

PCA * RIESENTÖTER REGION

APR 72

der

GASSER



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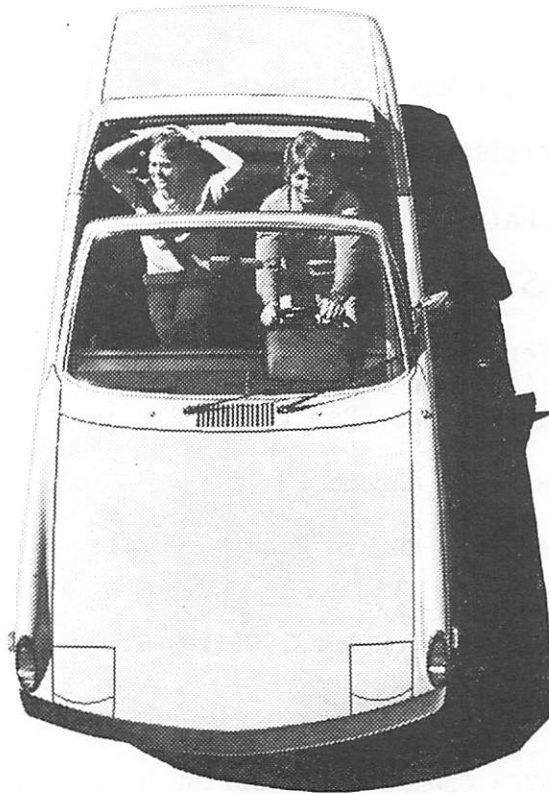
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Up-comin'

April 23 DVSA Championship Sprint hosted by PCA at the
Cornog Go-Kart track, 10 am. Map page 6.

April 26 Monthly meeting, Springfield Hotel, Flourtown.

April 29-30 First Settlers Spring Weekend, details page 8.

May 13 Wino Rallye

May 20-21 PHA Pine Grove Hillclimb, map page 5.

May 27-28 Allegheny Region Swap Meet, details page 8.

May 31 Monthly meeting

President's Message

After a stumbling start, with two events being rescheduled, the 1972 calendar has shaped up as our most varied and interesting in a long time - sprints, rallies, tech sessions, driver's school, concours, social events, wine tasting - we think we have something for everyone! Now if everyone would plan to attend...

In addition to the Riesentoter calendar, there are several events planned by other regions that are close enough for us to attend. Such as the First Settlers Spring Weekend (autocross school) and Allegheny regions swap meet (a giant Porsche flea market), see page 8. Also, in September, there is the Porscherama (a real mini Parade). As you can see there are plenty of reasons for membership in PCA - but there are still people who pay their \$18/year to receive der GASSER and Panorama. It would be great to see these people discover the pleasure of participating.

Our membership represents quite a variety of occupations, interests and personalities - giving you a good chance to find new friends and experiences. The obstacle to these new-found pleasures is APATHY - and the cure is to attend one event and give us a chance to infect you with some PPS (Porsche Participation Syndrome). I wish everyone would come down with some of that.

Wayne

ATTENTION !

Riesentoter Region welcomes its newest member, Hilary Kirsten Flegler, born to Bonnie and Wayne on Friday, March 31, 1972. Congratulations!

COVER PHOTO: Henry Bogatko tuning the pipes in preparation for an afternoon of sprinting. Ah, Springtime!

New Members Wayne Ratz

Christos Karfakis owns one of the last real beauties, a 69 Bahama yellow 912 coupe. He lists his main Porsche interest as technical - to keep his car in excellent condition.

John and Susanne Ryan cite technical and driver's school as their favorite Porsche pasttimes, so we should see their 356C cabriolet often this year.

Ric Stuart, a salesman for Algar Porsche-Audi, drives Porsches of all kinds regularly. (Maybe you could leave one in our driveway and tell Algar you misplaced it?) Ric says that sprinting is his bag.

The 71 911T coupe of Mr. & Mrs. F.C. Czaszar should become a familiar sight at our rallyes this year. We're glad to have more enthusiasts join our growing group of rallyists.

Tom and Kathleen Baldwin own one of the fantastic 71 911S coupes - sprinting is their favorite Porsche event.

It seems that sprinting is an all-time favorite pasttime of PCAers and George Watson is no exception. By the way, George is looking for a new (used) Porsche.

George and Hilda Ondovchak, proud owners of a 70 911E Targa, rate technical and social as their two main Porsche interests.

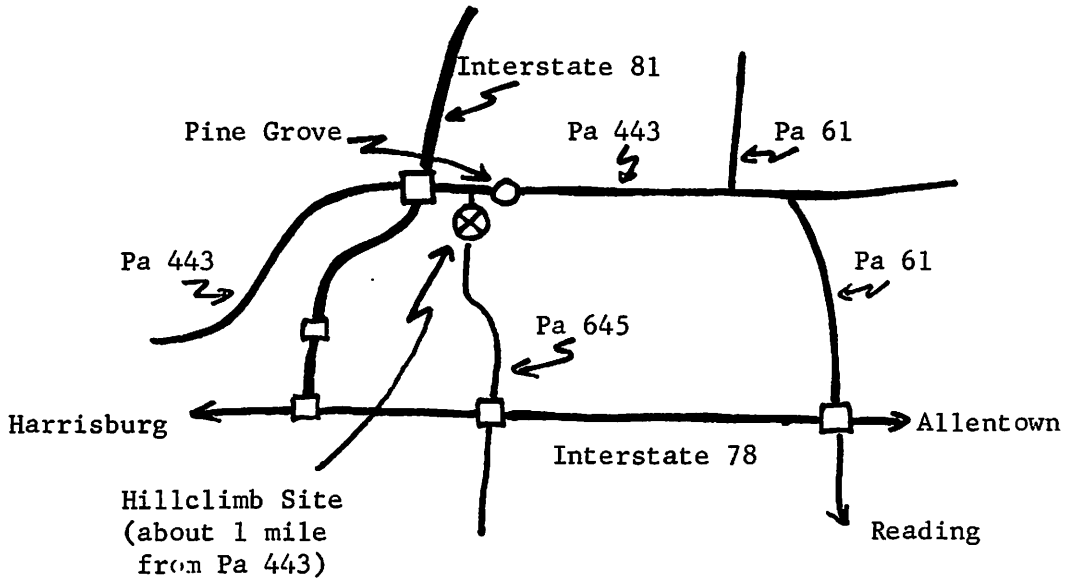
The 67 912 coupe of Henry and Anne Heist is a welcome addition to the club. You never have too many 912s around.

Matt and Eileen Sinclair are our newest transfers - from Salt Lake Region - would you believe that they just love sprinting?

This is an all-too-brief introduction to new Riesentoters who are probably as fanatical about Porsches as anyone else. We welcome you, hoping that we can contribute something to your Porsche life and hoping that you will share completely the enthusiasm that is Riesentoter.

Hillclimb!

Jess Holshouser



Here's your first chance to see a hillclimb this year. Pine Grove is a new hill and will therefore put everyone on equal ground. Since our Porsches run C or E Production, it is a good idea to check with one of our hillclimbers to see which day they are running - since these classes fall in the middle of the program. By the way - do not approach Pine Grove on Pa 645 from Interstate 78! The two day run has been rescheduled to May 20-21; the PHA Driver's School and Solo One events at Summit Point have been cancelled.

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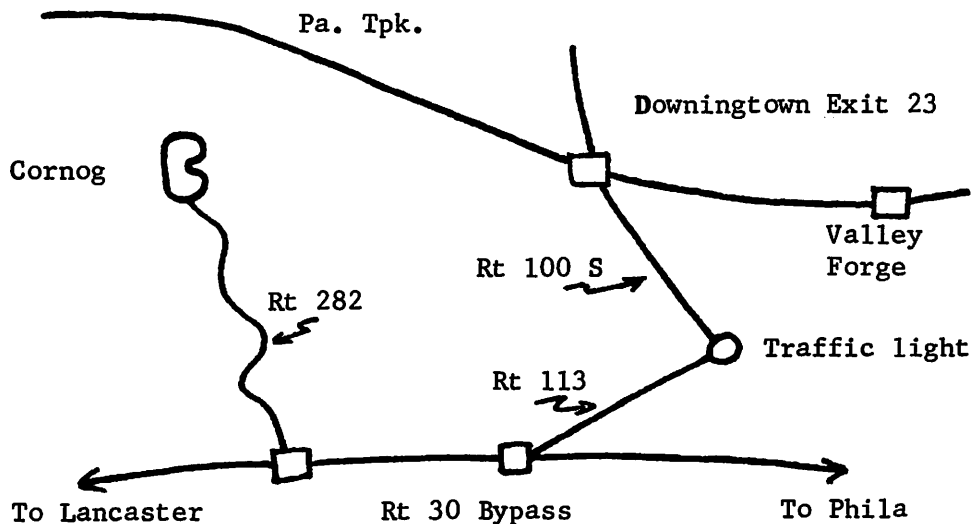
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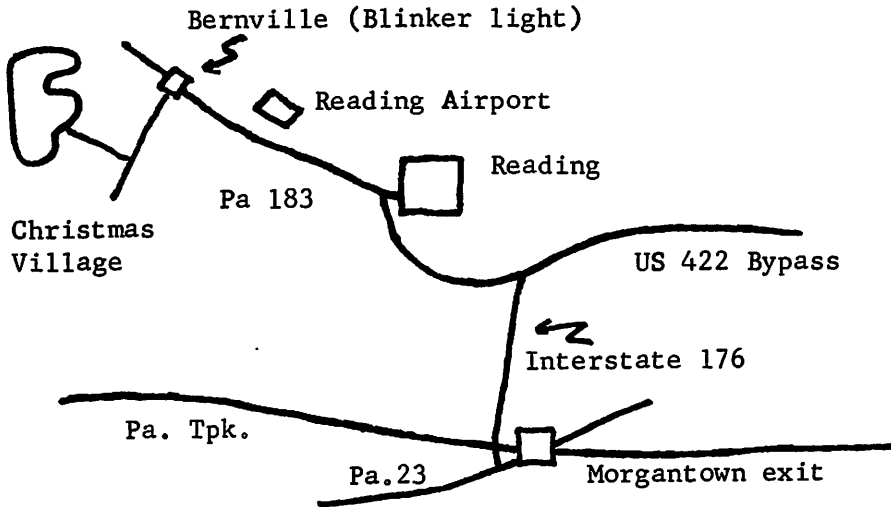
Sprint Sites

OK, folks. With these maps in your hands, you have no excuse for not coming out to the sprints this year. So save this issue for future reference and try to make all of our events. Somebody puts a lot of effort into each of them and they are really for your benefit.

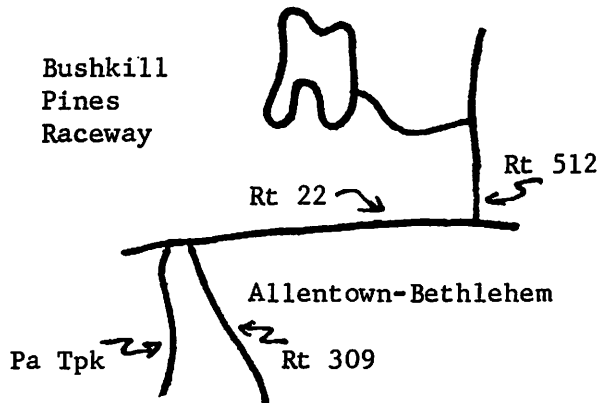
If you're not ready to run your car yet, then how about just to watch? There is nothing quite so beautiful as a Porsche challenging a corner, conquering it, and screaming victory all the way to the redline. The icing on that cake is when YOU are in command.

I guess nearly 'bout all Porsche drivers fancy themselves as race drivers every time they fire up the engine. Well, for most of us, a sprint is as close as we'll ever get. Slower than a race - and safer - but just as exciting. Don't believe it? Take your pulse rate after three laps. The increase is like a UAW wage boost. Wowee! See you there.





Pa. Tpk. to Morgantown exit - follow signs to Interstate 176; stay on 176 until intersection with US 422 Bypass west - stay on 422 around Reading, then keep a sharp eye out for Pa. 183 signs. Stay on 183 past Reading Airport about 8-10 miles to blinker light at Bernville; left at blinker, follow signs to Christmas Village.



Route 309 North or Northeast Extension to Route 22. East on Route 22 to Route 512, North approximately 15 miles, left at Esso station. Bear right at church, around the bend, right at barn onto dirt road - 1½ miles from Esso.

Regional Happenings

First Settlers Spring Weekend, April 28,29,30 - Autocross School and social events. A full complement of events are planned, starting with a BYOB get acquainted party on Friday, (\$1 per). Two autocross courses will provide every conceivable corner/situation for Saturday morning practice and instruction (for those who desire), (\$3 per). These courses will be located on airport taxiways where there is a lot of smooth concrete and no curbs, trees, etc. - a perfect place to learn the art of autocrossing. Saturday afternoon, a competitive autocross will be held on the same courses that were used for practice, (\$4 per). There's a banquet and happy hour Saturday night at \$6.50 per, including tax and tip. The autocross on Sunday will have a different layout and will offer something for everyone from 911S to 356N owners, (\$5 per). Classes to be determined by number of entrants. Trophies for 1st through 3rd in Saturday and Sunday events. Sunday afternoon is a picnic at \$2 per. You can beat these prices by pre-registration. Waterfront hotel rooms are available in Hampton at \$16 double \$12 single. For further information or registration forms, contact the editors of der GASSER or Maj. Carl Young, 6 Tiller Circle, Hampton, Va. 23369.

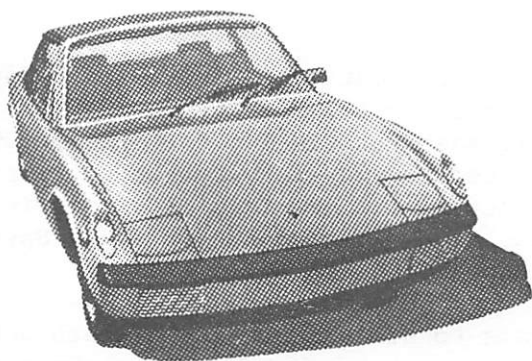
Allegheny Regions Presidents Meeting and Swap Meet, May 27-28. Now calm down, it's a PARTS swap meet. A golden opportunity to sell extra stuff, buy parts for restoration or trade parts, posters and other Porsche paraphernalia. PCA regions from Ohio, Pennsylvania, New Jersey, Delaware, Maryland, Virginia and West Virginia are expected to converge on Pittsburgh this Memorial Day weekend. A cocktail party (cash bar) and dinner (\$7.50 per, including tax and tip) Saturday evening - swap meet starts early Sunday morning. The site is a private park with grass covered parking lot - lunch (solid and liquid) will be available (\$2.50 per) - remember to bring folding chairs or blankets. You can save a buck by pre-registration. Rooms available at \$20 double, \$16 single and reservations must be received by May 10. Further details from der GASSER editors.

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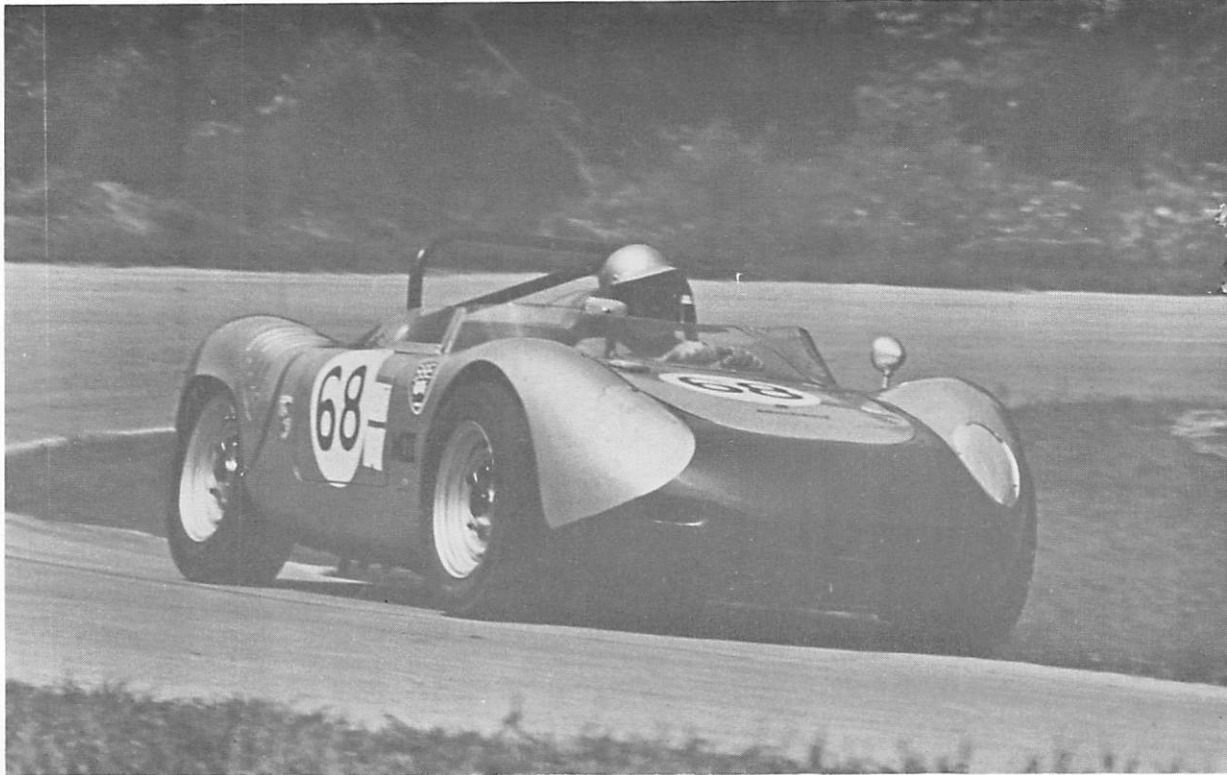


We learned a lot
from our \$36,000
mid-engine Porsche 917:



The mid-engine Porsche 914.

The mid-engine Porsche 917 and the mid-engine
Porsche 914 can be seen in the movie "LeMans"



The RSK type 718, a derivation of the 550 Spyder, was raced with some success by the factory in 1959 and later evolved into a single seat Formula Two car. Only 100 of this type were constructed and we are very fortunate to have two fine examples in our club. Two equally fine drivers, Tom Beil and Jim Haas, have a fierce but friendly Spyder battle going at our sprints and at PHA hillclimbs.

Jim's car came to him via Jim Locke, Herb Wetson and probably Bob Holbert (since Bob has owned just about every Spyder ever built). Tom made repeated offers to Jack Rapash, until Rapash finally agreed to sell (after losing a hillclimb to first-timer Jim Haas)! However, Rapash had made some strange changes to the engine, resulting in a blow-up the first time Tom ran it!



But anyone who has seen these two run can attest to their health, both currently sporting 1700cc roller crank engines that make positively lovely music.

Of course, both cars are kings in their respective families. Jim says that #68 is very docile and forgiving - and after Joan gathered enough nerve to drive it - she loves it as much as Jim does. Number 117 shares the Beil garage with a 64 coupe and a 61 cabriolet, but the reserved spot is for the Giant Killer, as Tom calls his RSK - appropriately, too, as Corvette and Cobra owners will agree.

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12 Hours of Sebring - Reflections

Bob Ahrens

It is almost impossible to believe that Porsche has been a part of the automotive landscape for only 23 years. Never before in the history of fine and exciting motor cars has there been a marque which captivated the hearts of so many around the world. Many efforts are responsible for the Porsche 'thing' but the greatest of them is the 22 continuous years of almost incredible success in automotive competitions throughout the world. No matter where it may be - there is Porsche, always in the forefront, always making itself known, always turning in performances above and beyond most people's greatest expectations.

All Porsche pushers share in the great pride that has radiated from the thousands of Porsche victories over the years. One of the places that Porsche has enjoyed some of its most sparkling moments is Sebring, a sleepy town in central Florida, which once a year comes alive for 'The 12 Hours of Sebring' - 5.2 miles per lap from 11 am to 11 pm - a grueling 1300 mile drive through the Florida sun and the Florida night. The writer has just returned from his tenth year at Sebring, and what a joy it is to reflect on some of the great moments that Porsche has given us through the years.

The first official works effort was in 1955 when Huschke von Hanstein piloted a 550 Spyder to 1st in the 1500cc class and 8th overall - not a bad beginning. 1956 - the first of the RS 550s with Hans Hermann and the great Wolfgang von Tripps finishing 1st in class and 6th overall. Our own Bob Holbert toured the old B-17 base for the first time in 1959 and with co-driver Dick Sessler, brought in a privately entered RS Spyder 4th overall in the wet. The following year saw the first overall victory for Porsche at Sebring. The great team of Oliver Gendabien and Hans Hermann were 1st and Bob Holbert/Don Schlecter in the 1600cc RS60 were 2nd. Again in 61, Holbert, this time with Roger Penske, finished just eleven laps behind the leader to take 5th overall and the coveted "Index of Performance" in their RS60.

The next two years saw a continuation of the Holbert-Porsche mastery of Sebring, with Bob and the great Dan Gurney 7th in 62 and Holbert/Don Webster 9th in 63. I don't want to get hokey about it, but let it be known that Bob Holbert was one of the great Porsche drivers of all time and I know I speak for all of you when I say we are proud to have a man of this caliber as our co-member and our friend.

In 1965, it rained harder than it is possible to rain. The course was awash - there were waves in the open cars and the visibility was 40 feet - but the race went on and the 904s finished 5th, 6th, 8th and 9th through it all. 1966 - Carrera Sixes - and such pilots as Hermann, Buzzetta, Siffert, Gregg, Follmer and again the little silver riesentoters showed their phenomenal stamina to take 4th, 6th, 7th and 8th. And in 67 behind two 7 liter Fords came the parade of Porsches - 910s finishing 3rd and 4th and 906s 6th and 7th. Porsche had become a legend at Sebring, as well as in the rest of the racing world. Their remarkable performances had become commonplace. Each year, the Porsche effort had become more intense and 67 marked the real beginning of outright Porsche dominance in sportscar competition that was to extend through three World Championships. The die had been cast and overall victory once again came in 68 when Siffert/Hermann brought their 2.2 liter 907 home ahead of another Porsche of Elford/Neerspach. Three 911s were 7th, 8th and 9th.

By 1969, the color and excitement that can only come from international motor racing descended on Sebring in all it's splendor. No less than 17 Porsches were placed in the field of 66 cars. There were five beautiful 908 3 liter Spyders, four 906 Carreras, a 907 and a host of 911s. I have never seen before or since, a more magnificent team than the 1969 Porsche works entry. This was it, brother. This was the pinnacle; this had to be better than the legendary Mercedes-Benz team of 1937. Every team member had a uniform, the drivers wore jackets of one color combination, the mechanics and crew another. Every driver had his own molded seat covered in red fabric. And the cars - wow - they were prepared to perfection! And the drivers - Buzzetta, Ahrens, Hermann, Stommelen, Mitter, Schultz, Elford, Attwood, Siffert and Redman - what a team!

But this was the year of problems and I will never forget standing in the Porsche pits about 8 pm when the Buzzetta and Ahrens car came in with a broken chassis just like the other cars had experienced earlier on. The mechanics were huddled at the rear of the car when a German scribe covering the race said in utter dismay, 'Das ist kaput'. Whereupon the German mechanic pulled his head out from under the car, looked the fellow in the eye and said 'Das ist nein kaput!' We all became silent and the car was repaired. O yes, this was Porsche, this was the German at his incredible best. We didn't win at Sebring in 69 but we won the ultimate victory that year - the World Championship for the first time.

1970 saw the introduction of one of the most successful racing machines of all time, the all powerful and all conquering 917 - five liter - 615hp - 0-100 in 5 seconds - 245 mph top speed. However, overall victory at Sebring went to the Ferrari of Andretti/Vacarella/Giunti, but finishing on the same lap for second place was the impeccably prepared 908 of Peter Revson and Steve McQueen - a shining example of what a private entry is capable of doing.

Porsche returned to victory lane in 71 when Vic Elford and Gerard Larousse drove their 917 for 1352 miles at an average speed of 112mph and Porsche went on to be the World Champion Constructor for the third consecutive year. A change to 3 liter maximum engine displacement for prototype category sports racing machines in 72 brought to an end the reign of Porsche's marvelous monsters - the never to be forgotten 917 - and for the first time since 1955, the factory decided not to contest the World Championship of Makes.

But Sebring wouldn't be Sebring without Porsche and no less than 18 private entries were on hand last week to run what may well turn out to be the last '12 Hours of Sebring'. The 11 am green flag saw two Carrera 10s, a Carrera 6, 8 911s and 7 914s, and in spite of some problems and retirements, 11 of the 18 starting Porsches managed to finish the grueling twelve hour contest.

Deiter Oest, Mike Tillson and Al Holbert, with the valued help of Bob McCullen in the box, turned in a tremendous performance,

finishing 17th after starting far back in the field. Venerable Bruce Jennings finished 11th after starting dead last due to an engine change after qualifying. The highlight of the day for Porsche pushers had to be the remarkable ride of Peter Gregg, who with Harley Haywood finished 5th overall in their frightfully quick 2.5 liter 911. As you probably know by now, the Ickx/Andretti Ferrari was first with another Ferrari 2nd and Alfa 3rd, but the remarkable little Porsches again proved their superiority and stamina by finishing 5th, 6th, 9th, 11th and 12th against a fine field of Ferraris, Alfas, Chevrons, Lolas, Corvettes and Camaros.

The 12 Hours of Sebring, a thousand memories to treasure - the Lemans start with 70 sprinting drivers and 70 roaring racing machines all trying to get under the Mercedes-Benz bridge first - what a sight - the brake discs glowing red hot - the 400,000 candle power QI lights piercing the darkness at 170 mph - the unbelievable skill of the drivers - and what drivers - Fangio-Moss-Clark-Trentignant-Phil Hill and Graham Hill-the Rodriguez brothers-McLaren-Ginther-Bandini-Surtees - the list goes on and on and on. And who can forget the rains of 65 or the magnificent aroma of orange blossoms or the sun, the warmth, or the terrible coffee. Ah yes, the incredible madness of it all. This is the pomp and splendor of international motor racing and this is the stage upon which Porsche has played a starring role for so many years. This is the German heritage - this is the pride of Germany - this is Porsche.

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914 Upfixin' Bob Holland

Most owners of the Porsche 914/4 sooner or later become aware of the shortcomings of the car. Precise handling, quietness of ride, adequate road lighting, and the ability of the interior to stay together are not the 914's long suits. I have found the following solutions, which admittedly may not be the best available.

Handling was the easiest problem to overcome, but by far the most expensive. Front and rear roll bars, Koni shocks and larger tires have improved the handling very substantially. Tires as large as 185/70x15 can be fitted to the car with wheels of the proper offset. The standard 5½x15 steel wheels will not do without fender modifications.

Foam padding under the carpets and fiberglass behind the seats will stop a major portion of the road noise.

Road lamps (fog or driving) can be added without too much pain. Porsche has done us a favor by putting in the wiring harness even when the car was not originally equipped with lamps. All that is needed is a pair of lights and the standard Porsche three pole switch. Mount the lights according to directions and connect to wires behind the bumper grilles. Cut grilles to fit and reinstall. Drop the fuse block and find the three wires (unconnected) behind the dashboard and connect these to the switch. Fit switch into the dash (the hole is already there, so no drilling is required) and replace fuse box. The job is complete after the lamps are aimed properly.

If you are plagued with loose or unattached upholstery on your door panels, it can be repaired once and for all by removing the door panel and regluing the vinyl with a good quality upholstery cement. The panel is removed by removing the phillips head and allen screws at the bottom of the door panel and on the arm rest. The top of the panel is held by small steel clips and must be lifted straight up to avoid breaking the clips. Use clothes pins or some other type of clip to keep the vinyl tight while gluing.

Why, How, and What the hell...?

Bob Koerbel

- Q. How does one keep 911 door locks from freezing in winter?
- A. Freezing locks can be a problem with any car, but to minimize the freezing, use graphite as a lubricant in the locks and hinges - this dry lube will not stick when cold. If conditions are severe, apply an anti-seize compound on all lock components, external and internal. It will be necessary to remove the door panels to do this job completely.
- Q. When shifting from 1st to 2nd or 2nd to 3rd, a clunk or thud is felt from the rear. Different methods of clutch release help to eliminate this but not always.
- A. This is probably an indication of loose clearances either in the transmission, rear, axles or rear hub bearings. If the looseness is too great, immediate repair is in order before something breaks and causes further damage. If the looseness is from normal wear, you could have many trouble free miles of driving with the annoying clunk. Assistance in locating noises like this is just one of the things our tech sessions provide for do-it-yourself club members.

(Editor's note): I can vouch for the tech sessions being a good classroom. I came in to replace a bad front wheel bearing and finally learned what 'slight drag' means. It's like 'not too loose and not too tight' - a matter of feel - and the best way to learn that is to be shown by someone who knows. If you're not into doing-it-yourself, you should at least come in and look around. It's free and you might learn something that could save you many greenies.

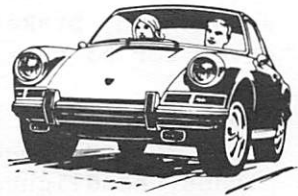
Incidentally, tech sessions are co-ed. You don't have to show her how to adjust valves or remove a stubborn muffler, but there are some things she should know if she drives the car alone. Could she replace a fanbelt, change a tire, replace a fuse, or know where to look for a simple fuel or electrical fix? If not, you should be ashamed.

Get her involved. Because understanding of a machine promotes pride in its operation - pride promotes care - and that leads to love. Now ain't that worth thinkin' about?

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One 185/70x15 Michelin XVR, new \$75; Carrera factory shop manual, \$40; Judson See/Dee transistor ignition, new \$15; pair 356 headlamp stone guards, \$4. Bob Holland, 215-NI4-7014

Wrecked C coupe - good from windshield back, no rust, glass good, red interior, also trans. Dick Sweigart, 215-249-9138

1971 914/4, Willow green/tan int, factory alloy wheels, appearance group, FM stereo and 8 track tape, exc. cond, best offer. Want trailer to haul car, 3000# capacity. Call 215-GL7-5464, ask for Larry Ziegler.

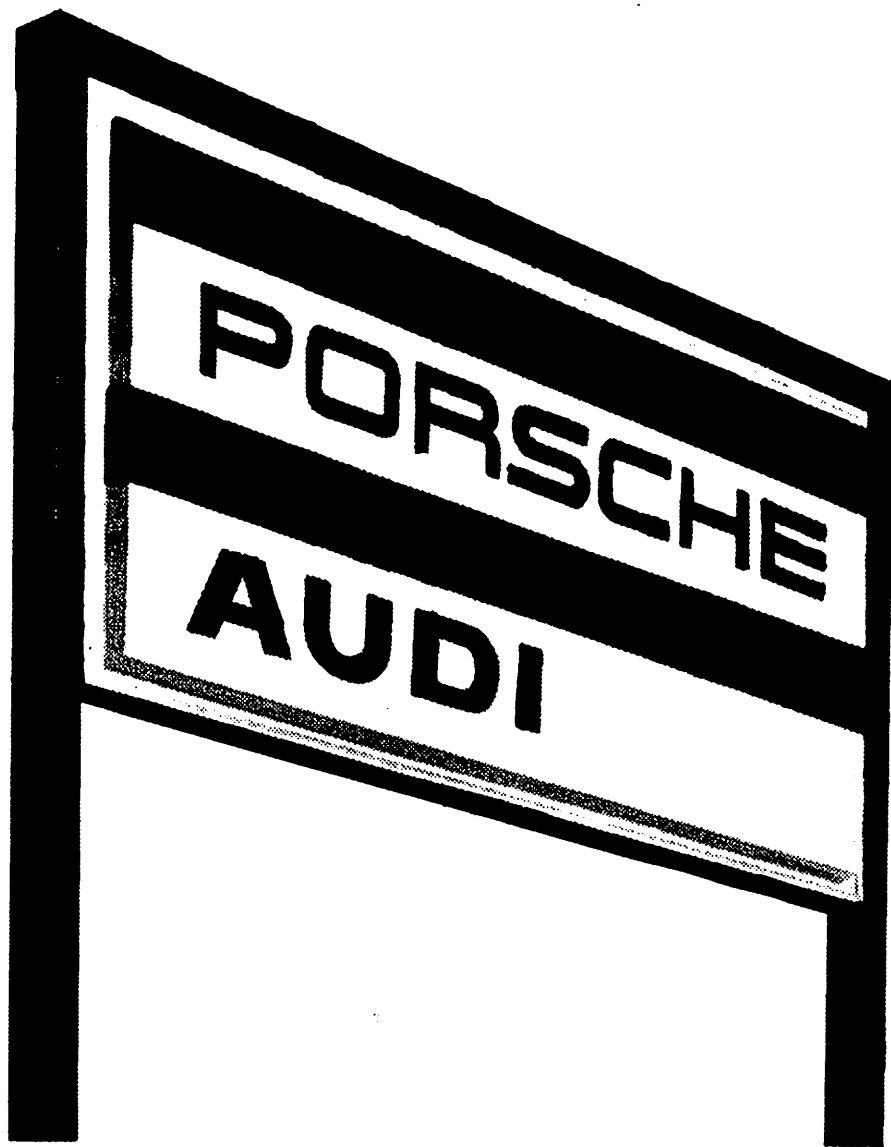
Porsche parts: six 4½x15 chrome disc brake wheels @ \$25 - set of four for \$90; 5½x15 painted disc brake wheels @ \$15; 165x15 Pirelli radials - two in exc cond, \$50/pr; two 155x15 Michelin X, good \$35/pr; two fair 4½x15 drum brake chrome wheels, \$25/pr; 12 volt AM radio @ \$25; 6 and 12 volt Blaupunkt AM radio @ \$40 or best offer; 356 A-B-C engine, body and suspension parts; C transaxle @ \$180; 912 engine manual @ \$25; Speedster body (towable) @ \$200. Bob Koerbel, 215-527-2370.

Parts from 61 Sunroof: body parts from doors back, red int, suspension, brakes, some engine parts. Want to buy - tonneau cover for 63 cabriolet. Ralph Kissel, 215-822-3207.

66-67 911 parts: rear right bumper with trim (used), stinger pipes, Solex floats, gaskets, wrenches, new N6Y plugs, wiper blades, headlights. For the concours nut, sales literature for 66-67 900s. Ron Anderson, 215-565-1033, days - nights call 215-269-5248.

Wanted: One Zenith 32 NDIX carb, usable. Vern 215-536-3733

1971 2.2 911E engine 175hp, low mileage, complete with everything to install in early 911/912, \$1900/best offer. 66 912 Solex carbs/intakes, exc. cond - \$100. Wayne Flegler, after six, 609-848-0446.



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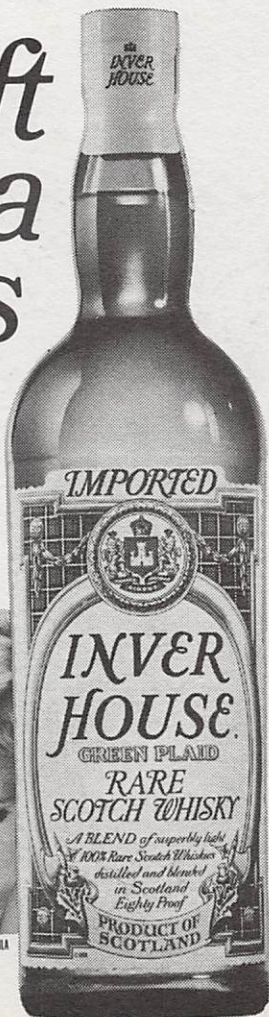
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