



DER GASSER



JUNE 74

NEWSLETTER OF RIESENTOTER REGION, PORSCHE CLUB OF AMERICA

PRESIDENT'S MESSAGE

Only a few hours before I planned to write this monthly message, I received word that one of my closest friends had passed away very suddenly several days earlier. I would like to dedicate this brief message to his memory.

This is the kind of person Charlie was. He neither owned a Porsche, nor preferred one for himself - he drove a Cadillac convertible that always seemed to have a new wrinkle in it. But Charlie understood my love for the car, because whatever made me happy made him happy as well. Everyone should have at least one friend like Charlie in their lifetime. I have been fortunate.

Herb

FUN TIME '74

PICNIC TIME
SATURDAY AUGUST 3

This year Picnic Time takes you to the famous Fischer's Dutch Country Pool and Grove near Lansdale. Fifty-six beautiful acres are yours to enjoy along with every possible outdoor activity for adults and children alike. Basketball, volleyball, badminton, pingpong, swimming, boating, softball, tennis are but a few of the activities available for your pleasure at Fischer's. All this, plus delicious catered meals, as well as unlimited beer, make August 3rd a MUST on your family calendar. Pre-registration necessary - watch July Der Gasser for map and all the scrumptious details.

FUN TIME '74

NEW HOPE
SATURDAY AUGUST 10

YOU ARE CORDIALLY INVITED TO ATTEND OR ENTER THE BEST CONCOURS AND THE BEST AUTO SHOW YOU WILL EVER SEE ANYWHERE. You are further invited to join this writer for cocktails and dinner after the show at 36 West Mechanic Street at none other than Pamela Minford's festive and charming Hacienda Inn. Plan now to spend one of the best days of your life with the class of the class at New Hope on August 10th. Please call Bob Ahrens for details.

ATTENTION!!

As you may have noticed, the date of Sprint Series III has been changed to June 22. What you may not know is that the site is now Christmas Village. Seems there was a problem with some 914 'hotrodders' racing around the parking lot at Neshaminy in areas not assigned to us. We may or may not be allowed to use their facilities again.

At any rate, come on out to the Village and try your hand at srinting (see Sprint Etiquette, p. 4) or just to cheer on our Riesentoter Racing teams.

FUN TIME '74

WEDNESDAY JUNE 26, 7:30 PM
PEACOCK INN
KNOCKWURST
HOTDOGS
SAUERKRAUT
BEER
ALL YOU CAN EAT AND DRINK
\$3 - WOW!!

HOLBERT'S - JUNE 29

There has been a slight change in plans for the next work session at Holbert's Porsche-Audi in Warrington, Pa. This event was originally to be an open work session. However, in an attempt to lessen the burden of tech inspection at the Parade, we are going to use half of Holbert's facility on June 29 for tech inspecting Parade entrants' cars. THIS WILL BE A MANDATORY INSPECTION FOR ALL THOSE REGISTERED FOR THE PARADE. If you cannot attend this session because of a legitimate excuse, please notify Bob Koerbel as soon as possible. We will appreciate your cooperation in easing the work load at Pocono Manor. Of course, anyone not registered for the Parade is welcome to come to Holbert's on the 29th to use the other half of the garage for their own work.

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609-848-0446

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215-CL9-1378

COMPETITION * Eric Koch

The standings in the Sprint Series after 2 events show that Northern New Jersey came loaded for bear. They have the leading point winners in 6 of 7 classes and their five teams are ahead of all the other teams. Remember though that final points are for the best 3 of 4 events. so don't become disheartened.

Individual class leaders:

Class A - Alan Coulter, NNJ, 40 points
B - Klaus Hilgers, NNJ, 37
C - John Abruzzo, NNJ, 40
D - Joe Long, R, 40
E - Ralph Stoesser, NNJ, 37
G - Ken Williams, NNJ, 40
Ladies - Laurel Townsend, NNJ, 37

Teamwise, its all NNJ:

NNJ Team 1 - 141 points
2 - 137
3 - 124
5 - 98
4 - 76
Schaten-
baum 3 - 69
Riesen-
toter 2 - 68
3 - 68

I'd like to thank all who have participated and helped at the past 2 events and am looking forward to seeing you at the next 2. Bring a friend!

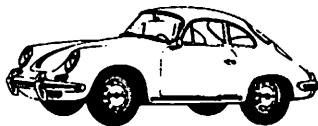
UPCOMING PCA EVENTS

June 16 - DVSA Sprint, King of Prussia
22 - Sprint Series II, Christmas Village
23 - PRCA Championship Rally
26 - Beerfest Meeting, Peacock Inn
29 - Parade Tech Inspection, Holbert's
30 - DVSA Sprint, Montco Co. College

July 13-18 - PARADE
14 - DVSA Sprint, Leeds & Northrup
14 - PRCA Championship Rally
21 - DVSA Sprint, GE Valley Forge
27-28 - PHA, Red Rock
28 - DVSA Sprint, Montco Co. College
31 - Monthly meeting, Peacock Inn

Aug 3 - Picnic, Fischer's Pool
4 - DVSA Sprint, King of Prussia
10 - New Hope Auto Show, dinner at Hacienda Inn
17 - Sprint Series IV, McGuire
17-18 - PHA, Rose Valley
18 - PRCA Championship Rally
18 - DVSA Sprint, GE Valley Forge
24 - Tech session at Holbert's
25 - DVSA Sprint, Montco Co. College
28 - Monthly meeting
31-Sept 1 - PHA, Pagoda

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



RAP AT IDLE * Editor

- Congratulations to Al Holbert and his racing team on two consecutive wins to start the new season. As you know, Al is driving one of the IROC Carreras and is getting very good coverage in the racing papers. When AUTOWEEK describes someone as the 'ghost of Mark Donohue'...well, they must be impressed! Best of luck, Al, and continued success.

- Incidentally, Dick Weiss is doing quite well in his 911. Co-driving with Al Loquasto in the Trans-Am at Lime Rock, Dick was second by a few feet! He has every hope of taking the Under 2 Liter crown.

- And speaking of that, how many people would be interested in a Porsche caravan to one of the races to cheer for our Riesen-toter racers? The TransAm at the Glen in July seems a little too close to the Parade, but the Camel GT at Lime Rock on Labor Day sounds reasonable. We'll talk more about this later.

- It is strongly rumored that the 911 Turbocharged Carrera is set for production in the fall or early next year. Place your order now for what has to be the meanest, quietest and sexiest street Porsche of them all! Whoosh! Shazam!

WELCOME * Lee Herskowitz

Kent Schach of Wyomissing drives a 914-6 and a 58 Speedster

Kevin O'Malley of Perkasie is driving a 1960 Denzel/Porsche Roadster

Jim Williamson of Newark, Delaware drives a '73 911T coupe

T. Robert Bell and his wife, Gwyn drive a 1958 Speedster

Alan Glickman and his wife, Renée from Morrisville, Pa. drive a '71 911T coupe

HILLCLIMBING * Jess Holshouser

Riesentoter Region will enter two teams in the 1974 PHA Championship Series:

Team A

Dick Sweigart, E Production I

Ted Klaus, Formula II

Tom Beil, Modified II

Connie Sheldrake, EPI

Jay Schneider, Touring I

Jess Holshouser, EPI

Team B

Richard Bach, CP

Walter Bogart, CP (Novice)

Charles Beidler, GP

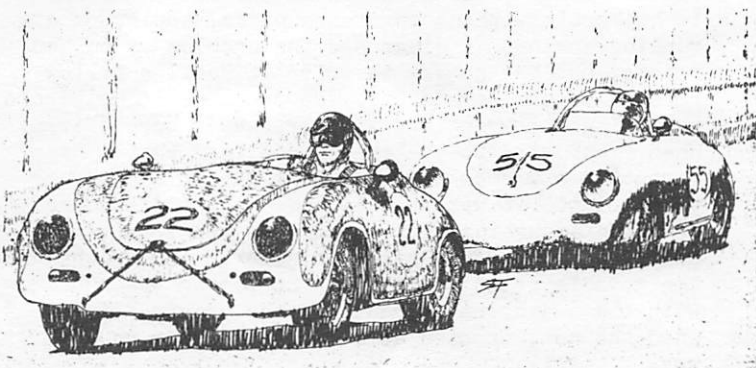
Al Derecola, Mod II

Dave Derecola, Mod II

Gerald Sigal, Mod II (Novice)

In addition, David Duerr, another novice at hill-climbing, will be running a 911 in CP. Good luck to all!

(Ed. note: For those of you who have never seen a hillclimb or don't even know what it is - you must get out and catch one. There is usually no set admission charge (just a donation) and the settings where the hills are run are all in beautiful areas. It's a picnic lunch type of day, pick your spot or walk the entire course. It is really a groove to be turned on to the quiet surroundings then hear a straining engine in the distance. Shifting up and down, accelerating, braking - challenging the hill to stop the car's progress. Then in a flash the car comes into view, hard on the brakes, a quick downshift, set the car right on line and away in an instant - then all is quiet again. To see a Porsche driver do that just right is a super groove. Get out there soon!)



SPRINT ETIQUETTE * Tom Tate (Region unknown)

First, let's cover the most obvious, and that is what YOU look like - never mind the car, we'll get to that later. Wear only a light jacket, but make sure that it's covered with patches. The patches are not particularly important as long as they don't say FORD or ESSO. The purpose of the patches is two-fold: they show that you've been around and they make the jacket warmer.

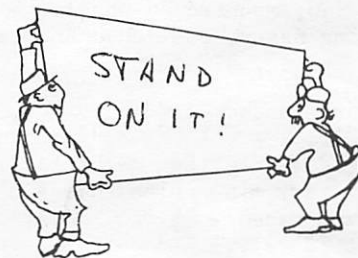
Slacks should be of the type that you normally use to paint the house (without the paint) and don't wear anything stylish because the bell-bottoms will certainly become entangled in the pedals (very embarrassing when you try to get out of the car).

At this point I would like to offer a hint to the ladies. Your most effective (yes, effective!) outfit will be that little number that is your husbands favorite but you said you would never wear outside the house. This is not for the men's benefit, but to destroy the concentration of your competitors.

As far as preparation goes, that's the easiest part - after all, you drive a Porsche. Just make sure that it's clean inside and out (makes it go faster). The biggest asset is your ability to psych out your competition. A 'go fast' image is worth a few tenths on any course. To make that impression, take along a high quality wax like Classic. Let your preparation consist of waxing the front of your car (to cut wind resistance if anyone asks). Don't ever spend time changing plugs, etc - then they all know you're not prepared. But if you wax your car between runs, then they'll know you're fast and confident.

If your first run is less than the best, remember you're just learning the course. And if you bite a couple of pylons on your second run, it's cause you're running on the ragged edge. If your third run doesn't blow their doors in, say that you just came out of retirement!

Really though, sprints are an opportunity for you to find out, under controlled conditions, just what your car will and won't do. Just bring your Porsche out in streetable condition with a little extra air in the tires. Sprinters are always glad to help beginners - just ask!



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



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SUPPORT THESE PEOPLE,
THEY'RE OUR FRIENDS!

- | | |
|--|--|
| Moore Porsche-Audi
Philadelphia, Pa. | Heinrich's Porsche-Audi
Wyomissing, Pa. |
| Holbert's Porsche-Audi
Warrington, Pa. | Willis Porsche-Audi
Cherry Hill, N.J. |
| Scott-Penske Porsche-Audi
Allentown, Pa. | Algar Porsche-Audi
Rosemont, Pa. |
| YBH Porsche-Audi
Edgemont, Pa. | Sportmotive
Bryn Mawr, Pa. |
| Tillson Motor Car Service
Philadelphia, Pa. | |

'73 911T, Metallic Silver, alloy wheels, Michelin X, 5 spd, air, tinted glass, AM/FM, appearance group, 14,000 mi, \$9000. 215-436-5772

GOOD THINGS TO BUY

Dismantling 1971 911T Targa - 22,000 miles, Porsche dealer maintained. Motor, trans, brakes, suspension, steel wheels, black vinyl interior, glass rear window. Bill Casey, 302-653-9475, evenings

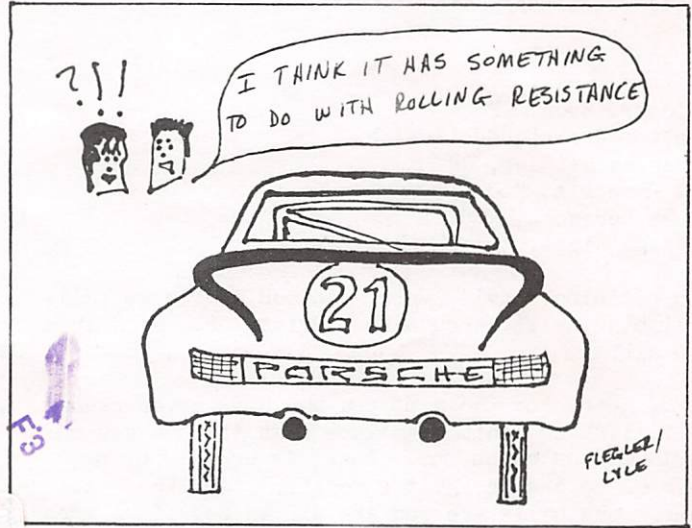
Rear stabilizer, brand new for 66-68 911/912, \$40; rear Amco bar for 911, new; Unisyn \$10. Vincent Talese, 275-1976 (eves), 272-8258 (days)

Many parts from 67 911S, 66 912; one limited slip unit with output flanges to match Lobro 1/2 shafts - house getting too full of parts! Needed - an aluminum case; crank. Richard C. Weiss, (201)-454-5044

356 parts: 4 A/B wheels (4 1/2") with intact hubcap clips, \$50; 4 Phoenix (non-radial) tires with 65% tread left, \$50, mounted on wheels, \$85; red leather reclining seats, resticked and beautiful, \$175. Dave Reiter, 879-6036

'68 911L Sporto coupe #11805445 - 47,000 mi. - Irish Green/Black - all the "L" goodies - has been desmogged - excellent mechanics and interior - good paint w/very minor blemishes - always kept garaged, never raced - \$4,800. J.A. Donaldson, 215-439-3351 (days), 215-868-8967 (evenings)

'70 911T coupe, Conda Green, mags, appearance grp, air, AM/FM stereo w/cassette, 5 spd, new radials, exc cond, \$5,900. "Mitch" Blanck, 215-423-2200 (days), 215-482-5291 (evenings and weekends)



TECHNICAL STUFF * Bob Russo

"Necessity is the mother of invention" but I sometimes wonder if THE FACTORY doesn't plan more than we realize.

The other day I was stranded in the SC on the way to Holbert's without any spare parts, tools, or a running engine. I diagnosed the problem as burned points, but had no way to solve it until a fellow Porsche-pusher came along. He drove me to Holbert's where I got some points and borrowed a screwdriver. When I returned to the car, I realized that I had forgotten a wrench to remove the nut on the movable point. It was at this time that I discovered that the adjusting slot in the new stationary point is the perfect size "wrench" to remove the the movable point hold-down. Loosening the nut with the new point, I replaced the points, tightened the nut, guessed at .016 gap and was on my way.