

RIESENTOTER PCA - MAY 73

# ***DER GASSER***



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DER GASSER deadline for articles, photos or advertising is the date of the monthly meeting. The opinions expressed herein are those of the Editor or the individual author and do not necessarily represent the position of Riesentoter Region, its officers or members.

MAY - JUNE PCA CALENDAR OF EVENTS

May	△ 20	21	22	23	24	25	26
	27	28	29	○ 30	31		
June						1	2
	▽ 3	4	5	6	7	8	9
	□ 10	11	12	13	14	15	16
	○ 17	18	19	20	21	22	23
	△ 24	25	26	27	28	29	30

△ 20	Sprint School, Xmas Village
○ 30	Dinner Meeting
▽ 3	Sprint/Concours, Valley Forge
□ 10	NNJ Sprint Series, Xmas Village
○ 17	Longwood Gardens/Brunch
27	NEW LOCATION FOR MEETING, See p 3

See page 6 for event details  
 See next page for non-PCA events

## OTHER THINGS TO DO

June 2-3 - PHA Duryea Hillclimb in Reading, Pa.

June 3 - PRCA Championship Rally, contact Lillian Hanna, 215-EL6-6283

June 9 - PRCA Novice Series Rally, Shirley Cornforth, 609-386-3476

June 10 - DVSA Sprint, Montgomery County Community College

June 10 - PRCA Championship Rally, Anna Prehn 215-644-3351

June 17 - DVSA Sprint, Cornog

June 30, July 1 - SCCA Solo I event at Watkins Glen

PHA Representative - Jess Holshouser, 215-766-8201

PRCA Representative - Lance Priddy, 215-436-5343

DVSA Representative - Ted Apple, 215-885-4925

1974 Parade Coordinator - John Chatley, 215-696-1657

COVER PHOTO BY THE EDITOR: We tried to dry out the track at the rainy, snowy, muddy sprint school last month to no avail. It has been re-scheduled.



Talk about a HOT set up!  
Vern Lyle photo.

## PRESIDENT'S MESSAGE

Bob Russo

Pollution controls! Crash tests! Bumper standards! Seat belts! Air bags! What is the automotive world coming to? Some of the above are already a part of our Porsches, some are yet to come. How do all of these affect Porsches as we once knew them?

Probably the most notorious of the above, pollution controls, are easily recognizable by the myriad tubes, valves and solenoids that one finds nestled in the engine compartments of all makes of cars. A short drive in a "clean" car quickly points out that dirty cars are smoother, and in many cases, faster. Yes, it's true that I've been known to complain about the pollution devices; however, there are certain sobering facts that make me think twice -- things like California smog, the incidence of lung cancer and the nearly three hundred species of mammals threatened with extinction make me realize that man is fast approaching a point of no return.

The sleek, low frontal area 900 cars that some Porsche engineer slaved many an hour over is soon to become

a thing of the past. New safety and bumper regulations for 1975 require certain minimum heights which will drastically alter the styling of many cars, particularly Porsches.

Of course, the latest nemesis to the automobile is the "energy crisis". Rumors of gasoline costing sixty cents a gallon by the end of summer are becoming a reality. Prices have already begun to rise a few cents. Supposedly by the end of the year, gasoline prices of a dollar per gallon will be commonplace! And as pollution standards become stricter we only compound the problem, since more gasoline is required to get the same horsepower from a "clean" engine.

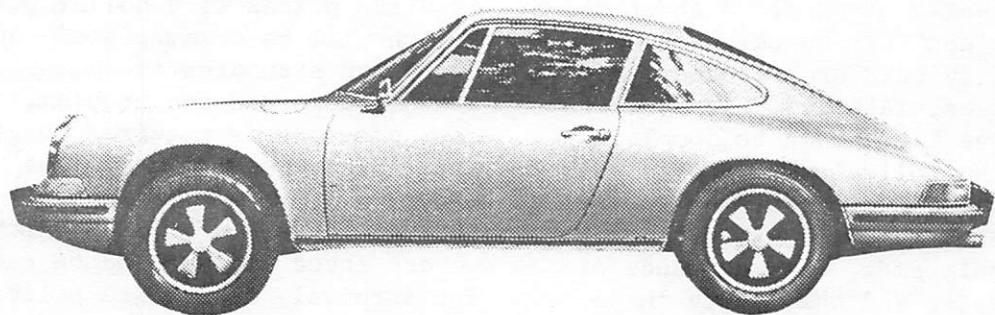
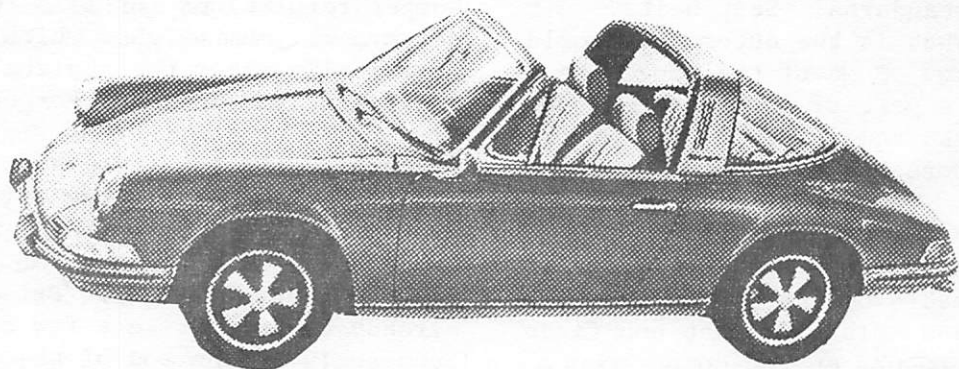
Some of the above problems with which we are faced are founded on necessity for survival, others are political in nature. The effect on people such as ourselves is profound. The days of unlimited carefree driving are really numbered. Enjoy your Porsche NOW because in the not-so-distant future you may not be able to blithely hop into the car for a no-purpose ride to "clean out the carbon!"

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# SEX!

Ah, I knew that would get your attention. Now calm down for an important announcement. The location of our monthly meeting has been changed. Starting with the June 27 meeting, we will go to Beck's Restaurant in King of Prussia. We will have a bar in a private room. It's easy to find, right on Rt 202 - two traffic lights north of King of Prussia Shopping Center at the top of the hill is another smaller shopping center. Beck's is in there. Meeting time remains the same - 8:00.

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## MINUTES FOR APRIL

The April meeting of Riesentoter Region was held at the Springfield Hotel on April 25, 1973. After the opening formalities, President Bob Russo announced that our DER GASSER Editors, Rocky and Sue Williams are unable to continue in this position. Wayne Flegler moved that Vern Lyle, who is temporarily serving as our Activities Chairman, resume his Editorship of the paper, and Chuck Walter, our Asst. Activities Chairman, take over as Activities Chairman. The motion was seconded by Joe Long and it carried unanimously.

It was announced that the meeting for May will be a dinner meeting and will be on Wednesday, May 30, at The Inn of the Four Falls in Conshohocken, Pa. A flyer for reservations will be in the mail soon.

Another Sprint School will be held on May 20, rain or shine, at the Xmas Village track. Further information on this will appear in the above mentioned flyer.

John Chatley, Parade Coordinator for our region, announced that the response to his request for help for the Parade has not been overwhelming. Many workers are needed to insure success. Please contact John if you would like to help.

Trophies were awarded to Matt and Eileen Sinclair, winners of the Shortest Distance Rally in March.

The Chesapeake Challenge will be held on August 3, 4, and 5 this year.

A series of three sprints has been set up by the Northern New Jersey region and the Jersey Shore region. These will be held at Christmas Village on the following dates: June 10, July 1 and July 29. Riesentoters are invited to compete.

The program for the evening was a flag school given by Bob McCullen for the benefit of all who plan to attend Pocono 73.

Respectfully submitted,  
Jean Russo, Secretary



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## FOOD FOR THOUGHT

Chuck Walter

The following events are set up for the benefit of all Riesentoters and it's a shame that the same 50 out of 250 are the only ones enjoying them.

Some might feel that sprints and/or rallies are not their cup of tea - well, what is? Let the Executive Committee know. I am honored to be on this committee which some people think is all fun and no work. Well, they're wrong. Try chairing some event wondering what the turnout will be, or will everything go well enough to please whom? The next time a flyer arrives at your door - read it - then put it down on your calendar to be there to watch, or participate and communicate. It would be nice to see some new ideas from new and old faces for a change. Have fun - it's your club!

## A C T I V I T I E S

May 20 - Sprint School at Christmas Village. Don't miss this event if your driving is rusty - especially if you missed a great weekend at Pocono. Come on out if you want to learn the basics - this event is for you. Trophies will be awarded for timed runs held at the end of the day. Begins at 10:00, with Bob Koerbel in charge.

June 3 - Sprint/Concours at Valley Forge Military Hospital. See the Porsches shine and hear 'em whine! Whatever you personal Porsche

freakout, you can do it here. Guys who keep their cars in bunting will be out, and the Russo/Flegler sprint (splint?) car will make its official debut. Socializing? Always!

Clean up your car for the show and blow the cobwebs out of your engine. It'll be good experience for the 76 Parade. Show judging starts at 10:30, bring a lunch and sprint at 12:30. Join us, it's a great day for everyone. Bob Young, Sprint; Wayne Flegler, Concours.

June 10 - NNJ Sprint Series at Xmas Village. We are invited to join in the 3 event series, trophies to be awarded at the end. Classes are similar to ours, but not exactly the same. You must run 2 events to be eligible for series trophies. The other dates are July 1 and 29.

June 17 - Trip to Longwood Gardens after brunch at the Hilton in King of Prussia. For those who want a different event, here it is - and no excuse Mom, it's Fathers Day. Longwood is quite a beautiful sight, so let's eat out for a change and have a nice day. If successful, more events of this type will be planned. Brunch at 11.

June 24 - DVSA Sprint at Cornog. The most unusual track around and quite an array of cars we'll be hosting. Starts at 10:00 sharp and you must be teched first. Chuck Walter, Chief.

Any workers at Pocono - please see me at the meeting to verify your points for the Riesentoter Award.



## NOT A TOTAL WASHOUT

Bob Koerbel

The Riesentoter Luck was once again with us as the April Sprint School started in rain and a little snow. Thirteen Porsches and 21 very hardy souls turned out to see what they could do on the wet track. Unfortunately, most drivers were the old timers. I guess the new members and novice drivers don't realize that Riesentoter runs rain or shine.

At first the track was only wet, but as time went on a little mud was added (by those who were learning that the quickest way around a track is to stay on it). The track got better, the driving got better and so did the weather, finally.

Remember, rain or shine, another Sprint School on May 20. There will be experienced drivers on hand to teach you proper driving techniques and hopefully get you interested in driving your Porsche for enjoyment in an area where you don't have to worry about traffic, violations or speeding. See you May 20.



## LIME ROCK REVIEW

Joe Long

The weather couldn't have been nicer for Northern New Jersey's Driving School at Lime Rock. It was chilly in the morning, but as the day rolled on the temp climbed to the mid 80's.

I had the unique privilege of being CHAUFFEURED by Dennis Thovson in his 911S equipped with Goodyear racing tires. Those were the fastest laps I experienced all day - Dennis is an excellent driver.

Riesentoter Region was represented that day by Tom O'Rourke, Bob McCullen and myself with our 911s. We were joined later by Bob Russo and Wayne Flegler with their Cherry Red Cream Puff C Coupe.

Things ran smoothly throughout the day without serious mishaps, though a black flag was directed to the Cherry Red Cream Puff C Coupe. I had noticed the car emitting a cloud of blue smoke on the pit straight, obstructing the view of drivers trying to pass. Later in the pits, I heard the driver explaining how one James Bond used the same technique to hold off the competition in one of his movies. It seems that the driver was setting up his car for a big race at Pocono in May. I hope I don't have to follow him around the track at Pocono - he may try the oilslick trick there.

All in all, a valuable experience, and I'm certainly looking forward to the Porscherama this fall.

## POCONO PANIC

Herb Oberson

Having been a member of the club for nearly 2 years, and restricting my participation in club events to meetings, rallies and social affairs, I found that I still didn't feel like a dyed in the wool Porsche-Pusher; never had I autocrossed or entered any form of competitive speed event, even during the 1972 Porsche Parade at Lake Geneva. Of course, everyone always asked me when I was going to start "driving" my car, but I had a bag full of excuses:

- a. I have more fun just watching
- b. The car (a 912) has never been run at speed, and I'll probably blow the engine
- c. I get dizzy going in circles
- d. Somebody has to work the corners!
- e. I'll be out of town on business
- f. Since it was raining on Sunday, I didn't think anyone would show
- g. My hangnail was so bad I couldn't get my hand into my Jim Clarke driving glove
- h. My helmet's not Snell approved (label removed after purchase)
- i. I only have one kidney

Finally, I could think of no more excuses; also, I wanted to get all those people off my back. I signed up for Pocono 73!

One week and many Librium capsules later, but still with pounding heart, I awaited the flag to send me on the autocross. Soft music drifted over

the stereo in a last ditch effort to calm my nerves; this failed too. I tried to think of more terrifying situations in which I had found myself in the past. There weren't any. The ominous flag descended; the adrenalin gushed into my bloodstream, and the car surged forth almost as if by an invisible hand.

The ghost of Ferdinand Porsche must have guided the car around the course. All I remember are a dry mouth, the sudden need for a bathroom, screeching tires, the smell of burning rubber (the elastic in my shorts?), and an almost irresistible urge to get sick -- really sick. Suddenly it was over. I made it! I didn't knock down any pylons, I didn't run over the flagman (to the best of my knowledge) and the car was intact. I didn't care that I finished last in my class; bring on the road course! But my confidence was to be short-lived.

White knuckles gripping the wheel, I again awaited the starter's flag, this time for two trips around the 1.8 mile road course. If it had been 180 miles, it couldn't have been worse. I began to think I was a masochist. My helmet was too tight and giving me a sick headache. Fortunately, I soon became numb and the headache went away. The shoulder harness prevented me from keeling over. The flag went down and I was off.

The grandstand at my side passed by in a blur; then, when I swiveled my

head and looked through the windshield, I saw the 1st turn wall approaching me at a high rate of speed. Swerving to the right, my body, like Houdini, desperately tried to escape the grasp of the belts and rocket through the door onto the track. Remaining master of the machine, I cut onto the road course. Thanks to Ted Way's earlier advice during a few practice runs, along with my high retention rate, I maneuvered through the treacherous right and left hand turns with all the grace of a rhinoceros on roller skates running from a blazing jungle fire. Nevertheless, I made it without serious incident and rounded the last turn toward the finish line, the summit of Mount Everest to me. I prayed, to avoid embarrassment, that I had broken the two minute mark, and later, much to my pleasure, found that I had turned a 1:52. While again last in my particular class, I was now well aware of my own and my Porsche's prowess and potential - and it only took me two years to find out.

When the full Tri-Oval was opened for touring, I circled the track at speeds up to a "blistering" 95 mph. I felt as though I were driving on the rim of an old-fashioned wooden apple barrel. Bob Koerbel joined me then, and I put it all together. I thought Bob was putting me on when he told me to "floor it" and steer toward the inside of the track in the midst of my attempt to negotiate a tricky turn at a 90 mph clip, but I followed his orders and came out of

the turn at 95, passing the grandstand at 105. An increase of 10 mph over the top speed I had attained on my own! What a few words of wisdom will do.

How do you best describe the sensation and thrill of driving a Porsche 100+ mph on a track like Pocono? You don't! What you do is go there and give it a whirl yourself. The same holds true for all our club's varied activities. PARTICIPATE TO APPRECIATE! Don't waste two years, as I did, to experience what you've been missing right along. That's like marrying Raquel Welch and spending the first couple of years taking her to "X" rated movies. What else can I say?

My heartfelt thanks to all those who make Riesentoter Region and all of our "happenings" possible. I consider it a privilege to be associated with everyone in the club and to have added Pocono Panic to my fast growing list of memorable club events. I call it "having fun".



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## PHA NOTES

Jess Holshouser

Two full teams of six members each will represent our club in team competition for the 73 Pennsylvania Hillclimb Association Season Trophy. Usually there are some twenty teams entered. In the past we have done well and last season one team was fifth with only four of six cars running consistently.

### Team A will be:

Tom Beil, RSK, Modified II  
Bill Rolland, RS61, Mod II  
Dick Sweigart, Speedster, EP I  
Jay Schneider, Fiat 850, Touring I  
Dick Weiss, 911, C Production  
Jess Holshouser, Speedster, EP I

### Team B:

Connie Shel Drake, Speedster, EP I  
Ted Klaus, Formula  
Al Derecola, Elva Porsche, Mod II  
Dave Derecola, Elva Porsche, Mod II  
Bob Holland, Sprite, G or H Prod  
Dick Miles, 356 EP I

Riesentoters who will be running any hillclimb and who are not on a team, please see me at the hill if you wish to receive points for the annual Riesentoter Award. After each hillclimb, I will submit a list of competitors to the pointskeeper.

We are looking forward to a good year and hope to see lots of you at the hills. Come on out - it's a great way to spend an afternoon.

For you autocross freaks, the South Jersey region of SCCA is sponsoring a Solo II sprint Series. Events are run under SCCA Solo II regulations and are held at Ft. Dix Speedway, Rt. 539, New Egypt, N.J. Contact Robert Sabota at 609-455-7757 if interested. Total prize money of \$500, plus trophies! The rules and classes are similar to our sprint rules.

Dates are: May 27 (rain June 10)  
July 1 (rain July 8)  
July 29 (rain Aug 5)

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Bob Russo

Those of you who attended Pocono 71-72 remember the wet weather conditions that we had to battle. When we planned Pocono 73 we felt that the chances of our having rain again were about 3 in 1095. But just to be sure we decided to try an earlier month so that even if it did rain, it would be warm rain. Well - would you believe - we had precipitation, but it was SNOW! The weekend of May 5-6 saw record low temperatures, and where were we - standing, sitting, freezing at Pocono International Raceway.

Following a rambling introduction by yours truly, about 70 drivers were released from the warmth of the PIR cafeteria to be instructed, perfect their driving skills or help flag. The novices received a blackboard session of driving basics from Dennis Thovson of Northern New Jersey region before they were allowed to scare themselves to death on the track.

Unfortunately, we saw the demise of at least four cars. Chuck Boschen, notorious for the fire extinguisher at Pocono 71, threw a rod Friday on the way to the track. Bob Holland destroyed the right chain tensioner in his 911 - (last year he did the same thing to the left side!.) Dave Duerr misshifted coming off the Tri-Oval and bent a couple of exhaust valves. Bill Schmidt packed it up with a malfunctioning injection pump.

Following a banquet-type dinner at Pocono Manor, quite a few people took advantage of the entertainment available. As usual, when Porsche-pushers gather, a good time was had by all. The social side of a weekend such as Pocono affords the opportunity to get to know better the people of our region and make new friends from the surrounding regions.

Sunday dawned brighter and slightly warmer which brought a few new drivers out of the woodwork to try their hands at the competitive events. About 80 cars were classed and scheduled to run either the autocross or the timed lap during the morning. After overcoming a few organizational problems, such as no electricity for the timer, we got underway. In the afternoon, the cars from the autocross tried their skill at the timed lap and vice-versa.

Thanks are always in order for such an event. The people of Heinrich's P-A, Holbert's P-A, Willis P-A, and VW of America, Porsche-Audi Division, sometimes go unrecognized in the excitement of the weekend, but without them, it would be near impossible for the club to finance the event. Our most heartfelt thanks to these fine people for their most generous contributions. Of course, all the many people from our region and those from the other regions deserve a great deal of gratitude for enabling us to put on a very successful two days. All the many participants and especially the volunteer workers are really what makes it all happen.

Wayne Flegler

There are many techniques for adjusting valves and most technical manuals give a good description of how to perform the various operations involved. The one step they often overlook is how to install the valve cover gasket so that you don't end up with clouds of oil smoke on your muffler.

All gaskets used on Porsche covers are cork, though some 914 gaskets are a composition material. Generally, if the gasket comes off in one piece and feels soft, it can be reused. In most cases, however, it is better to replace, which brings up a method I have found to be successful.

I have been using gaskets on my 356B that were ordered from Performance Products. They are thicker and perfectly shaped. If you want to save time when adjusting valves, purchase about six gaskets, soak them in water, stretch them over a spare valve cover, and they will be ready to use the next time. This applies to 356, 914 and 912 only. The 911 cam cover gaskets always seem to fit.

The next thing to do is throw away your Permatex, 3M Cement or whatever you have been using to glue the gasket in place. The best thing I have found is chassis lube or wheel bearing grease. It holds the gasket in place and allows for easy removal at the next adjustment. You should put the grease on both sides of the gasket. I usually clean the mating surface on the valve cover with a wire wheel and sandpaper until I have a clean, bare metal finish. I have yet to experience any leakage problems. By the way, on 911s, be careful not to over torque the nuts. Also, be sure to specify the proper year - about 1969 the cam cover gaskets were changed.

On 356, 914 and 912s, the spring bar that holds the cover in place sometimes loses its tension. It should be replaced if you have leaks and everything else seems in order. You can put them in a vise and belt them with a hammer to put some of the tension back.

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COOL IT!

Marty Gorce

A few of us are using 912 oil coolers on 356 engines. To those who are, a prediction; your oil cooler flange will eventually crack. Mine finally went after 11,000 miles and I know of two others that cracked. It may be the vibration, the increase in weight, or because the mounting holes have to be drilled slightly larger, or maybe a combination, but it happens.

For those who are wondering why anyone would put on a 912 oil cooler, there are two good reasons; cheaper and more efficient.

What to do with a cracked oil cooler flange? You can have it welded, which means a complete teardown of

your engine, or you can buy a new case, which means likewise, or if you're broke, which I usually am, you can epoxy the piece back on, which means about an hour's work and a 24 hour wait while the glue dries. (It's the waiting that gets you.)

If you decide to epoxy it, heed the following tips: clean both surfaces and the top of the flange with acetone. Cut a sheet metal "gasket" to glue to the top of the flange to give it extra support. Drill and sleeve the two oil ducts. If you do these three things, you'll end up with a sturdy, leakproof unit almost as good as new. (PORSCHE PATTERN, Rocky Mtn. Region)

# Get with it.



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## PORSCHE PIT STOP

Bob McCullen

On April 15, the new Porsche Carrera RSR entered and conquered yet another style of racing, the Trans-Am Series opener at Road Atlanta. Riesentoter Region was represented by Al Holbert, an outstanding driver and builder, driving the ex-Penske/Donahue car. The Carreras finished 1-2 with Peter Gregg first and Al 9 seconds back. While it appears that the Carreras may dominate the series, they really have their work cut out for them. The best they could do in qualifying was seventh for Al and 8th for Peter. Ahead of them were two Corvettes, a Capri, 2 Camaros and a Mustang with only 3 seconds between the first 8 cars.

Some of the faster competition was eliminated by various problems and this, along with excellent driving, allowed Gregg and Holbert to take over the 1-2 spots rather early on. The two Carreras continued to battle for the entire race, including a very exciting pit stop for both teams, with only seconds separating them for the entire distance. Al felt that Gregg won due to his greater experience in this type racing, as well as a few lucky breaks. On the other side, Gregg praised Holbert, stating, "you have just seen the emergence of a new star".

Meanwhile in the IMSA Series, our Riesentoter Region Race Team of Mike Tillson and Dieter Oest was competing in the Starlight Three Hour, a

night race at the Daytona International Speedway. With a race distance of only 327 miles, the team decided to concentrate their efforts in one 911S in the under 2.5 liter class. The disadvantages of a one car entry were immediately apparent, however, when a malfunctioning limited slip led to handling problems in qualifying, and they didn't have a replacement on hand. As a result, they qualified 27th out of 70. However, among the top ten qualifiers were 4 Carreras, one of them belonging to none other than Peter Gregg.

Since over half the course is made up of the Speedway circuit, the more powerful Corvettes were capable of 190+ whereas the Carreras could manage only about 175. In such a short race, the Vettes were heavily favored. However, with the 427 engines using twice the fuel as the Porsches, they required twice as many pit stops. This factor, more than anything else, led Gregg to his fourth win in as many races.

Back in the pack, Dieter and Mike were holding their own, just about to pass the third and second cars in their class, when they burned a valve. This was their first DNF due to engine failure in 2½ years of racing Porsches.

They did finish 7th in G.T.U. to give them a tie for 5th place in the IMSA Under 2.5 Liter Series.

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58 - 1600 Super engine, zero miles since complete rebuild w/extractor for installation into VW, \$450; four 5½x15 American racing mags fit 914/4, \$140. Tony Pizza (after 6) 215-539-5398

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69 911S, new metallic brown lacquer, tan int with leather Recaros, many extras; also Abarth for B, Ken Camp 609-893-6470 after 6 pm.

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1970 911T, Silver Targa: a.c., 5 spd, appearance group, 35,000 miles. Call Mr. McCormick 215-696-4558

66 912-5 coupe for parts: AM, AMFM & AMFM stereo radios; 165x15, 185-70x15 tires; many 356A, B, and C parts - for engine, suspension, brakes, gauges and body. Moving into a house and don't have room for all the many parts I've accumulated. Bob Koerbel, 215-527-2370

Make offer on 68 912 parts: rear half of body, interior, doors, half axles, misc parts, Jay Steinbrunn, ES9-0255

(4) 165x15 Sears radials, 90% tread; (2) 1600 Super Solexes (balance tube type) with manifolds and shrouding, Chuck Walter, 215-248-2979

Wanted: wire mesh air cleaners for 912 Solexes and spacers that fit between carb and manifold. Vern Lyle after 6, 215-855-6463



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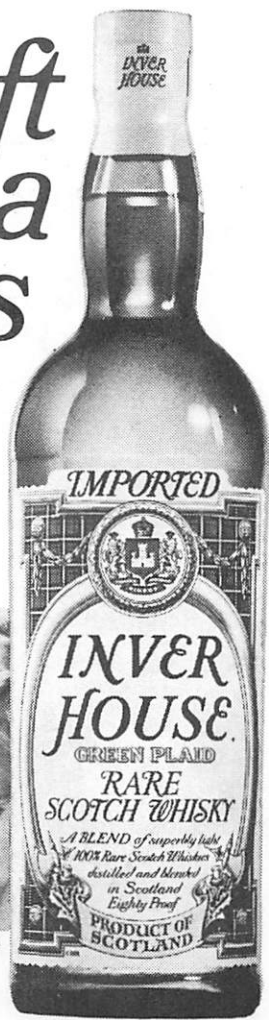
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