible and intangible, warrant the investment of \$2400. That is the monetary difference that separates the 914/4 from the 914/6. Other than engine and transmission, there is little qualitatively to distinguish the two. Instrumentation is more complete, the disc brakes are vented, wheels and tires are slightly wider on the 914/6. But cruising at a steady freeway speed yields exactly the same feel in both cars. Transient handling is essentially the same for both, but naturally the 6's larger tires provide somewhat higher ultimate cornering force. With the 2 liter T specifications and with about the same weight to pull, the 914/6 acceleration is easily as good as a 1969 911T, which is to say, sufficient to stay with Detroit's moderately hot V-8's. The 914/4, on the other hand, can barely keep pace with the mildest Detroit's V-8's. Instead of the vague, hard-to-shift transmission in the 4, the 6 has a precise, shorter-throw shifter, essentially as good as the 4's is bad. The clutch pedal travels is also smoother, freer of the binding that plagues the 4.

# Authentic.

The early 914 production deficiencies have now been "discovered" by the factory through owner feedback, and changes are already being made. In particular, the thin-gauge front and rear lid sheet metal which was prone to easy denting has been replaced with heavier gauge metal. The unusual styling, although still considered unusual, is being well received by the general public. The whole design is several years ahead of its time, and next to the now 5-year old 911 body, the 914/6 should appeal to the owner who is willing to sacrifice some luxury and established acceptance for something totally modern, rather stark, but novel. Instead of a refined, GT touring car, the owner gets a mid-engined, two-seater sporter.

There is no doubt about the 914/4's success. At a rather extraordinary price boost, the 914/6 is available with that cracker-jack engine. Whether or not there are enough of the right breed of owner willing to invest in that kind of car is still for Porsche to find out. Imagine, though, if only they sold those 914/6's at one grand less!



For your calendar and if you are traveling in the Ohio area don't miss their annual Oktoberfest weekend on October 3 and 4th. The events will include a Concours, a rally, and an autocross, banquets, and a wine tasting party along with other social events. Open to all Porsche drivers for about \$17.00 per person. Contact the Editors of this paper for more information and who to contact.

Another Oktoberfest for your interest is in St. Petersburg, Florida on September 25, 26 and 27th. Contact the Editors of this paper for more information.

## OFFICERS

- President-John Chatley, 1479 Glenbrook Lane, West Chester, Pa. 19380  
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- Membership Chairman-William Smith, 506 Wiltshire Road, Upper Darby, Pa. 19082  
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- Activities Chairman-George Howard, 4022 Crescent Avenue, Lafayette Hill, Pa. 19444 (828-5537)
- Assistant Activities Chairman- Jim Haas, Darby Road, Haverford, Pa. 19041  
(MI 2-8087)
- Technical Chairman- Robert Koerbel, 275 Bryn Mawr Avenue, Bryn Mawr, Pa. 19010  
(527-2370)
- Der Gasser Editors- Skip & Linda Chalfant, Davis & Pine Creek Road, Chester Springs, Pa. 19425 (363-6763)