

DER GASSER



MAY 74

NEWSLETTER OF RIESENTOTER REGION. PORSCHE CLUB OF AMERICA

PRESIDENT'S MESSAGE

This may be the shortest President's Message that you'll read this year. After seeing the tremendous turnout for our April meeting at which Mark Donohue was our guest, not much remains to be said.

Thank you, Nick Imperato, for arranging Mark's evening with us. I'm wondering what you plan to do for an encore on May 29. But those are the kind of problems we don't mind having.

And thank you all for your warm reception given Mark. I can't help but feel that he may have been a little bit awed by us, too. That was my impression, anyway, particularly when Mark, upon seeing nearly 200 people in the room, decided that he'd better jot some notes down on a piece of paper. His presentation was beautiful. Watch for a photo and report on our meeting in a forthcoming issue of Panorama. And watch Der Gasser for other exciting Riesentoter Region activities coming up soon.

Herb

NOTES FROM MEMBERSHIP * Lee Herskowitz

Welcome to our newest members:

Richard Back, Mansfield, Pa, '67 911 coupe
John Carlin just back from England, '73 911T Targa
Alan Brecher, Broomall, '71 911T Targa
A.J. Ahrens (?) driving a speedy '61 356B coupe
Robert Crawford and wife, Nyla, of Rehobeth Beach,
Delaware, just finished restoring a '60 356B
Richard Leedes, Philly, '74 Carrera
Dr. James Rex, Allentown, '71 911T Targa
George Ueltzen, Allentown, '70 911E coupe
David Laffitte transferred from Peachstate Region
George Orndorff and wife, Joanne from Philadelphia,
drive a '70 914/4

These notes for everyone: When you receive your invoice from National for annual dues, send your check promptly or it is likely that you will be dropped from the PCA membership rolls and miss several issues of panorama until you are reinstated. Also, notify both the region Membership chairman and National immediately upon change of your address so that you will not miss receiving Der Gasser and Panorama, or receiving them late and miss out on some important information.

FUN TIME '74 * Bob Ahrens and Pat Imperato

BRUNCH AT THE HILTON, MAY 19 SUNDAY MORNING 11:00

Fun Time 7h takes you to the beautiful Valley Forge Hilton for the best, most exciting, most delicious brunch east of the Great Divide.... buffet style, choose from over 25 entrees and delicacies - all for \$3.95 per person.

Around 1 o'clock, after our appetites are some-what appeased, a mini "Porsche Parade" will wind its way through scenic Chester County to the Hagley Museum outside Wilmington, Delaware. The Hagley Museum, at the junction of Rt. 100 and 141 is on the site of the original DuPont powder mills. Dioramas and creative exhibits trace America's industrial growth from colonial times to the 20th century. There are jitneys to take you around the 185-acre property to restored mills with working models. Fortunately, at this time "Eleutherian Mills", a 3-story Georgian country home built by E.I. DuPont in 1803 will be open to the public. This house has been listed in "Great American Homes" and is only open 12 weeks out of the year.

Be sure to bring your cameras to capture some beautiful views along the Brandywine. Admission is free to Hagley. May 19th is going to be a Super day for a trip - llam, Valley Forge Hilton, Route 202 - see you there.

FUN TIME '74

WEDNESDAY JUNE 26, 7:30 PM

PEACOCK INN

KNOCKWURST

HOTDOGS

SAUERKRAUT

REFR

ALL YOU CAN EAT AND DRINK \$3 - WOW!!

OFFICERS

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PARADE - John Chatley 1479 Glenbrooke Drive West Chester, Pa. 19380 215-696-1657

UPCOMING PCA EVENTS

18 - Sprint Series II, XMAS VILLAGE

18 - PRCA Championship Rally*

18-19 - PHA, Pine Grove

19 - Brunch at Hilton, tour

19 - DVSA, Valley Forge Hospital*

21 - Streaking Day

29 - Meeting, Peacock Inn 8:30

June 1-2 - PHA, Duryea

2 - PRCA Championship Rally 9 - DVSA-PCA, Leeds & Northrup

22 - Sprint Series III

23 - PRCA Championship Rally

26 - Bierfest Meeting, Peacock Inn

29 - Tech session at Holbert's

July 13-18 - PARADE

* More complete schedules are available from:

DVSA Rep - Bob Russo, 355-4610 PRCA Rep - Lance Priddy, 353-1323 PHA Rep - Jess Holshouser, 766-8201 Parade - John Chatley, 696-1657



\$\$\$ * Bob McCullen

Treasurer's Report, First Quarter, 1974

RECEIPTS:

New membership dues \$ 50/50 Non-Porsche drivers	162.00 36.25 13.55
Goodies sales	136.70
January Beer Party - Sponsored by Holberts	
Porsche-Audi	175.00
Ski outing	460.00
National dues reimbursement	445.60
Tech session at Holbert's	13.00
March dinner meeting	385.00
Miscellaneous	2.50
	,829.60

DISBURSEMENTS:

Der Gasser - printing - mailing	\$	160.06 108.78
PRCA dues		10.00
PHA dues		25.00
Ski outing		500.62
January Beer Party		175.00
Dues refund		18.00
Bank service charges		8.89
Pocono drivers school refund		55.00
Goodies supplies		39.00
Riesentoter name change		80.00
Meeting room		25.00
New membership dues		144.00
Membership chairman's expenses		9.40
Tech session flyer		27.50
DVSA dues		10.00
'73 Dinner Dance - 917 prints		50.00
March dinner meeting		394.05
Poker rally trophies		58.52
Total	\$1	,898.82

Summary:

Balance from December, 1973	\$ 410.87
Total receipts for 1st quarter	1,829.60
Total disbursements for 1st quarter	2,240.47 (1,898.82) \$ 341.65

Checking account balance \$265.16 26.49 Savings account balance 50.00 Petty cash \$341.65



... to our newest Honorary Member, Mark Donohue - shown here at the Glen blasting by another Porsche driver. (Editor photo)



HILLCLIMBING * Jess Holshouser

Showroom Stock Sedans and Showroom Stock Sports Cars. As stated in a recent issue of Der Gasser, this class has now been added to the Pennsylvania Hillclimb Association as a combined class. I have listed the cars eligible as of 1973. To this list, the following cars have been added for 1974:

Sedans: Datsun 610 (2000cc) Fiat 128 (1290) sedan

Fiat 124 (1608) twin cam sedan

Sports cars: Porsche 914 (1800cc)

Fiat 124 Spider (1800) Fiat X1/9 (1290) Porsche 914 (2000) Opel Manta (57 model)

Toyota Celica ST and GT models

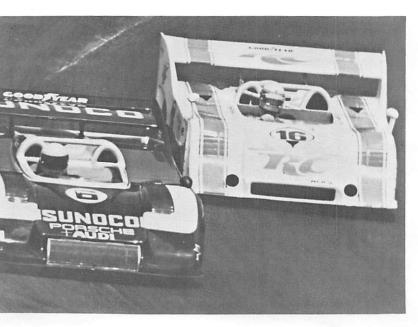


Bob Koerbel doing it with Chuck Walter's SC at Neshaminy. (Stu Baird photo)

RAP AT IDLE * The Editor

Late news dept: The second event in the 4 region sprint series will be at Xmas Village on May 18, 10 am - call anyone on the Exec Committee for directions (8 mi N of Reading Airport off Rt 183)

Starting at the May 29 meeting, a suggestion box will be available for ANY comments, suggestions, criticism, whatever - its free, use it.



TECHNICAL STUFF * Bob Russo

Recently produced cars are provided with steering locks, but some of us are misusing them and are in actuality making the thief's job easier than it should be. Many times if a professional wants a car he will merely tow it away. If the owner has locked his steering wheel in the straight ahead position, the thief doesn't even have to force entry, rather he just hooks it to the tow truck and away goes your prized Porsche. You can make things difficult for him if you lock your wheels in a turned position, making towing rather impossible until the wheels are unlocked. This delay may be just enough to discourage him or to force him to set off one of your alarms by entering the car. So whenever you leave your Porsche, lock the wheels in a turned position.

Suppose the thief has somehow deactivated your alarm system (or suppose you don't have one) and has entered your car. There are a number of things you can do to prevent him from driving off with it. These are the "disabling" devices. One path you may take is the installation of a digital combination ignition switch. This device consists of a numbered panel resembling a small hand-held calculator which allows the car to be started only after certain numbers are pushed in pre-determined order.

Probably one of the most common disabling devices is the electrical cut-out switch. Once the carefully hidden switch is thrown, the engine cannot be started. Austin-Healey used a similar system with a battery disconnect switch located in the lockable trunk. One trick you might use if you don't mind getting a little dirty (though you shouldn't if your car is as clean as it should be) is to remove the rotor when you leave the car. This is not really applicable to 9lls since their rotors are held on by screws.

Another device which is good is the fuel shutoff. After-market devices now available are electrically operated valves placed in the fuel line. Any car equipped with an electric fuel pump can also be wired to shut off the pump through some hidden switch. It may even be advisable to convert cars to electric pumps for this purpose. The system is more effective for FI cars since without the pump they will not start. Carbureted cars can be driven a short distance on the fuel in the float chamber and this may just enough to get it into a van to be whisked away to another state.

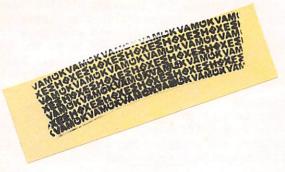
I really think that to be effective, more than one system should be employed. If you use more than one system don't wire them to the same switch for obvious reasons. Lastly, really think about the location of your switches and don't tell anyone. You may, however, tell your wife - but only if she can be trusted.



RETURN TO: RIESENTOTER REGION, PCA 1925 Wynnefield Terrace Philadelphia, Pa. 19131









SUPPORT THESE PEOPLE, THEY'RE OUR FRIENDS!

Holbert's Porsche-Audi Warrington, Pa.

Scott-Penske Porsche-Audi Allentown, Pa.

YBH Porsche-Audi Edgemont, Pa.

Tillson Motor Car Service Philadelphia, Pa. Moore Porsche-Audi Philadelphia, Pa.

Heinrich's Porsche-Audi Wyomissing, Pa.

Willis Porsche-Audi Cherry Hill, N.J.

Algar Porsche-Audi Rosemont, Pa.

Sportmotive Bryn Mawr, Pa.

TECHNICAL STUFF * Vern Lyle

In the field setting of float levels: this info is directed to Solex 40Pll-4 carbs but the idea applies to most other carbs as well.

Without a \$21 float gauge, the next best way to check your float levels is to observe the fuel level through the inspection port in the carb body. Easier said than done. First, the fan housing prevents a straight line view through the port; secondly, it's dark in there. Even with the aid of a dentist's mirror and a small penlight, I have yet to make an accurate assessment of the fuel level in this manner.

One other method can give you a good idea if you're close or not, and let's face it, the float level setting doesn't usually change drastically during use anyway. This method requires that you set the levels accurately with a gauge one time to be sure they are right. When they are, shut off the engine and pull the top off the carb. Of course, when you lift the needle valve, the float is going to rise and 'float', so the fuel level goes down. How much it goes down is what you want to record in your head or some other handy place to write.

Use a metric ruler and measure the distance from the machined groove in the inspection port to the meniscus of the fuel. Mine is like 5-7mm, but I suppose that this can vary with the type of fuel, temperature, age of the needle valve, phase of the moon, etc.

Admittedly, it is not an easy or super accurate method. But if you have reason to believe your float levels have changed and you don't have the gauge handy, it will get you in the ballpark. I used this method at a sprint once - when the lock nut and adjusting screw for the float level were found rattling around in the engine compartment. It was time consuming and almost wore out the air horn screws, but it got me going. Forty-two miles from home with no gauge - I was glad I am an inveterate tinkerer.

GOOD THINGS TO BUY

1970 914, silver blue, black interior, exc cond, all extras - new tires, new clutch, mags, AM/FM, 60,000 miles, \$3000. Gene Pavitt, 752-0769

Fog lights, new Lucas SFT 576, excellent for 356; sell or trade for lights for my 911 - \$40. Alan Crocker, 691-1600 (days), 691-5554 (eves)

Red Speedster, 1957 356A. Body fair to good, has recent inexpensive paint and body work; 1600cc engine - heads counter sunk and milled 8.5:1 comp, valve job, new pistons, cylinders, rings 10,000 miles ago, new clutch and pressure plate, Zenith 32NDIX carbs, approx 80SAE hp. Best offer over \$2500, Jim Seagers, 647-2240

911/912 parts: complete and excellent black int, \$165; door complete with glass \$55 each; 5 spd trans, \$170; (4) 42x15 factory steel wheels, \$45 for all; misc other 900 parts; complete 6 volt gas heater (VW) \$45. Robert Bentz, 1800 North Hills Rd. Apt 210, York, Pa, 717-854-4465

Wheels for 911, 4 - 7x15" aluminum mags, three brand new and still in boxes, all for \$100. Rocky Williams, EL6-4910