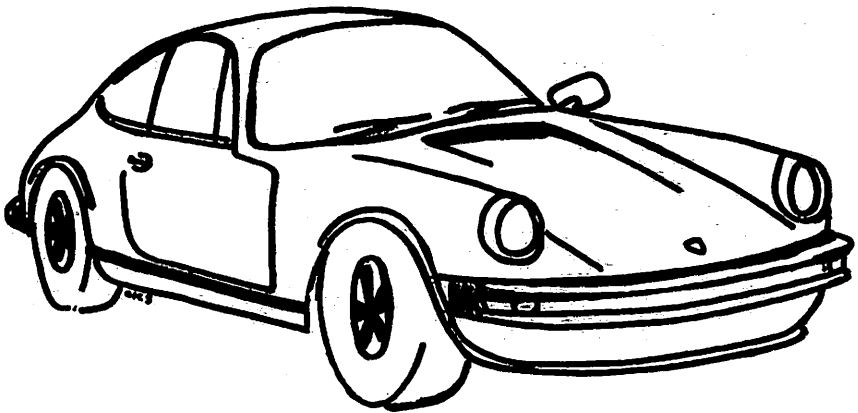


Der Gasser

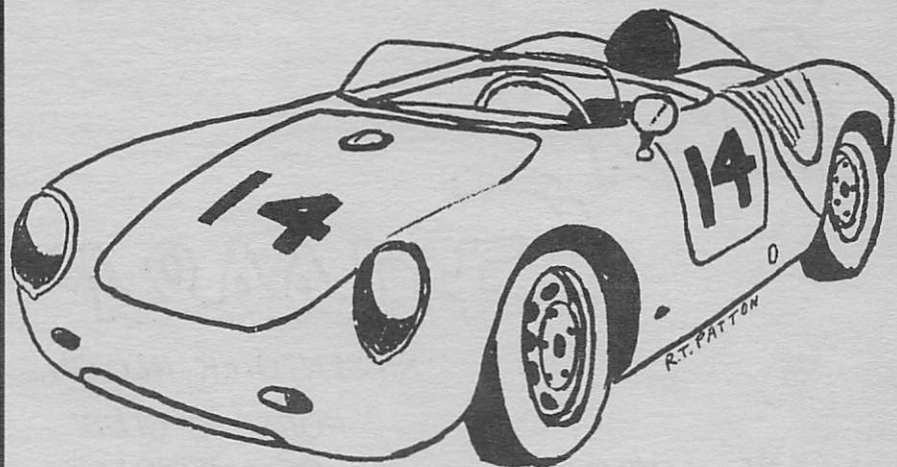
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PORSCHE CLUB
OF AMERICA

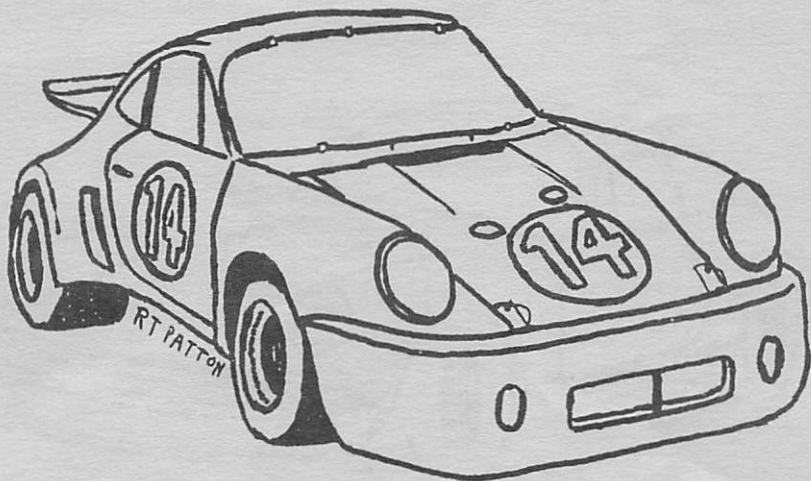
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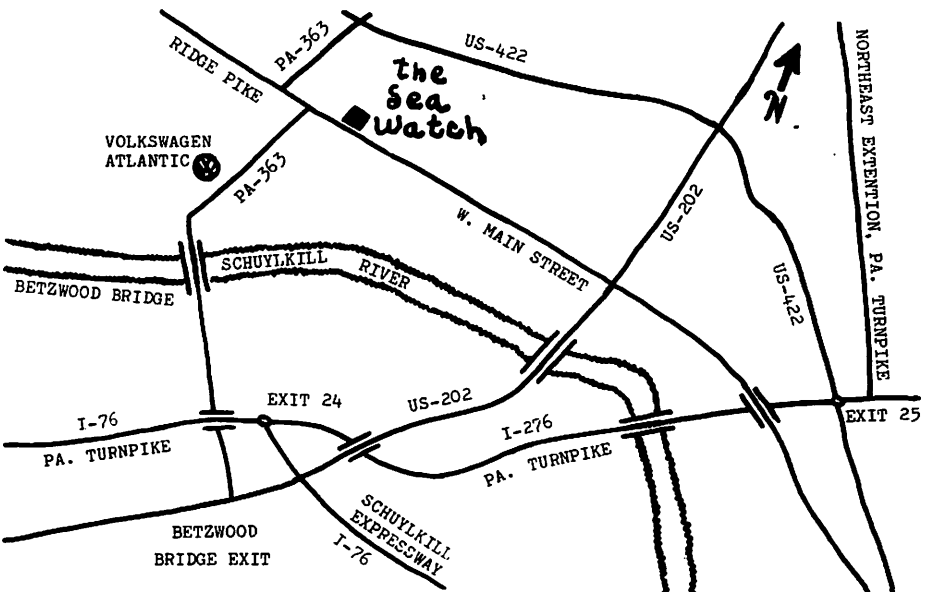
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PRESIDENT'S MESSAGE

Ah 'tis May....and the kids come out to play.... and the play has already started. The first DVSA championship has been run and it was well attended by Reisentoters. Some did well and others (like myself) got in some more practice runs. The Quad Regional Sprint Series will be starting soon and all events will be held at Christmas Village, outside of Reading, Pa. PHCA has been attacking the hills and our club members have once again distinguished themselves.

On another front Northern New Jersey Region PCA is cosponsoring a Corvette vs. Porsche Concours challenge on June 6, 1976 at Automatic Switch Co. in Florham Park, N.J. It's only an hour and one half away from Philadelphia. There will also be a swap meet on the show grounds. Early entry is only \$5.00 so contact me for applications and directions.

Anytime people have a good time other people work hard to make it so. In our region we have an award for the person who gives the most service to the Club....The Reisentoter Award. This year the award recipient will be chosen by a committee of three. Joe Long, as Competition Chairman, Vern Lyle, as Past Recipient and an Active Member at Large from the Club...their decision is Final. Our hope is to make the cup a true service award and not a popularity contest!

Hope to see you at the next event.....

A handwritten signature in cursive script, appearing to read "Nick".

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

- May 15, 16 Pine Grove Hillclimb
 16 Brunch & Tour -- see page 12
 16 CSCC/DVSA Sprint, King of Prussia Plaza
 16 RTMC Spring Invitational Rallye -- MA6-3859
 16 BSCC Tohickon Tours Braille Rallye
 19 BMC Fun II Evening Rallye -- (302) 731-4777
 23 Quad Regional Sprint Series -- see page 16
 23 VFMC/DVSA Sprint -- GE Space Center
 23 BMC Sprint, All American Eng., Wilm., DE
 23 SJSCC Jersey Devil Rallye -- (609)663-0042
 26 Meeting at Sea Watch -- see below
 30 SCCA/DVSA Championship Sprint, Montco Coll.
- June 6 Corvette/Porsche Concours Challenge -- p.8
 6 VFMC/DVSA Sprint -- GE Space Center
 6 VFMC Founder's Day Rallye -- 233-1045
 13 DVSCC/DVSA Sprint, Bucks County Comm. Coll.
 19 Tour of Schaeffer Brewery -- see page 12
 20 KSCC/DVSA Championship Sprint, Exton Mall
 20 BMC Sprint, All American Eng., Wilm., DE
 20 SVSCC Crossroads Rallye -- 327-0627
 26 PCA/DVSA Sprint, Norristown Area H.S. --
 more details next month
 30 Meeting at Sea Watch

MEETING NOTICE

This month's meeting will be held on Wednesday, May 26, 1976 at 8 PM at Sea Watch in Jeffersonville, PA (incidentally, Sea Watch is a great place to have dinner before the meeting -- see the map on page 3 for directions). This month's guest speaker will be an officer of the Pennsylvania State Police Force, who will speak to us about highway safety and will answer any other questions you may have.



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RIESENTOTER REMINISCENCES

15 Years Past

Der Gasser of April 1961 reported that Bob Holbert and Roger Penske went to Sebring, Florida for the 12 Hours of Sebring and captured 5th overall and 1st in "Index of Performance," (driving a 1500 cc Spyder I believe.)

Bob Holbert also was victorious in a national held at Marlboro, Maryland, the "Governor's Cup Race."

Riesentoter Region announced their second rally of the year, "The April Fooler" (you can draw your own conclusions from the title).

10 Years Past

Der Gasser of March 1966 gave the meeting place as Oak Tavern in Hatfield to be presided over by club president, Bob Young (who is still a member). Also announced was the participation of 6 Porsche Carrera - sixes (906), 5 904's and 1 911 in the 12 Hours of Sebring (Peter Gregg was listed as a driver).

5 Years Past

Der Gasser of April 1971 was in booklet form, as opposed to the sheet layout of the above two issues and featured ads from Holberts, YBH, Penske Porsche-Audi, Moores, Heinrichs, and (last but not least) Inver House Scotch.

Among the new members welcomed were Earl and Evelyn Stone as transferees from San Joaquin Region in California.

The Peddler (as the "for sale" column was then called) did not have any items offered for sale by Bob Koerbel, an occurrence worthy of note. Among the activities listed is a sprint at Christmas Village with a fee of \$5.00 per driver. (Compare this to our current charge and you will see that inflation has passed us right by.)

Bill Smith

RALLYING — STU BAIRD

The fact that rallyes have never, in my experience, been popular with many PCA members has always seemed strange to me, for rallyes require little money and effort for the amount of enjoyment they provide. Perhaps some people are confused about what a rallye is, having seen the Sears tire commercial with the Porsches speeding along what look like dry stream beds, or having heard of rallye cars with thousands of dollars worth of exotic timing and computing equipment.

TSD (Time-Speed-Distance) rallyes such as run by several local clubs are competitive but low pressure, and almost all PCA'ers already have the equipment: two people, at least one of whom has a driver's license, and at least one of whom is reasonably intelligent; a watch; and a car able to run on public roads. A TSD rallye is a competition for teams of two people per car, a driver and a navigator. In the rallye, each team attempts to follow a course according to a set of directions and general instructions, at the speeds given. Along the course, in locations generally unknown to the teams, are checkpoints whose crews record the times the teams arrive. Penalty points are assessed each team depending on how their arrival time differs, whether early or late, from the correct time, based on the course and exact speeds they should have used. Teams restart at each checkpoint -- their errors do not accumulate. At the finish, the team with the fewest penalty points wins. Almost all rallyes are laid out along scenic back roads which make pleasurable driving, especially in a Porsche. Dirt roads are seldom used, but those that are used are generally smooth and taken at about 15 mph. The flyer advertising the rallye usually states whether dirt roads are used, and a quick call to the rallyemaster (invariably a friendly, helpful person) will remove any doubt on that score before you decide whether or not to enter.

It used to be that competition in rallyes depended on finding small, hard-to-see clues and having a navigator who could compute square roots in his sleep. Nowadays, most rallyes have relatively obvious clues and depend on correct application of a

set of rules and instructions. When a team makes a mistake and gets off the correct course, the rallye-master has usually anticipated it and either posted a sign letting them know about it, or (even better) worded the instructions so that the team gets back on course, albeit early or late, without having realized they were ever off. The finish, with food, drink and tall rallye tales in abundance, will nearly always be given in advance in case you do get hopelessly lost. And practically all TSD rallyes have separate classes: an equipped class (usually allowed only on the longer, more challenging rallyes), for teams with unlimited computational equipment; an unequipped class, for those who still want to do computations to stay on time, but are limited to pencil and paper of simple equipment; and SOP ("seat of the pants") class, for teams doing no time-speed-distance computations at all; and often a novice class, also SOP, for those with little or no rallye experience. Teams compete only against others in their class. In my opinion, rallying in the SOP classes is not only less trouble and more fun, but more sporting as well: getting a good score (that is, a low one) depends on a team's skill in driving and estimating delays rather than just reading some dials. All classes depend on alertness and correct course following, of course.

The Sports Car Club of America (SCCA) runs long and challenging events in its divisional and national series -- but these often require extra equipment and experience. Almost any weekend from before April till after October, however, you can find a good rallye put on by one of many local clubs. Most are TSD, although some strictly "fun" or "gimmick" events are also scheduled. The Pennsylvania Rallye Championship Association (PRCA) includes some of these rallyes in either of two series: a Championship series (all day, or even all night, events with tricky instructions -- probably best for experienced competitors), and a Novice series (not quite so long, but also tricky). Other rallyes not in any series are often easier. They're all fun, though -- why not enter that sports car of yours in a real sport soon?

(Ed. note: PRCA events will appear in the calendar of events on page 7, beginning this month.)

MAY SOCIAL EVENT

TOUR OF LONGWOOD GARDENS AFTER
BRUNCH AT THE SHERATON-BRANDYWINE

MAY 16, 1976

Enjoy Mr. duPont's hospitality; tour his botanical gardens and conservatory, rain or shine, after an exquisite buffet brunch. Brunch will cost \$4.50 for adults, while entrance to the gardens costs \$1.50. Bring your camera!! We'll meet at the Sheraton on Route 202, five miles south of Route 1 at 11:30 AM.

JUNE SOCIAL EVENT

What could be a more appropriate activity for a car club than a brewery tour? Join us on Saturday, June 19th at 1:15 P.M. for a tour of the Schaefer-Lehigh Valley Brewery with free beer in the Stein Room after the tour. Afterwards, we'll move on to Dorney Park for fun, games, and amusement park food. In the event of rain, the brewery tour is still on (They make beer in the rain too.) and an agreeable after-tour activity will be planned.

To get to the brewery, take Rte. 22 for three miles west of the Allentown Exit of the North East Extension of the Pennsylvania Turnpike. Exit at Rte. 100 South. Go about 3/4 mile to the Schaefer sign on the right. We'll meet in the parking lot.

ROBERTA & JOHN PHIN

PAGE 13

Well, my Porsche is back on the road again. With a new left strut, a new left lower control arm and new height and alignment settings. I used to think that the more you lowered a 911, the better it would be. Right? Well, not necessarily. Especially when one of the struts is slightly bent to begin with (My, they do bend easily.), and it's impossible to get the correct camber setting. Fortunately (?) I badly bent the one that was already slightly bent, and with only one new one (at \$216 for the part only) front wheels now stand straight up and down rather leaning way inward at the tops (known as "negative camber").

Excessive lowering does another thing, too. Since the body is closer to the wheels (and hence to the ground), the shock absorber is shorter than normal. A rubber bumper (pad) inside the shock normally protects it from bottoming out. But if the car is lowered to much, you may be riding on this pad rather than on the torsion bar, and have no effective suspension travel! Cutting the pads will alleviate this to some extent.

Anyway, the real test came at the June Fete sprint on May 2 (Why do they call it June Fete?). The car felt great on a sprint course, and I turned a very respectable time -- within one second of Mel Feldman!

Space didn't permit a full Hillclimb report this month, but the Riesentoter Team did extremely well at Goldmine on April 24 & 25. Three firsts and a second with Jess beating a 2138cc TR-4 by 0.04 seconds. The next hillclimb is Pine Grove, May 15 & 16, with all Riesentoter car running on the 16th.

Next month's feature article will be about the CIS injection system used on the new 911's.

Auf Wiedersehen!

Editor

COVER DRAWING by Charlie Shel Drake

JULY SOCIAL EVENT

Each July, through the enterprise of U.S. Grand Prix Corporation, we are afforded an opportunity to pack an incredible amount of excitement and entertainment into one weekend. On Saturday, July 10th, a 6 Hour Race counting towards the FIA World Championship for Makes and World Championship for Sports Cars will be run at Watkins Glen, N.Y. The next day, a SCCA Formula 5000 Race will be run on the same circuit (Could this be the year that Formula 5000 attains the acclaim it surely deserves?).

What's a sports car? Who knows! The FIA seems to change the rules every year or two. In the past, Porsches # 904, 906, 908, 910, and 917 plus gaggles of 911s have represented the marque. Last year, the Alfa Romeo and Alpine Renault factory teams put on a great show. Incidentally, the factories raid the Formula One teams to obtain top drivers and hopefully, obtain a favorable advantage. These days, there seems to be a lot of money in Formula 5000 so there will be lots of "stars" in that race (ie., USAC drivers like the Unser brothers and Mario Andretti).

That's half of it. There are also two outstanding opportunities for gourmandizing in the area. One can have a momentous steak at Moretti's and a fairly close approximation of haute cuisine at Pierce's.

Since the Grand Prix Corporation has controlled the tribal rites of American Youth, family camping has become a reality. Motel space is at a premium. Contact the Watkins Glen Chamber Of Commerce ((607)535-4300) for room rates and reservation information.

We are going and would be glad to arrange dinner parties for Friday and Saturday night. Make your plans now. We'll bring the idea to your attention once again in June.

ROBERTA & JOHN PHIN

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QUAD - REGIONAL SPRINT SERIES - 1976

This one is for Porsche lovers. A sprint series just for Porsches. Our Region, along with Schattenbaum, Northern New Jersey, and Jersey Shore are sponsoring this four sprint series to see which region really has the best drivers. All four sprints will be held at a Christmas Village, which is located in Bernville, PA (see map on page 9).

SCHEDULE FOR 1976

May 23	NNJR host
June 27	Riesentoter host
July 18	Schattenbaum host
August 1	Jersey Shore host award picnic & trophies

CLASSES

M6 Modified 6 cylinder, Turbos
I6 Improved 6 cylinder
A6 911 (2.7) all
B6 911S (except 2.7), 911E (2.4)
C6 911E (2.2), 911T (2.4), 914/6
D6 911 (all except 2.7), 911L, 911T (2.0, 2.2),
911E (2.0), 914-2.0, 924
M4 Modified 4 cylinder
I4 Improved 4 cylinder
A4 914 (1.7, 1.8)
B4 356, 912, 912E
LM Ladies driving modified cars
LI Ladies driving improved cars
L6 Ladies driving 6 cylinder cars
L4 Ladies driving 4 cylinder cars

Note: There will be no indexing for ladies' classes; actual time will count.

SCORING

1st place = 20 points; 2nd = 17 pts.; 3rd = 15 pts.;
4th = 13 pts.; 5th = 12 pts.; 6th = 11 pts.; 7th =
10 pts.; 8th through 16th places, 9 through 1 points
respectively.

SPECIAL NOTES

1. Open 356 cars must have roll bar.
2. Metal-to-metal seat belts required
3. Safety helmets are mandatory
4. All cars must pass technical inspection

SEMI-TECHNICAL STUFF - VERN LYLE

A number of people have asked me what kind of spare parts or extra tools they should carry in their cars, so here is a list of things that really should be in your trunk compartment. Even if you don't know which part to use, somebody who stops to help might know how to fix your problem. A broken fanbelt is easy to replace, but if you have the belt and no wrench for the fan nut, not many non-Porsche drivers are likely to be able to help. So look over this list and check your own toolbox -- it could save you time, money and a bunch of aggravation.

1. Of course, you'll carry a certain number of wrenches in addition to the factory tool kit, such as an Allen wrench to adjust the wheel bearings, a good socket set (about 9 to 19 mm) and a long breaker bar for the occasional (?) stubborn nut.
2. Fuses, a couple of each type in your fusebox and special types for anything you have added (fuel pump, driving lights, etc.); relays for injection and such on 900's.
3. A flashlight and maybe some flares. You don't expect to have a flat tire in the daytime, do you?
4. Plug wrench and gapping tools, at least one spark plug and a bakelite connector.
5. Set of points, condensor and rotor; a point file and gauge; continuity tester for timing.
6. Spacers for adjusting fanbelt tension and of course a spare belt and the wrench.
7. Spare bulbs of every type on the car (well, perhaps not a sealed beam).
8. A valve cover gasket is a nice thing to have when you need one.
9. A real jack (scissors-type) is quite superior to the factory model. Also, a "T" lug wrench makes things much easier.
10. Small lengths of wire and electrician's tape are handy for temporarily tying things together.
11. A spray can of CRC 556 -- this stuff loosens and lubricates, stops squeaks and rattles, helps prevent corrosion, absorbs water from your drowned electrical system and cures most common colds. Mixed with Jack Daniels, it alleviates nervous tension, stops depression and really sets you free.

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1963 356B Karman Coupe, white/tan interior. Michelin XAs's, Cibies, Blaupunkt, Konis. New clutch, tires, paint, etc. Driven daily, reliable and dependable 1600 engine, sound body. Need money for study trip abroad (\$3000). Can deliver. Call Emily F. Mayer at (215)525-2107 (days) or (215)642-3427 (evenings).

Rallye equipment: Stevens Model 25 supreme calculator, used very little, 9" diameter, single scale 25" long. With leather case, \$10. Also, illuminated twin hundredths reading Stevens electric odometers. Complete with sending unit. Instant zero and addition and subtraction features, \$75. Call Paul Cuppett at (215)348-2797.

1971 Targa RS # 9111112452. Built by Ginther. One hour on totally rebuilt O.040 over 2.2, with factory race parts only -- no kits. Very trick suspension with 9" and 11" Minilites, cross-drilled rotors, slotted Group 4 flares, fibreglass hood, whale tail, rear bumper and front spoiler dam, plexiglass windows and permanent aluminum top by Trouteman. Recarro, Racenark, and full cage with nets, spare gears, and miscellaneous parts. Extremely light, very quick, and priced for immediate sale at \$9500 -- or will trade for street Porsche. Easy conversion to B or C Production or IMSA GTU. Peter A. Wood, 17981-F Skypark Blvd., Irvine, CA. Phone (714)557-5188 (day) or (714)640-4475.

WANTED:

1972-1973 911T or 911E coupe, 5-speed, alloy wheels and original. No winter cars that have been driven in snow and salt. Must be in excellent mechanical condition and body must be pristine. Please send color photos, complete details and price. Larry J. Smith, 5063 Woodgate Court, Minnetonka, MN 55343. Phone (612)933-7360.

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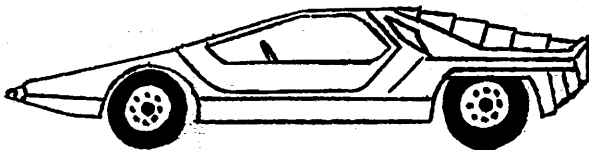
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