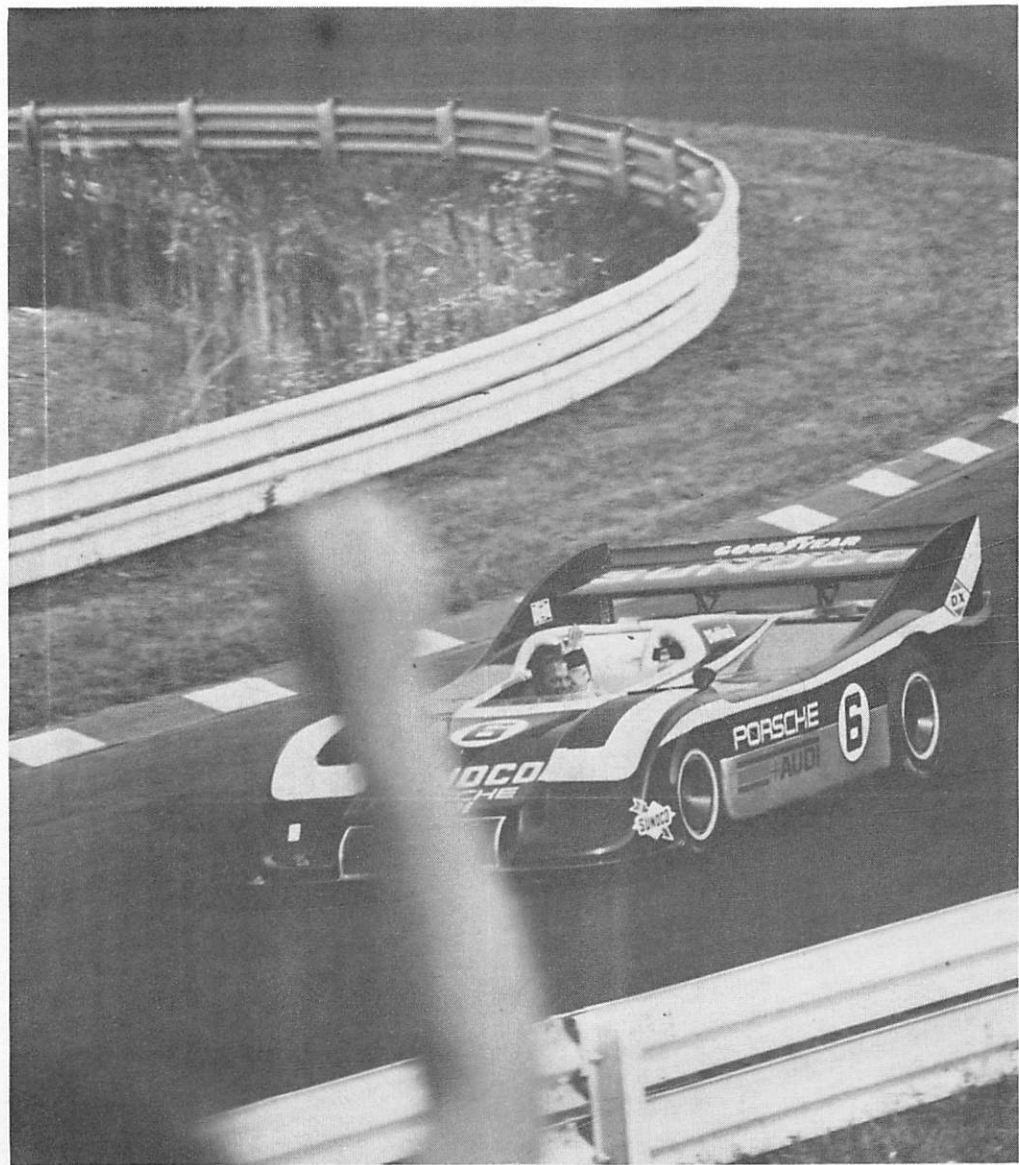


# DER GASSER

RIESENTOTER

NOV 73



# HOLBERT'S

## PORSCHE | AUDI

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Editor - Vern Lyle  
176 Ardwick Terrace  
Lansdale, Pa. 19446  
215-855-6463

\*\*\*\*\*

## CALENDAR OF EVENTS

Nov 18 - Rallye, details in flyer:

No monthly meeting in November!

Dec 2 - PRCA Championship Rallye

Dec 8 - Annual Banquet

COVER PHOTO BY EDITOR: Mark Donohue  
retires from racing, bidding farewell  
to his many fans.

FOR YOUR INFORMATION: Deadline for  
articles, Porsche Store advertise-  
ments and any other material for  
Der Gasser is the date of the month-  
ly meeting. Normal production pro-  
cedure is a week of typing, layout,  
editing, etc., a week at the print-  
er's shop, an unknown amount of  
time in the hands of the US Postal  
Service - and you should have your  
issue by the middle of the month.

I would remind everyone that the  
Porsche Store is free to members.

# Other things to do

Vern Lyle

This column is usually devoted to events of interest to car freaks, which are not directly sponsored by Riesentoter. Some of you may not even know what DVSA, PRCA and PHA mean. Briefly, DVSA sprints, PRCA rallyes and PHA climbs hills under full SCCA racing regulations. Today, an introduction to DVSA.

The Delaware Valley Sprint Association is made up of a number of participating clubs such as ours and the only interest is sprinting or autocrossing. The courses used most often are Cornog Kart Track, the GE parking lot at Valley Forge, and Montgomery County Community College. Classes are based on performance potential and are very clear cut on the difference between 'stock' and 'modified'. If you pull your air cleaners off - you're modified! That's not as bad as it sounds - it keeps everybody pretty honest. The organization and timing of events is a model of efficiency and trophies are usually super. We do need a representative from our club, who intends to run DVSA events, to attend their general meeting and keep us informed of changes, etc. Anyone interested can contact the Editor for more information.

Some of the sprints are designated as Championship events and points are awarded toward a season Championship in each class. Roughly, the classes for Porsches look like this: A Stock - all 6 cylinder cars - the competition is from Corvettes. Don't

worry, on a tight course your brakes can defeat his horsepower. On an open course, well..do it with guts! B Stock, 912s and Speedsters - the tough guys here are 240Zs and TR6s. From what I've seen, there is only one which is well driven and equal to a good Porsche driver. C Stock is the class for all 4 cylinder Porsches and has Alfas, a well driven Turner and little else to worry you. Course layouts are easy to follow and put a premium on executing the correct line exactly. The competition is pretty close - after 4 runs I was fortunate to beat the Turner one day, 42.086 to 42.090! (Somebody else was 3rd, but I had to go over and ask the next guy - why 4th art thou, Romeo?)

Sprinting is a great way to learn to drive your Porsche. You know it has great brakes and handling, but do you know how to use them? Ever tried to stop on a dime and lock up all four wheels? On a sprint course you can learn how to modulate the pedal pressure to get maximum braking effort just short of lockup. Ever slow for a curve and find yourself shifting half way around? You'll learn why that isn't good and how to avoid it.

We will have another sprint school for beginning sprinters next year. Several experienced drivers will instruct with chalk talks, walking the course, finding the line, double-clutching, etc. An informal session where you can learn a lot. Think about it now and there will be more details later. Then we can go as a group to DVSA events and show 'em why Porsche drivers are SUPER!

## President's Message

Three years ago, as Membership Chairman my goal and that of the Executive Committee was to increase the number of members. Well, membership at present is 284; a sizeable increase since then! Of course, all the new members we have acquired have not been from the immediate Greater Philadelphia area. Some of our members live as far as 1½ to 2 hours from our meetings! One cannot blame these people for not attending many of our functions. I have recently noticed some familiar faces from outlying areas no longer make the trek on the last Wednesday.

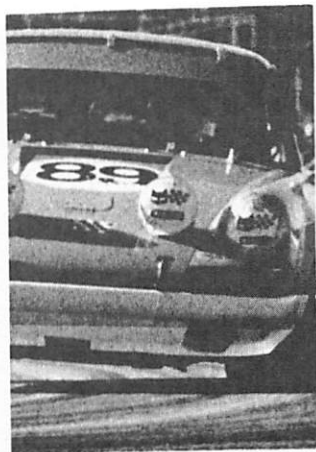
The formation of the Schatenbaum Region in southern New Jersey has provided a portion of our members with the opportunity to become more active in a region more ideally located.

Unfortunately, this same situation exists for many of our members who live in the northeastern Pennsylv-

nia counties. As a solution, John Stalma of Scranton has begun taking formal steps to establish a PCA region in this area, to be known as the Pocono Region. This new region would serve the Scranton/Wilkes-Barre area and may possibly include Susquehanna, Sullivan, Lackawanna, Wyoming, Wayne, Pike, Columbia, Monroe, Luzerne, and Carbon counties.

Personally, I support the formation of this region as I feel it would serve to make the people in that area more active. It would give these people a chance to enjoy what PCA is all about - participation. No longer would a member have to drive 80-100 miles just to get to the event! Instead, they would be able to enjoy driving in the event.

I wish John success in his venture. Anyone interested in finding out more about this proposed new region should contact John Stalma, at 40 Laurel Drive, Scranton, Pa. 18503 Phone 717-344-3236



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# Minutes

Jean Russo

The regular monthly meeting of the Riesentoter Region, Porsche Club of America was a dinner meeting held at the Picket Post Restaurant in Gulph Mills on October 24.

The business meeting was called to order and officers introduced. President Bob Russo entertained us with his experiences filming a hill-climb at Weatherly. This film will be shown in January. If anyone has movies of other Riesentoter events he should contact Chuck Walter.

Bob also had samples of trophies made from coal. These were displayed for member's comments and are candidates for Parade trophies.

On October 5, several of the Parade event chairmen met with PCA National representatives at Pocono Manor, the site of the Parade. Various publicity pictures were taken at the Manor as well as at Pocono Raceway.

Metropolitan New York region, under the direction of Stephanie Cohen, is handling the reception program for the Parade. Stephanie is looking for some girls to help out for about three hours, one day of Parade week. If anyone is interested in volunteering, she should contact John Chatley.

Parade Coordinator, John Chatley, announced that there will be a general meeting of all chairmen sometime in January, location to be announced.

Mention was made of the possibility

of our region and Northern New Jersey region getting together so that the members of both regions could become better acquainted before the Parade. Details will be announced later.

Nominations Chairman, Wayne Flegler, read the proposed slate of officers for 1974 which is as follows:

President - Herb Oberson  
Vice-President - Bob Koerbel  
Treasurer - Bob McCullen  
Secretary - Nancy McCullen  
Activities - Eric Koch  
Membership - Lee Herskowitz or  
Bob Patton

Der Gasser Editor - Vern Lyle

The slate was unanimously approved as read with the exception of the Membership Chairman position. Lee Herskowitz was elected in a secret ballot election. Bob Patton will serve as Assistant Activities Chairman.

Thanks to the efforts of Gerry Segal, our region's name is now officially changed from Eastern Pennsylvania to Riesentoter.



# Rap at Idle

(Editorial ramblings)

On a side trip to Reno during the Parade, DR. PORSCHE visited Harrah's Auto Collection. While being shown thru the 1400 cars, someone apologized that there was no Porsche on display. The Master replied, "I understand. My cars were meant to be driven and they're still on the road". (Road and Track)

I'm in the process of installing Hella glassless headlight rims on my C. I only had time and daylight to finish one side and while driving that night I was a-mazed at the difference in LIGHT OUTPUT. The glass cover on the factory lights gets scratched and dull over the years and also reflects some of the light back into the housing, further diffusing the beam. Just for kicks, I measured the light with my camera and the Hella rim was a full f/stop brighter! Something to think about.

The December Road and Track puts the 50 MPH SPEED LIMIT on freeways into perspective. While pointing out that slowing from 70 to 50 saves about 2 mpg in the average car, they also note that a) in 100 miles of 50 mph driving you will save about 75¢ worth of gas and b) that 100 mile trip will take 35 minutes longer, keeping you out there polluting and exposing you to danger longer. They conclude that smooth driving under all conditions will save more.

This note from Autoweek: ROGER PENSKE, Mr. Impeccable, has made an irrevocable slip. On the October '73

Penske calendar, there are two 14ths, one on Saturday and one on Sunday. A staffer was heard to mutter, "If Roger says there are two 14ths, then there are two 14ths."

For those who may not know, our own AL HOLBERT finished second in the Trans-Am Driver's Championship behind Peter Gregg. That's pretty heady company and Al and Bob and the entire Holbert Team deserve a big round of applause.

There are reports of a turbocharged STREET Carrera which may be produced someday. It's the lightweight with 280 DIN hp and a top speed of 176. Given the efficiency of turbo motors, it probably gets 25 mpg and puts out nary a pollutant.

## REMINDER!

Send in your registration for the BANQUET. You should have a flyer by now with all the details. It's a great time with all shapes and sizes of Porsche freaks.

There's good food, drinks, dancing and the Riesentoter spirit of togetherness in Porsches. Throw in a bit of the Christmas season and you have to find something there to get you a little turned on.

This is what the club is all about. Come on out and share your feelings with a great group of people just about like you.



\$\$\$

Bob McCullen

Treasurer's Report for Nine Months  
ending September 30, 1973

Receipts:

Goodies sales	\$ 269.25
<u>Der Gasser advertising</u>	1,345.00
New membership dues	258.00
50/50	77.50
Non-Porsche drivers	25.90
Savings account interest '72	17.91
Pocono '72 drivers fee	60.00
Wine and cheese party	20.00
Dues reimbursement	1,158.40
Shortest distance rallye	40.00
Petty cash increase	31.27
Picnic	463.00
Pocono '73	
Dealer's contributions	600.00
Driver's fees	2,508.00
May dinner meeting	360.00
Valley Forge events	106.00
Sprints	581.00
Trophy fund - Jersey Shore	86.00
Miscellaneous	10.00
	<u>\$8,017.23</u>
*****	
Balance from Dec '72	\$1,130.43
Total receipts, 9 months	<u>8,017.23</u>
Total disbursements	<u>(7,860.92)</u>
Balance on hand	\$1,286.74

Disbursements:

<u>Der Gasser printing</u>	\$1,191.44
<u>Der Gasser mailing</u>	430.97
New membership dues	258.00
Membership stationery	74.30
'72 Banquet door prize	142.20
Club memberships	42.50
Monthly meeting rooms	120.00
Telephone bills	58.91
Flyers - mailing	91.72
Flyers - stationery	24.93
Pocono '73 drivers school	3,023.36
'73 Picnic	553.00
'74 Parade	523.83
Petty cash increase	31.27
Wine and cheese party	17.00
Goodies supplies	253.50
Sprints - track rental	86.00
Sprints - trophies	193.09
'73 Banquet deposit	100.00
Rallye trophies	47.27
President's meeting Zone 2	40.00
May dinner meeting	371.35
Bank service charge	2.16
Riesentoter name change	6.00
Typewriter repair	25.87
Pylons	119.81
Miscellaneous	9.54
Valley Forge trophies	<u>22.90</u>
	<u>\$7,860.92</u>

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# On Tour

Vern Lyle

Hey, the tour to Zimmermann's was OK! We didn't have a huge turnout but it was probably just as well - during our lunch in the snack bar the cars all aged considerably.

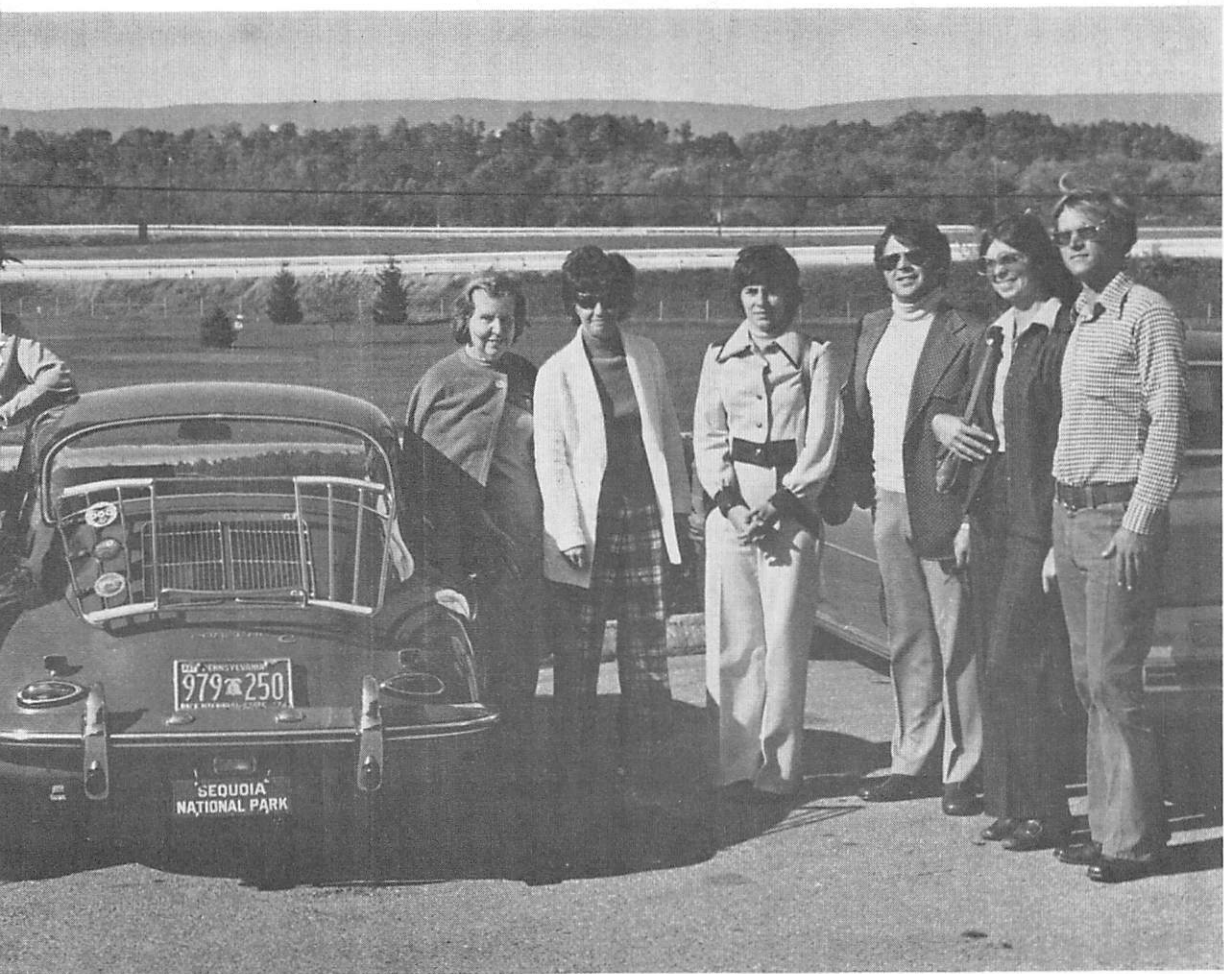
The 'tour' on the turnpike was quite interesting in itself. We started as a group but after a couple of miles the line began to string out somewhat. In the lead, the Mercedes with Bob and Babe Ahrens up, and Bob Russo (as a riding mechanic?). Next was a very tight group of Lyles, Kochs, Crowthers and Morannos. Stu Baird in his '52 'Turtle' and the Stones in their beautiful C coupe were acting as rear guard. The tour was uneventful except that the Mercedes was soon out of sight. (Never over 70, he said.) Well, the four cars in our group were all doing 70 and it was neat to signal a lane change and see the three other left blinkers go on simultaneously. The other drivers seemed to want to go faster, but with seven points on my license, I wasn't in too much of a hurry. I don't know the distance to Exit 17 (past Harrisburg), but we made it in a little over an hour with all cars arriving within 5-10 minutes (er, except the Mercedes).

After Holidayburgers (really) for lunch, we took a nostalgic trip thru Automobilarama. About half the cars were concours prepared and most were in advanced stages of restoration. I can't remember all the names but there must have been one of everything. There was even an Austro-



Daimler, which everyone agreed Dr. Porsche must have had a hand in. Clark Gable's custom Packard; a Lincoln limosine with a john and running water; a 180 mph 1921 racer that looked positively treacherous; a Tucker with a flat, opposed six cylinder engine and one tiny carb; massive Cadillacs with 20 mph bumpers and various raceabouts of all makes and models - these were some of the highlights.

Earl Stone exhibited quite a store of knowledge and gave us the most



fascinating details about almost every car. It was interesting to follow the development of the automotive sciences from say 1902 to the 40's, and we were surprised to note how little a lot of things have changed. Like a Stutz Bearcat with adjustable suspension!

Of course, there have been some improvements, for we saw: 12 cylinder magnetos with the coil boxes mounted on the dash; overhead cams with pushrods and rockerarms all exposed; rear view mirrors strapped onto the spare

tire; brake drums 17" in diameter and 4" wide; drive belts made of twisted leather thongs and a set of 4 inch brakes that were metal-to metal!

The biggest hit was probably the collection of nickleodions (10¢ please) that did everything but sing to us. Bob Russo must have tried them all and I admit I was relieved that the steam calliope was out of order!

All in all, a very nice day with some good Porsche people - and that's the truth.

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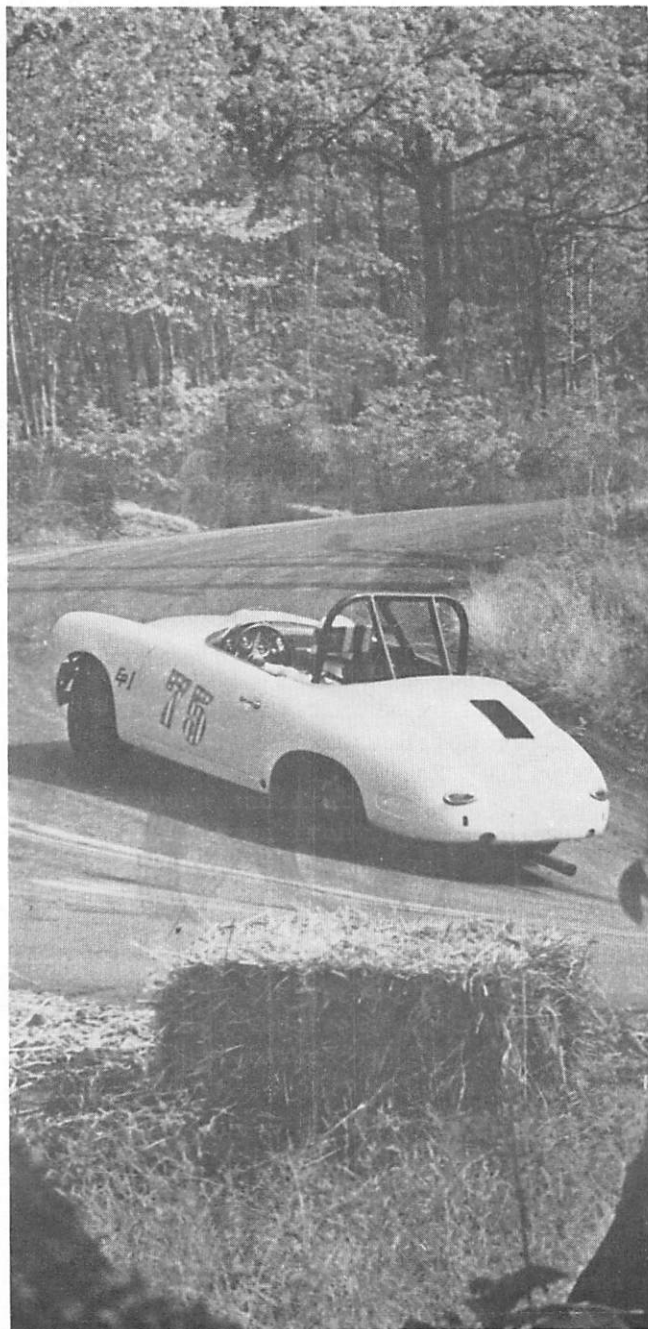
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Hillclimber Dick Gaper, seen here at Weatherly, has decided to join the Riesentoter forces.



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# Hillclimbing

Jess Holshouser

## Schaefferstown - Sept 29-30

Rough, rough, bumpy and rough. Great gardenseeds! This was without a doubt the roughest course we've run in recent times. The entire course was this way and the machinery suffered. Dick Sweigart in his Speedster bottomed-out on one section, shearing off the extended oil sump bolts and breaking his stinger! Adding to his problems was a rod-through-the-case. What a bad day! Dick encountered his troubles on his first run and consequently Connie couldn't run.

Riesentoter finishes: Jay Schneider, 1st Touring 1; Jess Holshouser, 4th EP1; Dick Sweigart, 5th EP1; Dick Weiss, 2nd CP; Tom Beil, 3rd Mod II; Bill Rolland, 9th Mod II.

## Weatherly - Oct 13-14

The weather was magnificent and the track was dry and fast. Add to this the beautiful fall colors and you have a very enjoyable weekend. Bob Russo (brave Bob) rode up the hill with Dick Sweigart on a fast touring run to film the course and record sound effects. Bob said it was really something looking at the hill thru the tunnel-vision eyepiece of the movie camera.

Tom Beil lowered his own record in Mod II by 2+ seconds but had to settle for 2nd. Four drivers broke the absolute record of 59.78 - a Corvette taking it to 58.56!

Riesentoter finishes: Jay Schneider, 1st Touring 1; Dick Sweigart, 1st EP1; Dick Gaper, a new member, 2nd EP1; Jess Holshouser, 3rd EP1; Carl Rinker, another new member, 4th EP1; Connie Sheldrake, 5th EP1; Dick Weiss, 2nd CP; Tom Beil, 2nd Mod II; Dave Derecola, 9th Mod II; Al Derecola, 10th Mod II; Ted Klaus, 3rd F1.

## PHA Annual Awards Banquet

The 1973 season awards will be made at the annual banquet on January 26. PHA drivers will be receiving more information in the near future. At a morning business meeting on the same day, the PHA governing body will pass on all rule changes and set the schedule. The pre-annual business meeting to discuss rule changes will be held December 9. Any suggestions should be submitted in writing to Jess Holshouser, P.O.Box 147, Pipersville, Pa. 18947 before that date.

I will be contacting all 1973 drivers to make up the Riesentoter teams for next year. You can save me time and money by dropping me a note stating whether you plan to compete. All new drivers contact me also. It is time now to get the paperwork started and to begin your car preparation. There is a possibility of entering three Riesentoter teams for the 1974 season!

The final individual results and team finishes are not official, but will be determined shortly after a protest at Weatherly is resolved.

# On Chairing an Event

Tom Edmunds

One automatically thinks that the chairman of an event must spend many hours and a fair amount of money to complete the job satisfactorily. This is not true.

I was Chairman of the October Hare and Hounds Rallye, which from all indications was a success. I got the job in March and in late August my girlfriend and I started looking for a place to end the rallye. One place wanted a \$150 guarantee, but I explained about unpredictable club participation and asked for suggestions. Janine and I spent Friday night making a reservation and driving in a not too direct route to get some idea of time and mileage. Sunday, a week later, was spent painting arrows on the road (4 hours, one can of paint and \$4 for gas). This took care of the first half of the rallye, as far as Chalfont.

During the following week I found out that a classmate lives near the Red Fox Inn and knows the area. I had to beg Janine for permission, and I was permitted to ask Sharon for help (mainly cuz Janine didn't know anything about that side of the world either). Anyway, another 4 hours and 2 cans of paint this time and the rallye was finished, except the first and last turns.

The last week was spent getting ditto masters from Chuck Walter for 350 flyers, then to Bob Ahrens for a set of address labels.

On the Tuesday before the rallye, Janine and I stapled, folded, labeled and stamped 304 flyers which were given to a friend at the Post Office for immediate shipment! Saturday night was spent driving the course for the exact mileage. This didn't work out too well because I made two wrong turns!

We finished the final 2 turns on Sunday and arrived at the start at 10:45. There were 9 other cars that looked like they had been driving all over the Mall - I guess this was because the rallye was to start at 10:45! A TR6 wandered in looking for some other rallye and decided to run with us (we knew a TR6 didn't stand a chance). He finished 5th.

The Imperatos were 1st (Nick spent a lot of time in reverse); 2nd, Koerbels; 3rd, Lyles. The rest of the standings: 4th, Duvan; 5th, Skurnowitz; 6th, the Kochs; 7th, Fleglers; 8th, Crowthers; 9th, Russos; 10th, Boschen, and 11th, Brownell.

After all was over I realized that I had spent 3 Sunday afternoons, one Friday night and loaned the club around \$30 which I got back at the rallye. Being Chairman was not as bad as it sounds if you plan ahead. Being a Porsche-driving student, the money was my biggest problem - but it was spent over several weeks. Time was no problem because without money all I could do was drive my Porsche - isn't that what the club is about?

## Here's How

1973 914s and perhaps 1972s have some difficulties not found in the earlier models. In the later cars the location of the fuel pump was changed to a position above the heater hose on the navigator's side of the car. This makes it very difficult to replace the filter. Even worse is the fact that now the filter receives heat from the heating system, particularly in the summer. Vapor lock develops and if the car has been running hard for a period of time and then stopped for five or ten minutes, it will not start. The best thing to do in this case, I believe, is to keep turning the ignition on and off many times until you can hear the pump actually pumping gasoline. As a partial cure for the problem, I have removed the right side of the heating system and put in a piece of aluminum foil to deflect the heat. A better solution is to change the location of the fuel filter. POTOMAC

## Grommet Gotcha

The 356 series cars often develop a rattle sounding very much like loose floorboards when in any gear between 3500 and 6000 rpm. After thoroughly soundproofing the floorboards, the problem was discovered to be the nylon grommet supporting the forward end of the transmission shifting shaft. Replacement of this 'relatively inexpensive' part is simple and straightforward. A purist could completely remove the shaft and in-

stall the new grommet ala the factory manual. An easier way is as follows: remove the shifting lever housing and the remains of the old grommet; make a diagonal cut thru the new grommet by slipping it over the shaft and gradually threading it into the support cutout. The final threading operation will probably require some persuasion with a blunt screwdriver. It is best to install the grommet in such a manner that the split is at the top so that it can provide an uninterrupted bearing surface on the lower or load-carrying side. SACRAMENTO VALLEY

## Open 'er up

Warning: Wet weather combined with infrequent opening of the rear deck can cause failure of one or both of the hinge pin bolts. What happens is this; the hinge pin which resembles an ordinary bolt has a section just under the head that is larger in diameter than the threaded part. It is this section that is the bearing part of the hinge pin. If you don't lube the joints regularly, the pin bolt will rust to the lid hinge and when you open the lid sometime you will twist the pin bolt off because of the leverage you have on the lid combined with the spring. Repairing this sort of problem is not easy in that what's left of the pin bolt is difficult to extract for the same reason it failed. It breaks off flush. The original part is back ordered indefinitely, so check and lube yours now! CASCADE REGION



## Rust II

Wayne Flegler

As you may recall, I intended to write a thorough article on the causes, prevention and repair of rust. After some research, I discovered that Up-Fixin der Porsche Vol II covered the topic in rather complete detail. Copies are available from our 'Goodies' chairman. Possibly the only thing that I could add is a strong recommendation to use a zinc based primer to coat the areas subject to rust. CRC makes such a primer in spray cans which can be purchased at marine supply stores.

If you are not inclined to do your own car, commercial processes are available. Ziebart is probably the most popular one and consists of

treating box sections and other hidden sections with a compound to impregnate the metal with rust protection. Their work is guaranteed. Price is around \$75.

Another article appeared in the Sept 72 issue of Panorama which listed some very good new undercoating materials. At the end of the article, Chuck Stoddard commented that undercoating and rustproofing are not synonymous. He also planned to write a detailed explanation of a rustproofing procedure in a future issue, which we haven't seen as yet.

Since I felt I couldn't go into anything deeper than the aforementioned articles, I will continue next month with the repair of cosmetic and structural rust.

---

# Get with it.



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## Porsche Store

Dr. Dick Weiss is looking for a 906 or a 910 and would appreciate any information or assistance in locating one. Contact him at 315 N. 13th St. Easton, Pa. 18042 Ph 215-253-6197

68 911S engine and transaxle (European), blueprinted, \$2200; full S instrumentation, \$50; two vinyl seats, \$85; two front fenders with light units, \$45 ea; weighted front bumper from S Targa, \$30; front hood, \$25; engine cover, \$25; two Targa doors with glass, \$60 each; Targa roof (for soft window) needs covering, \$30; gas heater, \$50; assorted electrics, make offer. John Brownell, 215-647-2198 after 6

1964 C engine. This engine is in my 61 coupe and runs great. New rings; valve job with knurled valve guides; new clutch; sheet metal has been glassbeaded and finished in black enamel. Your choice of American or European heater system - \$675.00 Installation available. Also parts from 64C sunroof coupe. Wayne Flegler, 609-848-0446 after 6

Wanted: following new parts for 1957 Speedster - registration plate light that shines down; left and right front factory floor panels; front and rear bumpers with aluminum strips and overriders without tubes, any other new restoration parts. Following used excellent condition: factory wood wheel; externally adjustable shocks; factory roll bar that mounts to rear seat bolts; plexiglass sliding side curtains. Dave O'Connor, 349 Gerard Avenue Elkins Park, Pa. 19117. 215-ME5-0567

1965 911 4 speed trans without shift linkage, speedo cable casing cracked, gears good, \$50; Targa top, gutter blacking right side scratched, outside good, inside has a few tears, \$300. Rich Turner, 215-355-8935

1956 coupe - body very solid, all running gear in good condition, interior average. Engine is '58 Super with Isky 107, Jahns 10:1 pistons, lightened and balanced, extractor, etc - zero miles since full engine rebuild. Offers around \$1400. Also a 65 C engine complete except exhaust system. Many old parts available. Bill Casey, RD 2, Box 232, Townsend, Del 19734 Phone 302-653-9475 evenings

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