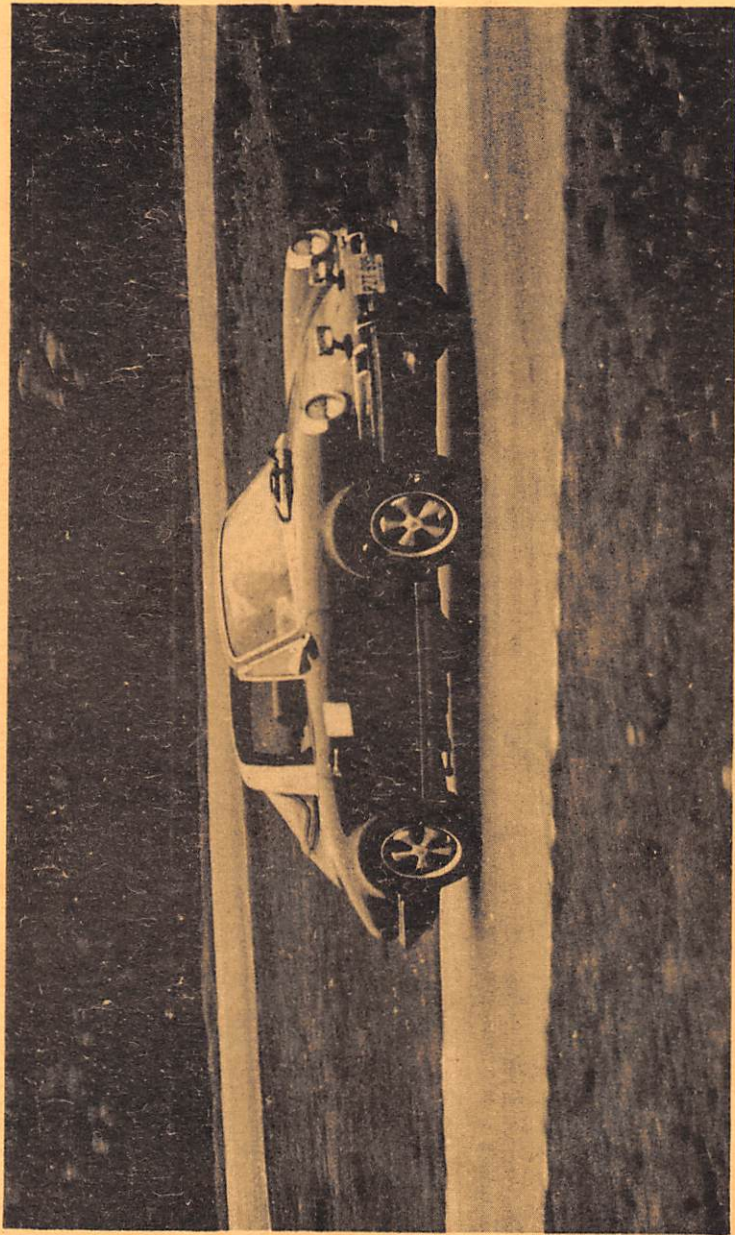


Porsche Club of America

REAR RACING REGION



January 1971

Riesentoter Region

H O L B E R T ' S

PORSCHE | AUDI INC

1425 Easton Rd. Warrington, Pa.

For those who expect Quality



215 DI 3-2890

President's



Message

In all good conscience, before I can mention anything about 1971, I must digress to 1970 for a few comments. Although our banquet is history, all I can say for those who were not there is that you were the losers. It was a great evening as I'm sure most will attest to. The food was good (some couldn't even finish all they had) and the drinks were satisfactory. Somehow you just knew the band was in the room when they were playing.

Seriously though, I want to extend my personal thanks to those who worked so hard to make the evening a complete success. They all deserve a well earned "thanks".

I would also personally like to thank those who served on the executive committee during the last year, especially my wife Vicki, who made my job a whole lot easier. I'm sure going to miss her as secretary-treasurer this year.

By now, you have already seen some of our "new look - 71" - the new style "Der Gasser". Bonnie Flegler and her "assistant" Wayne (he's really the Activities Chairman) have put considerable time and effort into this issue and I am sure your comments and suggestions (in addition to articles) would be greatly appreciated. What you may not know is that the ads make this possible so it would also be appreciated if you would patronize our various advertisers. You had all better be careful how you conduct yourself and drive or ol' "super shutter" will have your picture gracing one of these pages. (The banquet provided some neat pics.)

The various other members of the executive committee are also attending to their respective duties in yeoman fashion and from the looks of things at this time it's going to be a great year. By meeting time, some of the upcoming events will be more in focus and will be announced. Someone mentioned a wine tasting nite and a ski weekend. How's that for openers?

President's Message Continued

When Vicki closed the books prior to audit it was interesting to review our 1970 budget projection. Overall we came out very close in spite of having to pay for a meeting place during the last part of the year. From what I saw we lost money collectively on every sprint and rallye we had. Although profit is not our goal, it is nice to break even once in a while. Please support your club events - it's really fun!

On the brighter side, we're starting the year with a fatter treasury than I can remember in recent years, \$550+. (See Treasurer's Report) Maybe a free banquet in '71?

In closing, I wish all a healthy and prosperous 1971. And one more thing, DON'T FORGET TO PAY YOUR DUES TO NATIONAL.

Thanks.

Authentic.

Sterling F. Kresge

KRESGE'S FOREIGN CAR

866-7925

539 Second Avenue
Bethlehem, Pa.

* Editorial *

First off I think we all agree that Skip and Linda Chalfont deserve a big thanks for a year and a half of hard work in getting the Der Gasser out.

As I'm sure you've noticed the format for Der Gasser has changed. I hope this change will make for easier and more enjoyable reading. I would like to thank the advertisers for supporting Der Gasser. It was with their help that we were able to make this transformation, so please show your appreciation by supporting them.

Any articles and/or black and white photos would be greatly appreciated. Remember this is your newsletter. We can make it a good means of communication if we try.

Thank You!

the editor

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Carriage Craft

1615 Bethlehem Pike

Flourtown, Pennsylvania 19031

Vernon - 6-4777

!A discount will be extended to all PCA members!

Banquet Contributions

Amco - 2 Shift Knobs
Auto Enterprise - Gift Certificate
Automotive Quarterly - 5 Car Posters
Herb Barrett - Case Gulf Oil
Robert Bentley - Porsche, The Man & His Car
Robert Bosche Co. - Racing Jacket
Hugh Buehl - 3 Gift Boxes
Car & Driver - 3 One Year Subscriptions
Carriage Craft - Wax Job
John & Vicki Chatley - Bottle of Galliano
Du Pont - Gift Pack
Edelbrock Equipment - 2 Uni Syns
Foreign Car Parts of Willow Grove - Tune-Up Kit
Vilem B. Haan - Grand Prix Towel
Holbert Porsche - Audi - Gift Pack
Judson Research - Magneto
Kensington Products - Racing Jacket
King Sport Car Access. - \$5, \$2, \$2, \$1 Gift Cert.
Bob & Carol Koerbel - Mug & Set of Driving & Fog Lights
Ray Litz Comp. Eng. - 6 Timing Degree Wheels
Moore Motors - \$25 Gift Certificate
Roger Neuman - $\frac{1}{2}$ Gallon of Inver House Scotch
NK3 Spark Plugs - 10 Desk Pen Sets
PCA - 2 Riesentoter Badges & 2 Sets of Porsche Prints
Penske Racing Division - Magneto
Philadelphia Oil Distributors - 6 Gallons Castrol Oil
Quaker State - Sterling Silver Salad Set
Dick Scarborough - Case Quaker State Oil
Semperit - 3 Lighters
Shell Oil - 100,50,25 Gallons Super Shell
Howard Shoemaker - 2 Porsche Print Sets
Bernie Sitron - 911 Racing Prep Manual
John Stein Porsche-Audi - 914 Coco Mats
STP - 2 Racing Jackets & 5 "500" Books
Mr. & Mrs. Strawbridge - 2 Fruit Baskets
The Starting Line - \$20 Gift Certificate
Texaco - 2 Bags of Fertilizer
Valley Core - Porsche Strip
VW Atlantic - Targa Radio
Walden Book Store - Porsche Story
Wilco Sales - 2 Porsche Mugs
Mr. & Mrs. Wobensmith - New York State Cheese
YBH Porsche-Audi - \$25 Gift Certificate

Financial Statement

1970

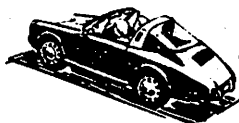
Income

Regional Dues Refund	\$ 882.80
Non-Porsche Drivers	30.25
"Goodies" Sold	254.45
Sprint Entrance Fees	655.00
Rallye Entrance Fees	168.00
Sale of Prints	147.00
Picnic Auction	25.70
Miscellaneous	.01
	\$ 2,163.21

Expenses

Printing "Der Gasser"	\$ 264.00
Mailing "Der Gasser"	129.96
"Der Gasser" Supplies	14.00
Sprint Track Rental Fees	213.00
Sprint Expenses	7.44
Trophies (Sprints & Rallyes)	585.24
Rallye Expenses	44.44
Pennsylvania Hillclimb Association Dues	25.00
Delaware Valley Sprint Association Dues	15.00
DVSA Sprint Expenses - 1969	13.75
DVSA Sprint Expenses - 1970	16.00
Postage & Supplies	9.41
Expenses in Sale of Prints	56.58
"Goodies" Purchased	209.83
Speakers' Dinners	72.52
Open Hearth (Bartender)	100.00
Riesentoter Trophy Expenses	37.93
Miscellaneous	15.11
Picnic	34.79
Banquet	58.43
Banquet Deposit - 1971	50.00
	\$ 1,972.43
Balance on Hand - January 1, 1970	\$ 382.98
Income	2,163.21
	\$ 2,546.19
Expenses	1,972.43
Balance on Hand - December 31, 1970	\$ 573.76

TECHNICALLY SPEAKING —



by ed lynch

900 Series Handbrake

The next time you are touring down the highway in your 900 Series, pull up the handbrake, as though you had a hydraulic brake failure. If the resulting deceleration (or lack of it) concerns you, here is what you can do about it.

Repeat the maneuver several times. If you eventually get some braking action, you now know that an occasional application will keep the lining clean and burnished for the time you may need it. If, as I found, braking action is still poor, the remedy is a little more involved.

Remove the rear wheels. (It's easier to get them back on again if you have jacked up the car first) Depress the brake pedal an inch or so by hand, and keep it there with the stinger from your Bursch. Then when you disconnect the hydraulic line at the fitting on the control arm, your fluid won't run out. Remove the brake caliper, complete with pads and line attached. Unscrewing the two recessed machine screws on the wheel mounting face of the disc/drum will allow it to slide off the wheel studs, revealing your dirty, rusty, handbrake innards. This area gets all the mud and water so a good cleaning and light lubrication of the machinery is in order. If you have to take it apart, begin with nut on the end of the brake cable, then work from the rear forward. Take a good look at the expander mechanism before it falls off. Clean up the linings and the drum like you always have done on your 356.

If you have been thinking of installing long studs for wheel spacers, now is the time to do it. If you rotate the hub to the right spot, you can tap out each stud through the brake cable hole, and replace it with a long one. Thread on an old lug nut flush before driving out the old one, and pull the new one in with another lug nut and a few washers.

After reassembly, use the adjusting procedure from the manual, or it won't work any better than before. Here is the sequence of the adjustment. Release all tension on the brake cable by backing off the nuts on the cable sleeve. Then adjust the linings a la 356 style - lock them up solid with the adjuster, then take up the cable slack, keeping the tension equal on both sides. Balance them visually through the peek holes behind the handbrake lever on the central tunnel. Loosen the adjusters 3 or 4 clicks, and check for about that many at the lever for solid engagement.

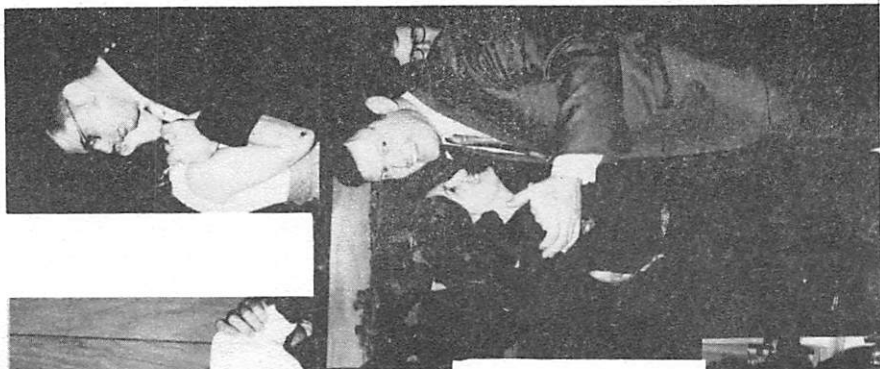
This whole task is good for one afternoon, two dirty hands, and three or four beers.

Some notes on projects you may be considering:

PCA and Riesentoter badges mount easily on your air inlet grill with two strips of foam tape on the back, long countersunk machine screws, good size washers and nuts with a dab of epoxy on them. Snug up the nuts, epoxy, and black out the whole attachment for a tidy job.

* * * *

Driving lights mounted up on your hood have a few advantages: they keep a good adjustment since they don't flex with your bumper, and they give a good light pattern ahead, due to their height above the road. Mounting them in such a prominent place does make the lights a major styling feature of your car, though, and you may want to compare light styles before mounting any. The round ones seem to go with the 356's and the rectangular ones with the 900's. To mount them on your 900, go up eight inches, and in six inches from the outside corner. This puts you into the single metal area, and avoids the underbracing. Use large washers next to the sheet metal, to avoid the jiggles on rough roads. Apply some sealer where the bolt goes through the hood, and attach a ground wire from the bolt to a sheet metal screw in the hood bracing. Run the hot wire back along the bracing, and down the support, then along the wire loom to the fuse block. Find an unused terminal, wire up a relay to it, and attach the lead to your lights through the relay. Use at least #14 wire for everything, and don't just tap into the existing headlight wiring. It looks easy and



December '70



Porsche

Banquet



cheap, but you will overload the circuit, and be plagued by blackouts. The control wire for the relay can go to a separate switch, or to the high beam post on your fuse block if you want automatic driving lights whenever you select high beam.

A few wintertime items:

About \$10.00 spent on the following items will cope with a lot of wintertime misery: Spray can of windshield de-icer, spray can of starting ether, spray can of Liquid Traction, a surplus GI shovel, and a set of jumper cables. With these, you can get almost anybody's car going, even your own. Tape over the lock on the passenger side door, so you can get in after the next freezing rain. Spray all your door, trunk, and window rubber seals with silicone to prevent a freezeout.

Note of Interest

by bill schmidt

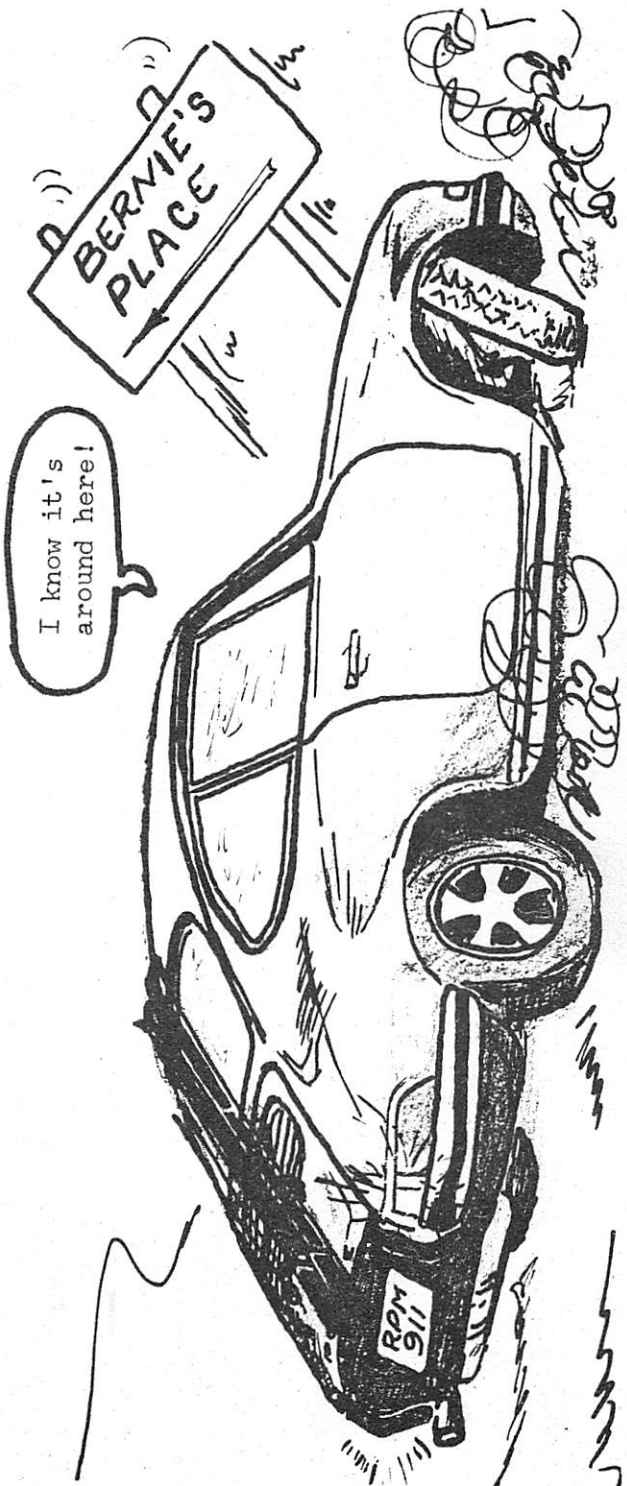
On Saturday, November 7, 1970 the Brandywine Motorsport Club held their rallye and sprint series trophy banquet at Surrie restaurant, on route #13 north of Wilmington, Delaware. Riesentoter members did well in three different sprint classes. The trophies were awarded on the basis of overall class standing for the six-event series. George Foulds placed second overall in B/modified, Jay Gallinger second overall in C/modified and Bill Schmidt first overall in C/stock.

Deadline

**material for der gasser must be
submitted by the 5th of each
month!!**



SKI WEEKEND - JAN 30 & 31



COMING EVENTS

! meeting !

The January meeting will be hosted by Holbert's Porsche-Audi in Warrington, Pennsylvania, approximately 4 miles north of the Willow Grove Air Station on Route #611.

This meeting should be one of the best of the year, with a chance to see the new Porsches and Audis and listen to guest speaker Ray Heppanstall, builder of the Howmet turbine race car. Ray will have his new turbine car available for all to see. There will also be free refreshments. Don't miss this one! The meeting starts at 8 o'clock sharp, on January 27!!!

THINK SNOW

Here it is folks! The first event of the year and it's free, the lodging that is. Bernie Sitron has offered his house in the Poconos for the weekend of January 30 and 31. The sleeping accommodations are free so bring your sleeping bags, booze, females (wife or otherwise) for two days of fun. There is a restaurant $3\frac{1}{2}$ miles away that serves good food at reasonable prices. Ice skating, sledding and tobogganing in Bernies back yard will be available.

We will leave Saturday morning 9:00 a.m. from the Norristown entrance of the Pennsylvania turnpike on Route #422.

If you miss us, take the Northeast Extension of the Pennsylvania turnpike to Exit 34. Take Route #209 East to Kressegeville. Make a right at the Gulf gas station to Kunkletown. It is only $3\frac{1}{2}$ miles to Bernies from there. His mailbox has a Riesentoter emblem on the Post.

Please notified Wayne Flegler if you are going.
(1-609-848-0446)

Noise from the gearbox

BOB KOERBEL is the service manager for the new YBH Porsche - Audi in Edgemont, Pa. It's good to see some PCA'ers getting into the Porsche - Audi organization. GOOD LUCK to Ric Roll in his new job as vice president of an aircraft consultant firm. KEN AND BEA Wainwright own a 1966 911 and a 1964 356C but live in apartment #912! Do you think there's anything to it? BEST WISHES to Don and Shirley Hollander (Don was last year's VP) on their move to north Jersey. BUD EIDEN ran into a fire plug backwards with his 1966 911.. Well, he was going to restore the car anyway! BILL PERRONEAU recently cooked two pistons in his 911. Could it be that high-speed touring on Route 202 west? JACK AND NANCY Jorgensen, ex-Riesentoters now live in Vermont. Jack is a school principal and expectant father. ASK BERNIE Sitron about the time he was a ski instructor at Honeymoon Hideaway. Fortunately there weren't many students. Where do you think all those honeymooners were, Bernie?! THE AVERAGE person went home with goods worth more than the price of admission of this year's banquet. LEW HAHN and ex-RIESENTOTER president is now living in Nashville. DONREINHARD traded in his concours 1957 Cabriolet for a 914/6. This most outstanding '57 porsche can be seen at Holbert's. CHARLES & DONNA Sinclair are planning a trip that will take them around the world this summer, Bon Voyage! WE'RE THINKING of having Peter, Paul and Mary sign up Ed Lynch. Ed was last heard closing the banquet with his own version of "Leaving on a Jet Plan" (Ed's a Pan Am pilot.) DON'T FORGET -- remove the keys from your porsche; 42% of all cars stolen had the keys left in them. PAY YOUR DUES TO NATIONAL !!!!!!!!!!!!!!!!!!!!!!!!!!!!!

PORSCHE

The Peddler

1967 911S Targa - CB57's, Mags, Fogs, Carellos,
Blaupunkt, Gas Heater, Sydmur, 10 Coats Red Lacquer,
30,000 Mi., Impeccable Condition. Going to Viet Nam.
In El Paso, Texas (Ft. Bliss) until April - Then back
to: Jon Kane, 29 Wiltshire Road, Greenhill Farms, Penna.
19151 - phone (215) 642 - 2929 \$ 6,000

* * * * *

Porsche Parts - 4-165 x 15 Dunlap Radials less than 1000
mi. - 6 & 12 Vlt. AM Radios - 12 Vlt. AM - FM Radio -
"B" Drum Brakes - Drum Brake Wheels - Red interior for
"B" - Red interior for 62 - 65 Cabrolet - Black interior
for "C" - 1600 Engine Parts - complete engines that need
rebuilding plus many many misc. & body Parts for 356 B &
C - Cabrolet Hard & Soft tops for 62 - 65 - Mag Wheels
for disc brakes 5½ x 15 - not Porsche style.
Contact Bob Koerbel (215) 527-2370

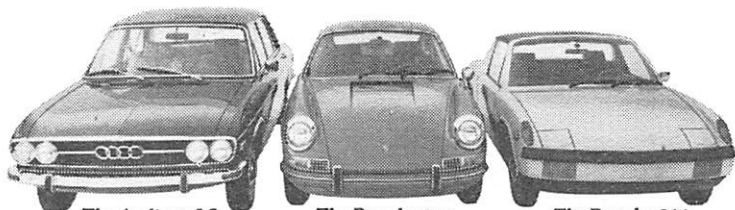
WANTED

1 pair of head rests for 1968 - 912 Tan (not beige)
interior - 1 Steering rack - new or very low mileage
only - 1968 - 912
Contact Bill Schmidt (215) 947 - 4603 eve. after 6:30

* * * * *

Left rear gravel pan for a 1966 - 911 - Left rear
bumperette 4½ by 15 wheel for 900 car
Contact Bud Eiden (1-609) 845 - 7948 eve. after 6:30

Come see a car with an engine in the front, the back, and the middle.



The Audi 100LS

The Porsche 911

The Porsche 914

The car with the engine in the front is called the Audi.

It stops differently, turns differently, moves differently, even uses gas differently than just about every other car in the world. (Sixty-one years of German engineering experience has taught us a few things.)

The car with the engine in the rear is the Porsche 911.

A true classic in sports cars. And a classic in engineering. In fact, over the past twenty-one years Porsches have proven to be so well engineered, so precise, that they've won more than one thousand major races.

And the car without an engine in the front or the back is the Porsche 914.

We put the engine in the middle so the 914 would hold the road better, corner surer, and brake smoother than almost any other car.

At the auto show we'll be glad to show what our cars look like in real life. We're very proud of them.

And we'll show you something we're even more proud of than the way they look:

The way they work.

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Printed by AUTO PRINT INC.
8 Cooper Street
Woodbury, New Jersey 08096
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COVER

Ed Lynch's 1969 911S Targa.
Photo - courtesy Bob Holland

Come see a car with an engine in the front, the back, and the middle.



The Audi 100LS

The Porsche 911

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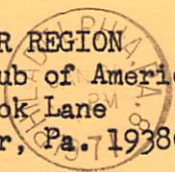
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RIESENTOTER REGION
Porsche Club of America
48 Glenbrook Lane
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as a
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