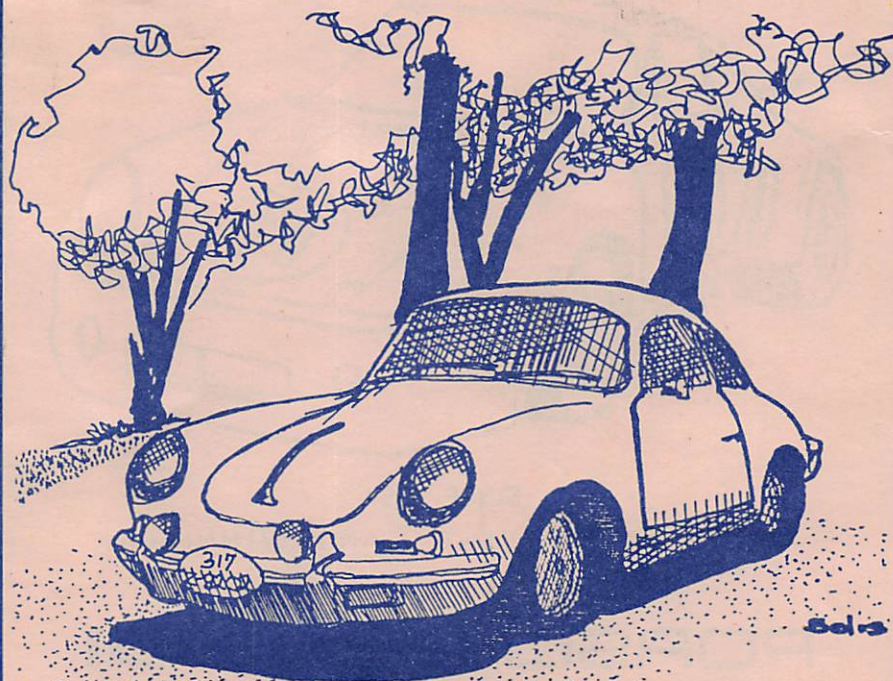
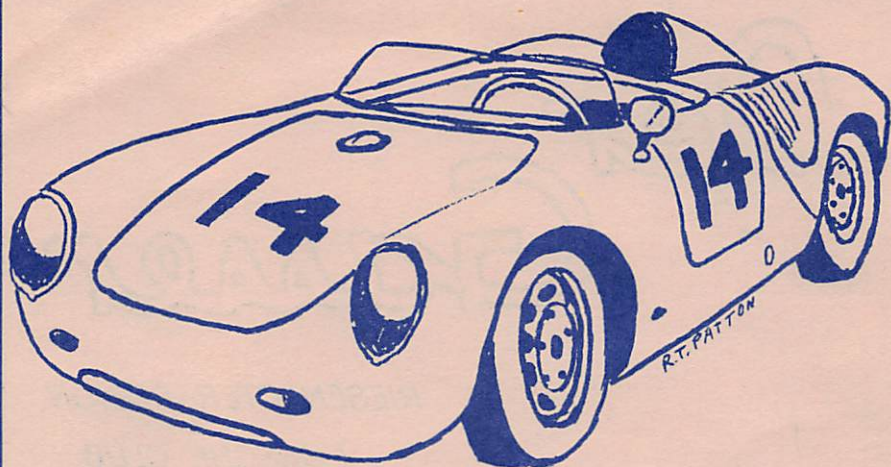


# Der Gasser

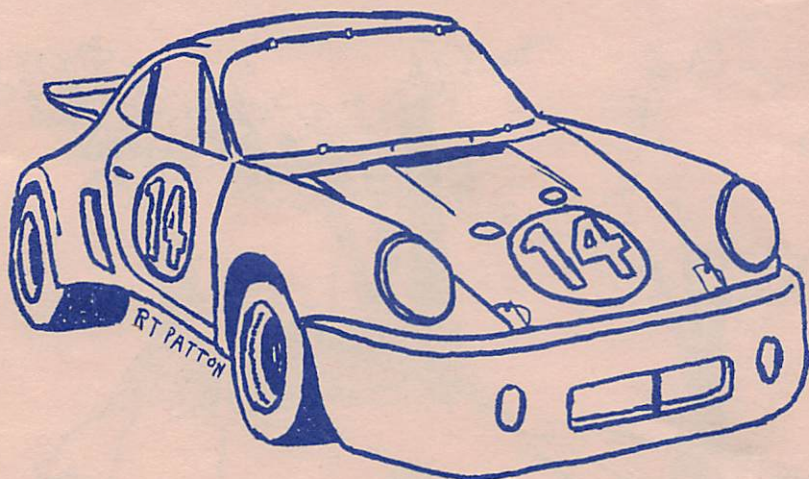
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OCTOBER 1975



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215-287-9521

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Ginny Ebert  
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West Point, PA 19486  
215-699-7651

## TREASURER

Bob Parker  
6352 McCallum St.  
Philadelphia, PA 19144  
215-VI8-2985

## PAST PRESIDENT

Bob Russo  
1351 Hi-View Dr.  
Southampton, PA 18966  
215-355-4610

## SOCIAL

Stephen Freda  
Blue Spruce Dr.  
Pennington, NJ 08534  
609-737-3158

## COMPETITION

Erik Koch  
47 Becker Rd.  
North Wales, PA 19454  
215-699-3984

## MEMBERSHIP

L. Glen Canfield  
326-B Willowbrook Dr.  
Norristown, PA 19401  
215-631-1283

## EDITOR

Bob Patton  
4069 Lasher Rd.  
Drexel Hill, PA 19026  
215-CL9-1378

# APPOINTED POSITIONS

## PROGRAMS

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Wayne, PA 19087  
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## TECHNICAL

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Southampton, PA 18966  
215-355-4610

## PHOTOGRAPHER

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Salford, PA 18957  
215-287-9521

## PHA REPRESENTATIVE

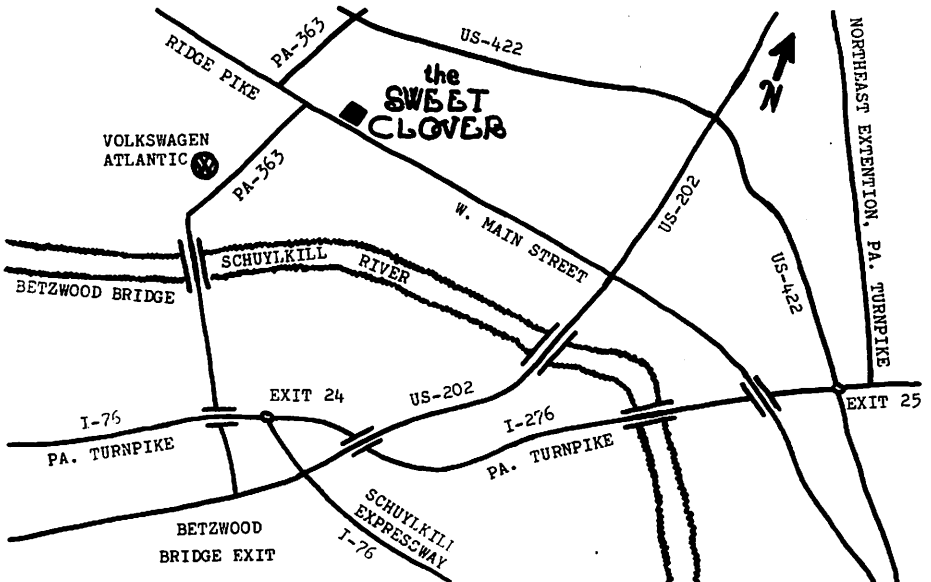
Jess Holshouser  
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215-766-8201

## DVSA REPRESENTATIVE

Vern Lyle  
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Salford, PA 18957  
215-287-9521

## PRCA REPRESENTATIVE

Lance Priddy  
107 Prospect Ave.  
Malvern, PA 19355  
215-647-7377



# PRESIDENT'S MESSAGE

For some time we've been trying to arrange a Riesentoter Region tour of the new Penske Racing facility in Reading, PA. Dan Luginbuhl, Director of Communications for Penske Racing, has just informed us that they are looking forward to this tour and are now working on a suitable date, something over the winter months or early 1976. We will be in touch with Dan soon and will advise you of the firm date as far in advance as possible so that everyone has an opportunity to attend. Those of us who have been there before can tell you that it's something you won't want to miss.

I must apologize for my own absence at most of our activities lately, but my new business has me working eight days a week. Louise Lyle has filled in very capably for me and I hope to be back in attendance shortly.

The annual election of Riesentoter Region officers will be held at the regular monthly meeting on Wednesday, October 29. Officers will be elected by a majority vote of those present and will hold office for one year, beginning on the first day of January, 1976. The nominees are:

FOR PRESIDENT: Nick Imperato  
FOR VICE PRESIDENT: Erik Koch  
FOR SECRETARY: Judy Smith  
FOR TREASURER: Bob Parker  
FOR MEMBERSHIP CHAIRPERSON: Connie Sweigart  
FOR COMPETITION CHAIRPERSON: Joe Long  
FOR SOCIAL CHAIRPERSONS: John and Roberta Phin  
FOR DER GASSER EDITOR: Bob Patton

The above nominees are those submitted by the Nominating Committee, with no additional nominations received by the Committee either prior to or during the September meeting of the Region.

Let's have a good turnout for the October meeting. Remember, there will be a FREE beer blast afterwards!

Herb

The Banquet Committee is pleased to announce  
**The 18th Annual Dinner Dance**

Saturday Evening November 29th

The Carriage Room

William Penn Inn

Route 202, Gwynedd, Pennsylvania

On Saturday, November 29th we will celebrate the final social event of 1975. And again this year we have the good fortune to return to the elegance and warmth of the exquisite Carriage Room of the William Penn Inn. Last year, as in 1972, well over one hundred Porsche enthusiasts dined and danced and thoroughly enjoyed a marvelous evening. A rich repository of our surprisingly positive experiences recommends this return to a responsive and responsible establishment (i.e., it was so good, we are going to do it again).

This very special event provides the right atmosphere in which to enjoy old friendships and initiate new relations with the men and women of the Riesentoter Region. This social ambience compliments a delightful evening of dining and dancing. The piece de resistance is the traditional modest cost (\$25 per couple) which is maintained through the skillful arrangement of mirrors.

The evening will commence at seven o'clock when our private cash bar opens to offer your favorite cocktails. Hot hors d'oeuvres will be served throughout the cocktail hour. The pace of the evening escalates from eight to nine when the band provides music for your listening pleasure as you dine. We all anticipate the hour from nine to ten. At this time the various annual Riesentoter awards and an incredible array of door prizes will be distributed. At ten o'clock the music will resume for several hours of dancing and enjoyment.

The banquet committee extends our warm and personal invitation to each of you to join us and enjoy the fellowship of the Eighteenth Annual Dinner Dance.

Thank you  
John and Roberta Phin  
for the Banquet Committee

You thought I was good the 1st time,  
just wait till you see me now!

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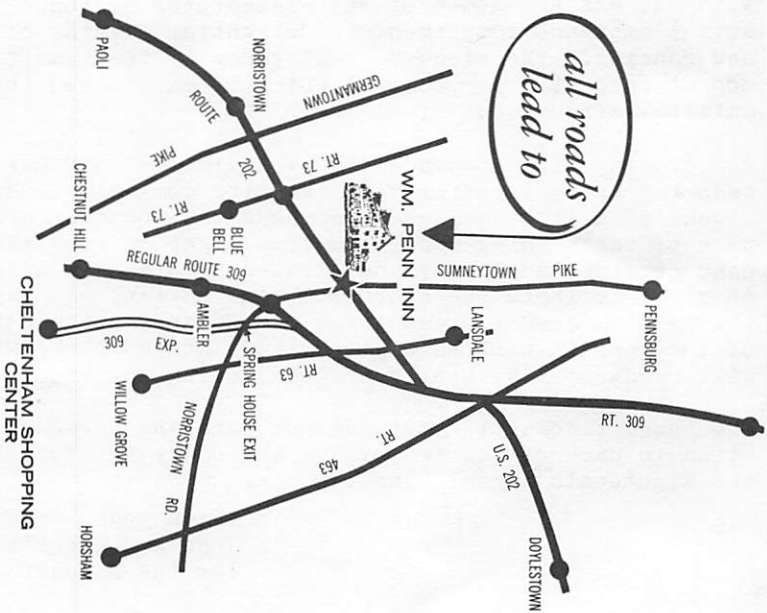
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SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.
			1	2	3	4
5	6	7	8	9	10	11
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19	20	21	22	23	24	25
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SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.
						1
2	3	4	5	6	7	8
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<sup>23</sup> / <sub>30</sub>	24	25	26	27	28	29

- Oct 11, 12 Weatherly Hillclimb
- 19 Brunch at the Hilton, Valley Forge, 12Noon
- 19 DVSA/KSCC Sprint--Exton Mall, 9:00 AM
- 19 RTMC Rallye--Exton Mall, 8:00 AM
- 19 Flying Burros S.C.C. Sprint--McGuire AFB,  
New Jersey, 8:00 AM
- 26 DVSA/VFMC Sprint--GE King of Prussia, 9 AM
- 29 Meeting at The Sweet Clover, 8:30 PM
- Nov 2 DVSA/CSCC Sprint--King of Prussia Plaza
- 2 SCCA Winter Sprint--Nichols, Rt 222,  
Shillington Shopping Center.
- 2 Susquehanna S.C.C. Winter Sprint--Nichols,  
Ephrata, Pa., 9:00 AM
- 8 Tech session at Holbert's Porsche+Audi,  
Rt. 611, Warrington, Pa. 9:00 AM
- 9 Buckingham S.C.C. Rallye--(215) 348-5320
- 16 Rose Tree Motor Club Rallye--(215) NI4-8575
- 29 Eighteenth Annual Dinner Dance--William  
Penn Inn, Gwynedd, Pennsylvania, 7:00 PM

# I DID IT ONCE AND I DID IT AGAIN!!

Nick Imperato

Yes, I was into it....The restoration of an older Porsche is unbelievable. You have to try it to really understand what it's all about.

DISMANTLING....As you begin to remove the Glitter... rusted nuts and bolts crack off in the socket of your wrench (MOAN.) Big nuts in places the smallest wrench will not fit (Groan.) But, little by little it all comes off. At first you lay out each part and its nuts, bolts and screws....after a while you are out of separate containers so you start grouping the pieces and hope you can remember what goes with which and where.

STRIPPING....Stripping is probably the worst job you can do. It is easy, takes very little talent and a lot of time and determination. It is messy and tiresome and the stripper burns your arms and face( worst is when it hits you in the eye) but it makes sure the old paint will not crack off under the new and reveals any hidden rust and plastic. It also saves about \$250 to \$300 in the process.

TRANSPORTING....A stripped car has no lights, hood, glass or rubber in it. It does not have any tags or as in my case, any interior. A car in this condition should be towed for safety....but I was in a hurry so I drove it. BAD DECISION. I was three blocks away from my house when the long arm of the law almost grabbed my wallet. He was coming the other way, saw the stripped car and dollar signs flashed in his eyes. I could see his mouth forming those famous words, " You're in a heap of trouble boy." Here is where sprinting pays off. While the cop looked for a place to turn around, I accelerated to the speed limit (maybe a bit more) and took the first turn I could...a right, then a left, two blocks and another right. I had the advantage, I knew where I was going and he didn't.....Sitting at the light looking all around to see if I was followed..No Sign....the light changed, two blocks and in the drive of the body shop....Safe, Heart Beating.....owning an older Porsche sure can be Exciting! Next month.....  
THE BODY SHOP.....

....MORE TO COME....





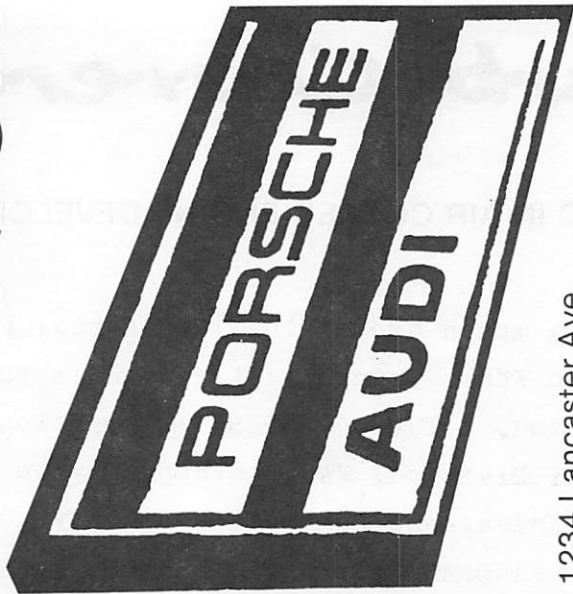
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# Turbo Carrera

## A CLASSIC IN AIR COOLED ENGINE DEVELOPMENT

About a month ago at the 14th Annual Porsche-rama at Lime Rock, Connecticut, I was fortunate to see first-hand, a TURBO CARRERA! Tom McDonald, of Porsche+Audi Division, VWOA, stopped by to pick up Bob Rassa (Chesapeake Region) on his way to do an article for PANORAMA (look for this in December PANO). The car, one of four in the country, is a pre-production promotional vehicle, to be used for road tests by various magazines. None of the four can be sold until they pass the 50,000 mile emissions test, being conducted on the one in Michigan. In fact, a \$26,000 bond (equal to the price of the car) had to be filed with U.S. Customs on each vehicle until they do pass. If they don't pass (and there's little doubt they will), they are either deported, or the money is forfeited.

The Turbo Carrera is built not only without a catalytic muffler, but without any muffler at all. A decibel test wasn't performed on that car, but it was wisper-quiet, even at 120 mph.

And now, some facts about the car:

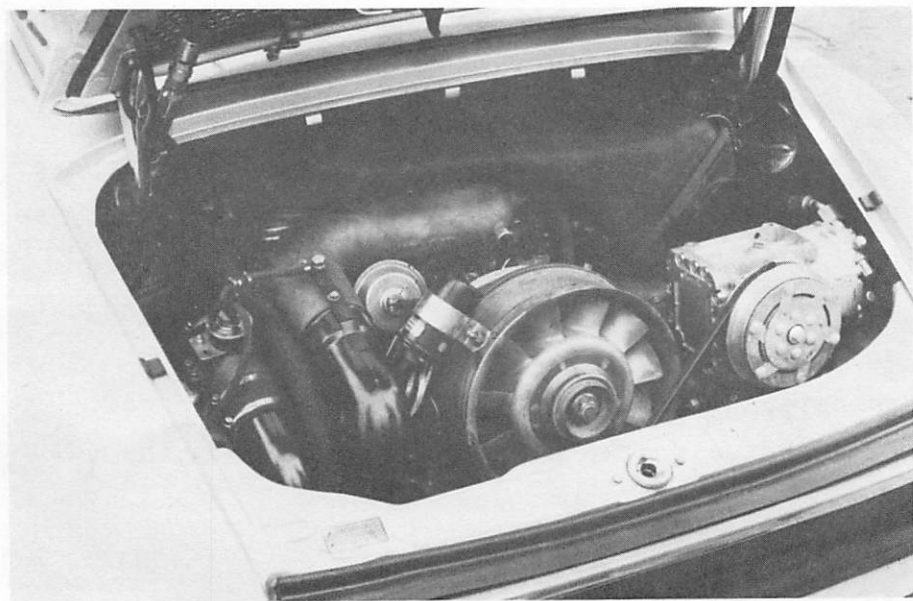
The Turbo Carrera has a 3-litre, turbocharged engine, putting out 240 DIN hp (not 260 as in Europe). Zero to sixty should take about five seconds. Braking is better than in any previous street 911. Tires will be 185/70 VR 15 (front) and 215/60 VR 15 (rear) Pirelli CN36 on 7" and 8" alloy wheels respectively. The P-7's will not be offered in the U.S. because the car will not meet bumper height requirements when fitted with them. About 400 cars will be built to meet U.S. requirements; 200 of these have been ordered so far, and delivery should be some time around December. Top speed? About 160, and it will do 130 in third (four speed only, please).

And now the options list: only two; position-traction and a sunroof. It's the standard equipment list which really boggles the mind. Air conditioning (York unit, made in York, Pa.), any color paint you want, leather interior, automatic heat control, rear window wiper, power windows, a power antenna that retracts and extends automatically as the AM/FM Stereo is turned off or on, Bilstein shocks, an electrically heated and powered adjustable outside rear view mirror, and headlight washers, which will almost wash the whole car.

Photos on the next two pages are by the editor.



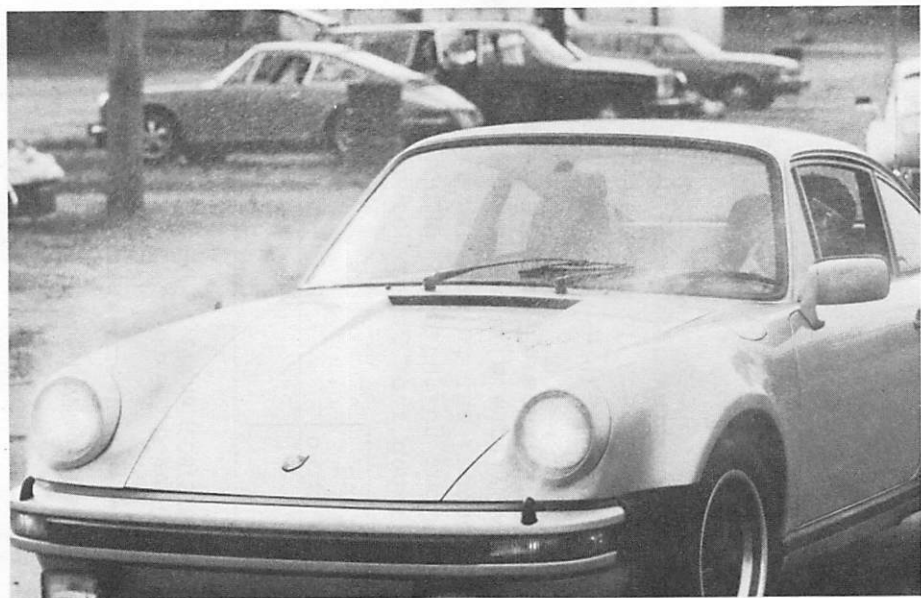
TURBO CARRERA AT LIME ROCK



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70

From

Herb Oberson  
P. O. Box 748  
King of Prussia, PA 19406

M. B. (Mick) Williams, National President  
**PORSCHE Club of AMERICA**  
Box 955, Boise, ID 83701  
Phone: (208) 376-7911

SUBJECT

Mark Donahue Memorial

DATE

Sept. 5, 1975

Dear Herb,


Thank you for your letter of Sept. 1 and the information regarding your donation to the Auto Racing Fraternity. I am proud of your Region's contribution and the association you had with Mark. My only occasion to meet him was at the Pocono Parade and everyone felt as I did - a most remarkable man whose life surely touched everyone interested in racing and especially those interested in Porsche.

12

By telephone, I polled the members of the Executive Council and on Thursday, August 21 wired \$100 to the Fraternity in the name of the Porsche Club of America. I thank you for suggesting and am glad that our action meets with your approval. Thank you too for the recommendation on Zone Rep.

Keep up the good work for Porsche Club and give my regards to all in Riesenrotter.

Best Regards,

  
K. B. Williams

# PAGE 13

This year is rapidly coming to a close. Our final meeting of the year is the 29th of this month at the Sweet Clover in Jeffersonville. The program includes election of officers for 1976 and a free beer party afterwards. There will be no meetings in November or December, but instead, the fabulous Dinner Dance on November 29th.

This month's feature article is about the Turbo Carrera, and it's a four pager with pictures. I got a close-up look at it while at Porscherama last month. Also while there, I won carpeting for my Porsche as a door prize. Automatco Inc., 223 Park Ave., PO Box 345, Hicksville NY 11802 donated the carpeting, and informs me that their catalogs and samples are free, and PCA members get a 20% discount on all orders.

Another interesting article is about a Porsche powered BMW motorcycle. This article was sent to me by Paul Kittle. I don't know if the bike is still for sale, but we printed the article anyway.

This month's cover is by G. P. Solis and comes to us by way of Mike Evangelista. Keep those cards and letters coming in folks.

Auf weidersehen!

Editor

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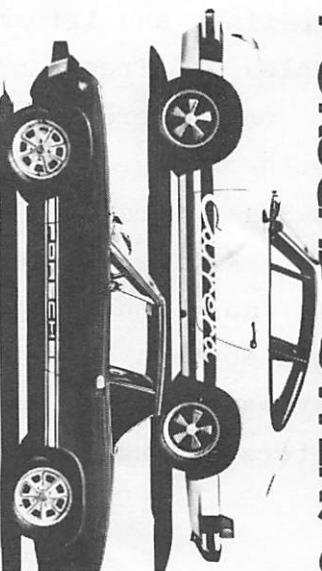
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## SCHATZI - A PORSCHE POWERED BMW

After 20 years of biking and 23 machines, Gerald (Jerboa) English decided to build his ultimate custom--a vehicle with the biggest, wildest engine practicality would allow. The result is a Porsche-powered BMW that is not only fast, but also tractable enough for city driving and touring in the country.

An automobile engine, even a Porsche, sounds heavy and clumsy. It sounds like an installation that would ruin the handling on any motorcycle. But in the case of Jerboa's bike, none of these thoughts even remotely apply.

Mating of the 1638cc S-90 engine to the BMW transmission is professional. In fact, it looks like a factory job. What's more, the Porsche sits low in the modified BMW frame, creating a favorable center of gravity. Total machine weight is only 470 pounds. That's right, Schatzi, as Jerboa calls his machine, is lighter than several so-called "super bikes."

As mentioned earlier, the frame and transmission are BMW. Fitting the Porsche engine to this setup requires a special engine adapter. In addition, the internal gearbox ratios were altered. At 65 mph in fourth gear, the engine now turns 1500 rpm (Ed. note: seems that should be 2500 rpm?); 100 mph is equivalent to 3800 rpm. Needless to say, you can exceed the speed limit anywhere without even straining the engine, which is capable of 7500 rpm as tuned.

Two carburetion systems were designed for the bike. For normal town driving, a pair of Honda 450 carburetors mounted on short manifolds provide good low end and mid range power. For high speed touring or drag racing, a single 45 DCOE-9 Weber carb is fitted to a special intake manifold of Jerboa's own design.

Power is transmitted to the rear wheel via a BMW driveshaft and bevelgear assembly. The rear brake is also stock BMW.

To ensure quick stops, a Gremica double leading-shoe front brake, laced to a WM2 rim with standard spokes, was chosen for the front. The tire is a 3.00-18.

Front suspension is Ceriani. The square headlight, by Hella of Germany, and the instrument cluster are mounted to the top triple-clamp, which was modified slightly for this purpose. Gauges are amps, oil pressure, and oil temperature; all important for keeping a high-performance engine intact.

The foot shift lever, rear brake pedal, and foot rests are mounted "frisco" style, but not for trend. They are mounted high because conventionally mounted controls would be too close to the engine and its heat.

Since Jerboa has been designing and constructing fibreglass bike components for years, he decided to fabricate the seat/tank combination for Schatzi himself.

Sanding, priming, and applying acrylic lacquer completed the project.

The finished section is held on the BMW frame by a single T-nut. Another section consisting of the battery box, tool box, and rear inner fender form support the weight of the passenger. Rubber pads, one under the driver, and two smaller ones under the passenger, provide additional support for the structure. A nice touch: the fuel lines are of the quick disconnect variety to facilitate removal.

The upholstered portion with dual fibreglass backrests is held onto the seat/tank combo by two bolts. Dick Inez Upholstering covered the backrests after several shops said the shape made it impossible to upholster properly. This dual backrest set-up is unusual, but it does offer comfort rarely found on bikes.

There you have it. A two-wheeled Porsche for touring. Jerboa's dream. Really, it's a shame someone doesn't produce a machine like Schatzi, because the crackle of the exhausts and the brisk acceleration leave a lasting and favorable impression. Contact Gerald D. English, (714)646-9231.

## BUYING A USED PORSCHE

The first Porsche I ever drove was a black 1973 911E for sale at Reedman's. It was really beautiful but it cost \$8600 and I didn't buy it. I did buy the second one I drove - a 1971 green 911E which cost a lot less. I suspect the black one would be more fun to own but the green one inspired me to write this article on buying used 911's. I didn't get a bad deal but maybe some of the points I learned will help others do better.

By far the most 911's are being sold by private individuals and it's important to be as alert as you would with a dealer. A VDO speedometer is not that easily turned back, but the cable can be disconnected for six months or a year and there's no way to tell. Try to see service records over a period of time to verify the odometer. For instance, my car had 39,300 miles on it which was about 1100 miles in the year the person owned it. I only found this out later from a battery warranty in the glove box.

Another thing to observe is the way the owner drives the car. Does he start it and drive it hard without letting it warm up for three or four minutes? Cold oil does not lubricate well, and this will result in rapid bearing and cylinder wall wear. With the engine at 180°F, oil pressure should be at

least eighty pounds at 5000 rpm. A final important indicator is oil consumption. If the car exhaust gives off blue smoke when started or when down-shifted, valve wear or cylinder wall wear may be indicated. Any garage can perform a compression check. The values should be uniform and 130-160 psi. Unlike most front engine cars (e.g. a Datsun 240Z), repair of the above involves removing the engine. A valve job at Holbert's costs \$300.

The other two important areas to check are the clutch/transmission and the underbody for rust. The car should pull smoothly in first when the clutch is engaged. The syncros most likely to be worn are first or second. When at rest with the engine running, the car should shift smoothly from neutral to first, and when driving, a quick shift to second should not produce any crunch. Rust on the underbody is much more difficult to repair than surface rust on the paint. A freshly painted car won't necessarily be equally pristine underneath.

The most important thing is to realize your own limitations both in inspecting the car and maintaining it. An engine overhaul may cost \$1500 or more - how much can you do yourself. If the answer is not much, then it will be cheaper in the long run to pay more for a newer car.

Dennis Mahoney

# CLASSIFIED

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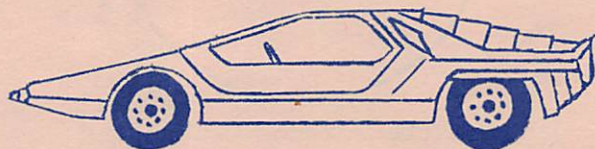
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