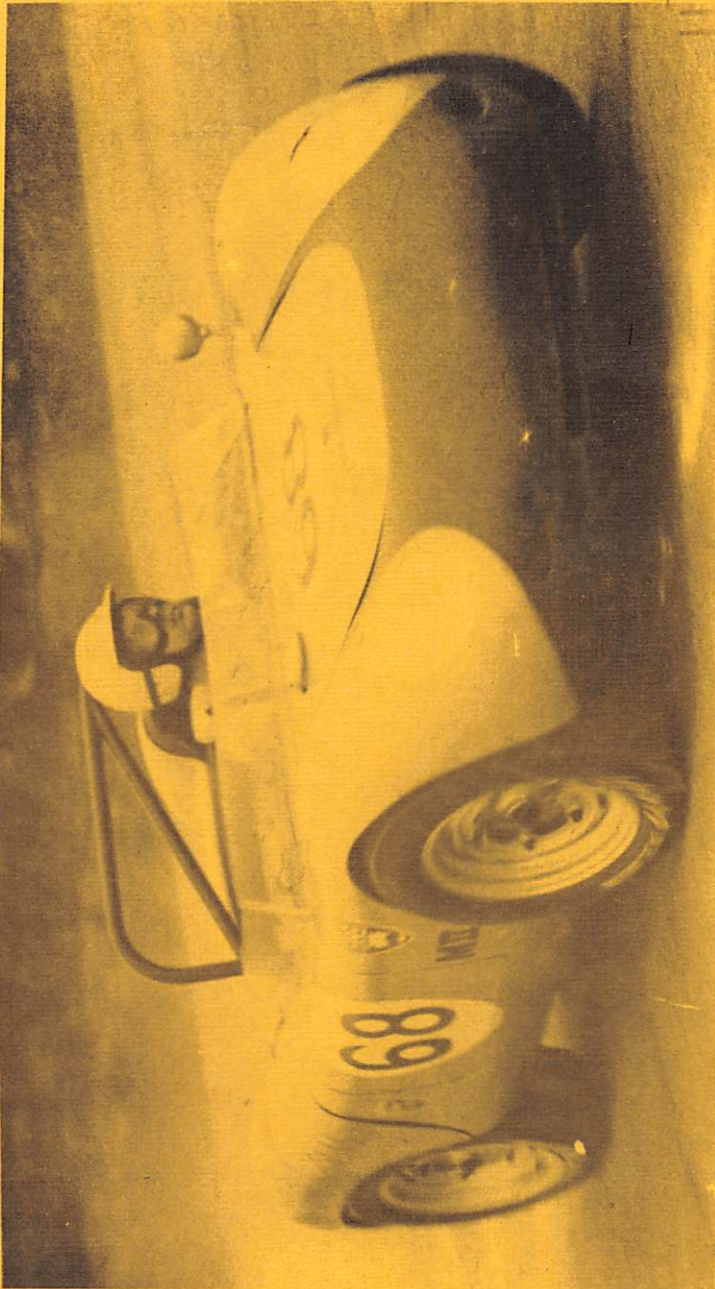


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June 1971

Riesentoter Region

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hobo hill

by lee herskowitz

HOTLINE: Holocaust at Hobo Hill -- May 23, 1971
09¹⁵ hours. Five buzzing "wunder cars" cruising down the N.J. Turnpike at 70mph through "der politzen's" little black radar box. Going unnoticed, they used their last bit of luck for the day. Less than 30 minutes later Bob Russo's 912 decided it needed generator brushes before it ventured onto the Garden State Parkway. Less one car, we headed onto show our stuff to our northern cousins. Arriving at the hill in time to catch the start of the event, we got one run in before lunch break for the timers. By mid afternoon we got started again and decided that the best policy would be to get the runs in as soon as possible, the event seemed to be running behind schedule.

In a vain attempt to capture racing fame, I over lightened my car and ran out of gas; then to let the officials know the Riesentoters had arrived for sure, I tripped the timer on one of the locals, who was tearing up the hill. Success! "Who's that idiot who just went across the finish line? Doesn't he know you only go one way on a race course?" came over the loud speaker. Then Richard Schuck turned in FTD, Dr. Dick Weiss a 1st, and George Howard a 2nd to take trophies from the North Jersey Region.

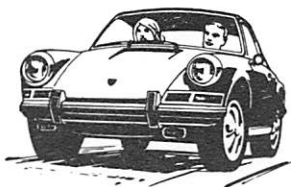
I was sure the NNJ Region had sought their final revenge, upon receiving the final results; I discovered the coup de grace: I was listed as finishing 1st in the ladies division.

Results:

Class A - George Howard - 2nd place -
356B - 45.21
Class C - Bill Peronneau - 11th -
911 - 45.11

Hobo Hillclimb results cont'd

Class D - Wayne Flegler - 5th place
356B - 42.24
Class D - Bob Russo - 7th place -
912 - 44.06
Class E - Martin Newman - 1st place -
911 L - 40.49
Class F - Richard Schuck - FTD
911S - 38.16
Class F - Dr. Dick Weiss - 1st place
911S - 39.08
Class A - Lee Herskowitz - 1st place -
356C - 45.40



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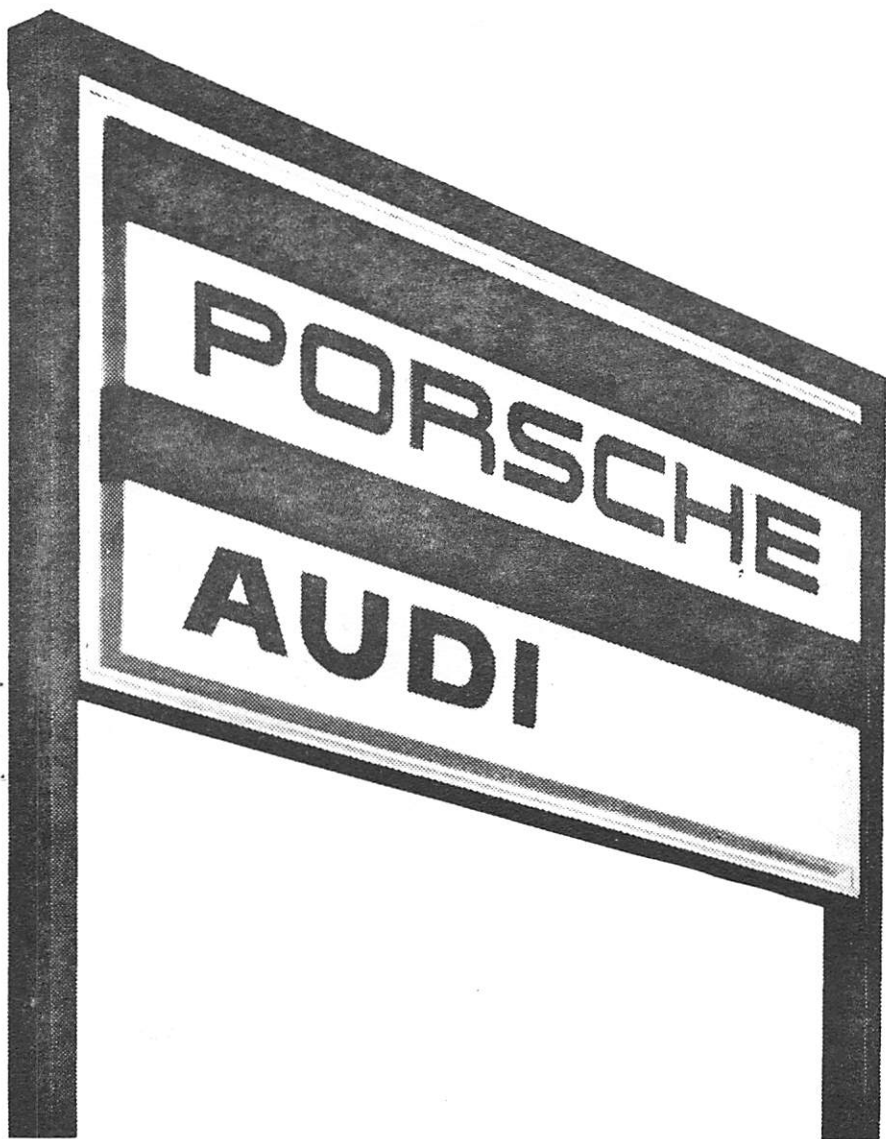
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technically speaking

by ed lynch

Some Notes on Fuel Injection

Since 1969 the 911E and 911S have been equipped with a mechanical fuel injection unit, similar to the units used on the factory racers. This is a mechanical system, with the fuel delivery controlled by sensing RPM, throttle position, temperature and pressure directly, as opposed to the electronic "black box" sensing on the 914 and others.

The system is reliable and accurate- it meets the exhaust emission standards as is, without other smog control devices found on carburetted engines. It can be adjusted to a fine degree for good economy or power, and will deliver fuel at the proper rate under almost any driving attitude without cutting out or loading up.

After two years and 40,000 miles, I've come to admire its good points, and have done only routine maintenance on it (Not nearly the retuning effort required for carbs) and have had no trouble at all. I mention this because the idea of fuel injection scares some people. It scared me for awhile, until I got to know it. It's natural to be wary of an unfamiliar thing especially when it costs extra to get it. But now that fuel injected cars have been around for a few years, and are more available in numbers and in price, more club members may be tempted to own one. If you have the chance to do so, go ahead, don't be put off by the fuel injection.

Care and feeding of a fuel injected engine is simpler than one with carbs. To begin with, the whole F.I. unit is sealed when it is new, and all the linkage is locked in place at the correct length. It is just as important as it ever was to have the linkage

properly adjusted, and it comes this way. Eventually, it can stand minor adjustment, but it is amazing how long it stays in tune. In fact, dealers do not normally make any adjustments during the warranty period of a new car, and you shouldn't either, unless you have a real good reason.

If you ever get around to adjusting the linkage, the same procedures apply as they would on carbs, and a Uni - Syn is the only tool that can tell you which way to go. The pump delivers the same amount of fuel to each cylinders so your task is to make sure an equal amount of air goes into each. That's basically all you do with carbs anyway. The total amount of fuel delivered is adjustable, too, but it is a little involved, and requires breaking some seals on the pump. Idle fuel is externally adjustable at the pump, and air bleed screws are on each intake stack. Adjusting the air bleeds is similar to a motorcycle engine, remembering that it's air you are adjusting -- not fuel. The fuel adjustment must be made while the engine is stopped, so beware of trying to do it while the engine is running -- you'll strip the adjusting notch (which is rotating at half engine RPM).

Any owners who want to fiddle please come see me -- I'll be glad to go in depth with what I've learned.

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P. H. A. NEWS

Riesentoter Hillclimb Team Members

The hillclimb teams representing our club this year in competing for the season club championship trophy in PHA will consist of:

Team A

Dick Schuck - C Production - 911
Tom Beil - Modified II - RSK
Jim Haas - Modified II - RSK
Paul Sweigart - E Production - Speedster
Jess Holshouser - E Production - Speedster
Dick Sweigart - E Production - Speedster

Team B

Jay Schneider - Formula Vee
Charlie Keller - Formula Vee
Dick Weiss - C Production - 911
Connie Sheldrake - Ladies - Speedster
Joe Sweigart - F Production - Sunbeam Alpine
Sandy Sadtler - Formula II

Team A got off to a good start at Jefferson Hillclimb with five of the six members running and accumulated 44 points with three firsts and a second.

Giants Despair Hillclimb

The PHA Contest Board has sanctioned the running of Giants Despair Hillclimb as one of the hills of the PHA season. It is also an SCCA Solo I event. The hill will be run at Laurel Run, Pa., near Wilkes Barre on July 24 and 25.

Jefferson Hillclimb - May 15 and 16

Jefferson was run under cloudy skies on Saturday and in the rain on Sunday. E prod., C prod. and Modified II had the distinct pleasure of running Sunday. This included unloading and checking out the cars in rain and mud, making practice runs and two timed runs with raindrops falling on their heads. In the timed runs through the first two runs EP, CP

and Mod II were right in there for FTD until road conditions improved somewhat when the rain slacked, and the big machinery came through. At the end of the second run, Dick Schuck and Paul Sweigart were holding down 2nd and 3rd FTDs behind a Corvette Sting Ray running in Modified III. (That must have been a wild ride.) Jim Haas was not far behind. The FTD eventually was turned-in by a Devin-Corvette. Tom Beil, who always makes a good run, had transmission problems and retired after the first run. The final results were:

Saturday

Charlie Keller, 7th Formula Vee
Jay Schneider, 9th Formula Vee
Joe Sweigart, 8th FP I

Sunday

Paul Sweigart, 1st EP I
Jess Holshouser, 2nd EP I
Dick Schuck, 1st CP
Jim Haas, 1st Mod II
Tom Beil, 5th Mod II

Other Riesentoters who competed but are not running on our teams were:

Jay Gallinger, 3rd EP I
Walt Urban, 5th EP I
Jan Remick, 8th Touring III
Fred Remick, 12th Touring III

Fred wasn't happy with his engine, so they retired after the first run.

So - the season is off to a great start in the wet. At this rate the season may even surpass the one last year where about half the hills were run in the rain.

By the time you read this, Duryea will have been run on June 4 - 5 and Tuscarora at McConnellsburg June 19-20. The next hill is Giants Despair in July. For Giants, CP and Mod II will run on Sunday, but EP may run on Saturday or Sunday depending on the split of the classes. All PHS hills are run in the



Dick Schuck walking away with FTD.

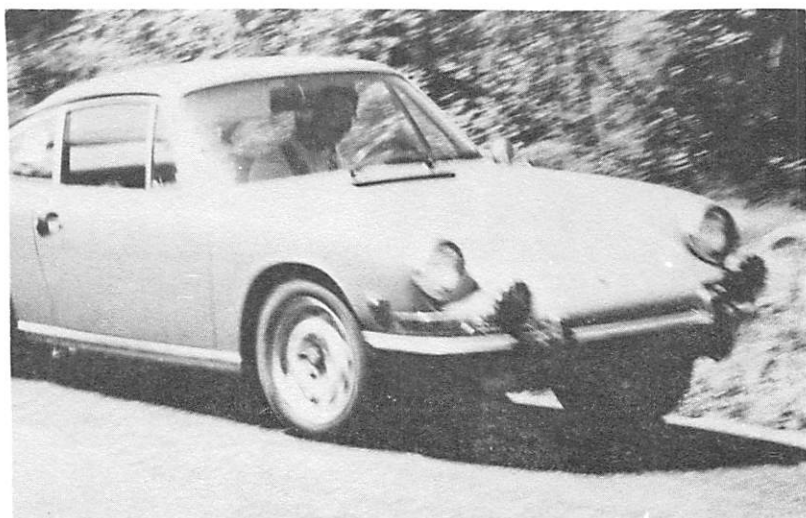
Hobo Hill



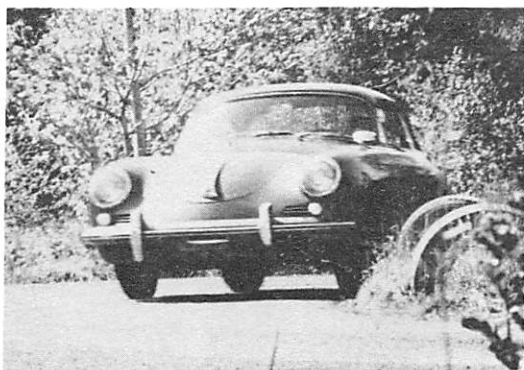
Bill Peronneau's first event.



Bob Russo taking a 44.06



Martin Newman took 1st place in Class E.



Wayne Flegler
42.24

same sequence of classes, Namely: Touring I, II, III, IV, Formula Vee, HP, GP, FP I, FP II, EP I, EP II, EP III, DP, CP, BP, AP, A Sedan, Modified I, II, III, and Formula I & II. So, there's a lot of good spectating at the hills. Try to make Giants.

by jess holshouser

international events

- June 19 - 20 Formula I - Holland
Trans-Am Edmonton, Alta.
PHA Tuscarora, Penna.
- 26 - 27 Can Am Mt. Tremblant, Que.
World Mfg. Osterreichring,
Austria
- July 3 - 4 Formula I - France
Trans-Am Brainerd Minn.
L & M 5000 Lexington, Ohio
- 10 - 11 Can Am Gainsville, Ga.
- 17 - 18 Formula I Great Britain
Trans Am Elkhart Lake Wisc.
L & M 5000 Elkhart Lake Wisc.
- 24 - 25 Can Am Watkins Glen, New York
World MFG Watkins Glen, N.Y.

PICTURES TO THE EDITOR

Note To Any Photographers Attending Hillclimbs Or Any Other Events, We Would Appreciate Some Photos -- 2" x 3" In Black And White Only (High Contrast). Thank You.

new members

Charles Cooke and his wife Lynne of Norristown are the proud owners of a 1963 356B yellow coupe equipped with a sun-roof. Charles, a past member of our region, has decided to renew and become active again. Welcome Back!

* * * *

Gymkhanas, social and technical events are the main interests of Chris Kissel of Perkasie, Penna. We're looking forward to seeing Chris' 1965 yellow C coupe at the sprints.

* * * *

Donald Schaub of Pennsauken, N.J. has recently transferred to the Riesentoter Region from the Shore Region. We're hoping to see Don and his 1970 orange 911 Targa at our events since racing ranks high on his list of interests.

* * * *

Adding to the 194 contingent of our region is David Hynes of Berwyn. Dave and his wife, Linda, are interested in rallying and sprinting their 1971 orange 914.

* * * *

An interest in racing should make Gene Talone of Dresher and his 1963 red coupe a common sight at our sprints this summer.

* * * *

Jim Mavrogenis, a recent transferee from the Los Angeles Region, is interested in entering his 1970 911 coupe in a variety of events. According to Jim, he is eagerly looking forward to our drivers school at Pocono in October.

PORSCHE

noise from the gearbox

GEORGE HOWARD bought a playmate for his red 356B - a red '67 911S coupe. LEW HAAN, former Riesentoter President and Der Gasser Editor recently on vacation from Grad School in Tennessee stopped by to visit with some of his old Riesentoter friends. SO BOB YOUNG put an extractor exhaust on his 914-6, I'll bet it sounds great. JOHN CHATLEY brought his 912 home from Carriage Craft. It looks fantastic! (All the king's horses and all the king's men will have to help Chatley put it back together again.) SORRY TO SEE Joe Kennedy leaving for a new job in Texas and Will Edwards zooming off to L. A. CONGRATULATIONS TO Rick Roll and Pat Baine who were married on June 12. They will be residing in Connecticut. GLAD TO SEE Martin Newman at the Hobo Hill event. Martin lives in Honedale, Pa. and doesn't make it down to many of our events. THANKS TO Philadelphia Electric for the use of the pylons at the Valley Forge event. DOES ANYONE KNOW the whereabouts of Fran Demyan or Guy Pupp??? WAYNE FLEGLER IS sweating putty-balls trying to get his car together for Sun Valley. ANY CHANGE OF address please contact Bob Russo! WE ARE LOOKING forward to seeing new members at the next sprint. THANKS TO JOE Berger for attending our May meeting. SEE YOU IN SUN VALLEY!

deadline

Material for the July issue of Der Gasser must be submitted no later than June 25th. Reason Bonnie and I are leaving for Sun Valley on July 1st.

WANTED

I would like to beg borrow or Steal a complete Porsche tool kit for use in the Concourse at the Sun Valley Porsche Parade. It must be in concourse condition. I would prefer a 356 but will take anything. Contact: Wayne Flegler - phone 609/848-0446

* * * *

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* * * *

Personal Instruction For Tune-Up On My 1969 - 911T. Compensation Open To Discussion. Call Mayor Shanken. Phone 215/WA2-6895(before 6:00PM) 215/MO7-4936 (after 6:30 PM)

wanted: 5.50/8.50-15 Goodyear or Firestone racing tires - must have at least 50% tread remaining - 912 engine in any condition. Contact: David A Dueer, 265 Lincoln Road, King of Prussia, Penna. 19406 phone 215/265-1047

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1963N - 356B Coupe Red - A Title. Radio, Map Light, Luggage & Ski Rack, Michlin X, Head Rest, Some Rust and Oil Leaks. \$1100.
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* * * *

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Parts from 1970 - 911 E Targa - Engine 2.2 175hp complete with all pumps, electric panel, oil tank & lines 6900 miles - \$1800 firm. 5 Speed trans \$450 - RH door \$150 Complete unmarked tan interior \$200. Contact: David A. Duerr, 265 Lincoln Road, King of Prussia, Penna. 19406, phone 215/265-1047

Did you know that one of the first cars built by Porsche ran on electric power and was displayed at the 1900 Paris Exhibition? That Porsche designed the Mercedes that won the 1924 Targa Florio? Would you believe that the first production Porsche was built on a Volkswagen chassis with a standard 1131 cc Volkswagen engine? That the marque we follow was named after Ferry Porsche, son of Dr. Ferdinand Porsche? (These interesting facts were taken from Porsche Club Anzeiger - May 1971)

COMING EVENTS

- June 19 A Driving School will be held by the Potomac Region at Summit Point, Va. Raceway.
- June 25 DEADLINE FOR JULY DER GASSER!!
- June 27 Sprint at Bushkill Pines Raceway. Practice starts at 10:00 am - timed runs begin at 12:00 noon. See map for directions.
- June 30 Monthly meeting at the Springfield Hotel in Flourtown, Pa. on Bethlehem Pike.
- July 6-10 Porsche Parade at Sun Vally, Idaho.
- July 18 Sprint at Bushkill Pines Raceway.
- July 28 Monthly meeting at the Springfield Hotel in Flourtown, Pa. Registration will open for Pocono Driver's School. Cost will be \$10.00 per car. Additional driver will be \$8.00. Registration will close September 1st.
- August 15 Ridge's Ralley - Ridge Ryman Rallemaster
- August 25 Monthly meeting.
- August 29 Porsche Picnic & Sprint (Cornog)

Coming Events Continued

Early September we will have a tech session for all the cars entered for Pocono Driver's School. This event will be hosted by Holbert's Porsche - Audi. The date will be announced in the July issue of Der Gasser

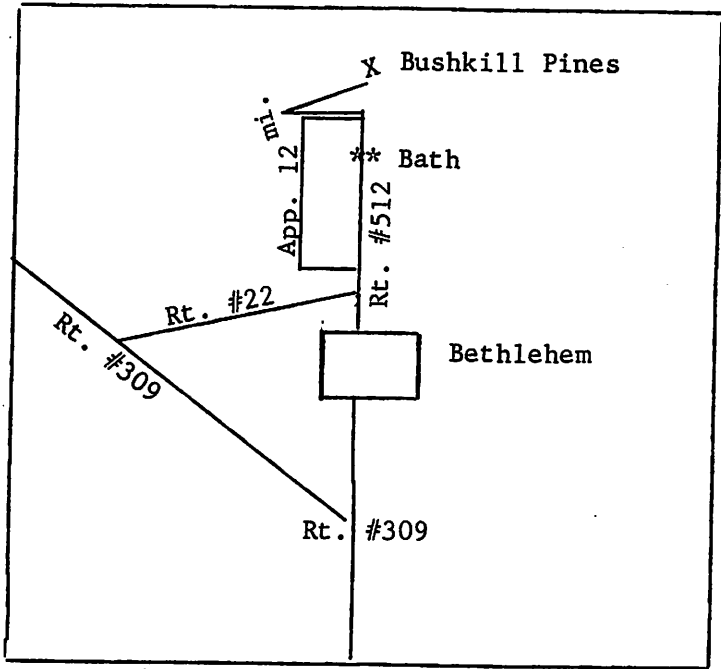
September 26 DVSA Sprint hosted by PCA at Cornog.

September 29 Monthly meeting.

October 10 Driver's School at Pocono International Raceway - Sponsored by Roger Penske Porsche - Audi, Inc.



Howard Reed receiving the broken down helmet award.



Take Rt. #309 North to Rt. #22. Go East on Rt. #22 to Rt. #512, Head North approximately 15 miles - make a left at the ? Mobil ? Gas station. Follow PCA signs $1\frac{1}{2}$ miles to track.

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275 Bryn Mawr Ave., Bryn Mawr, Pa. 19010
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Contributing Editors - Ed Lynch
1 Warwick Ave., Ocean City, N.J. 08226 (609-399-6535)
&

Wayne Ratz
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Jim Haas on his way to FTD taken
by U.S. Army Photographer, Medical
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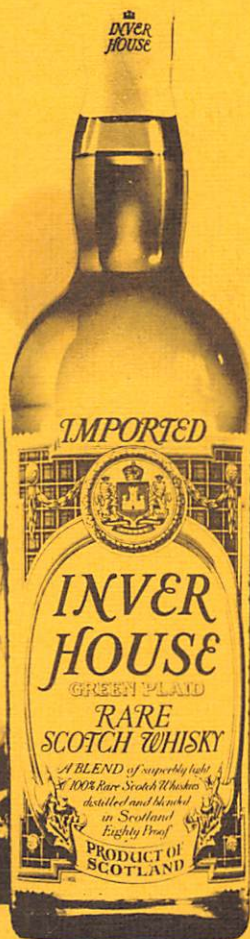
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