



DER GASSER

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PORSCHE | AUDI

*Extends a warm welcome
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PORSCHE PORSCHE PORSCHE PORSCHE

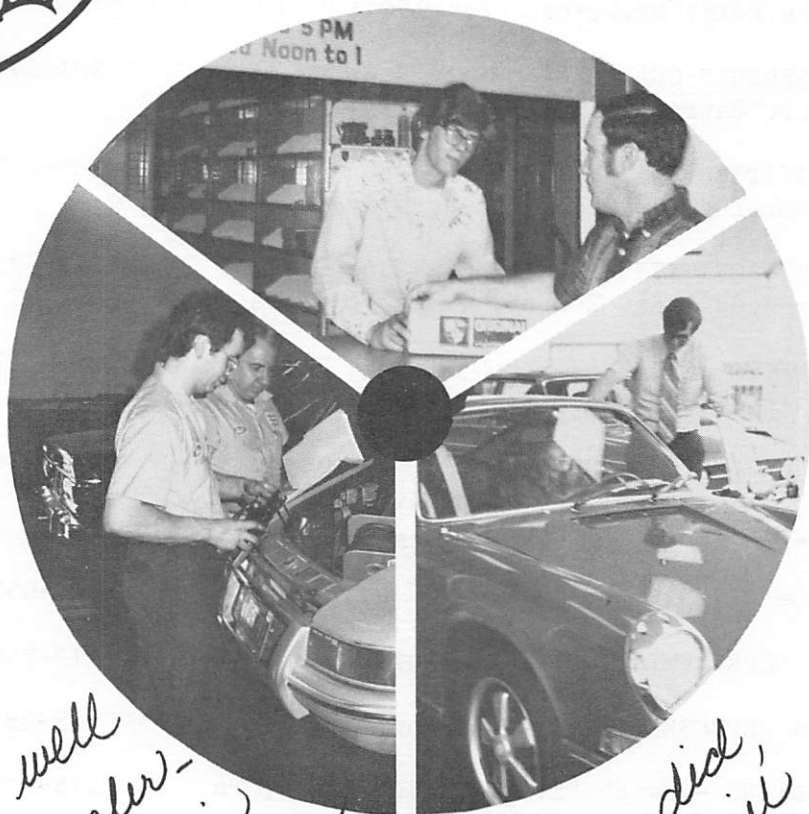
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COVER: A nice, quiet ride on Duryea Drive on Sunday afternoon.

Since you asked - the Springfield Hotel is on Bethlehem Pike
in Flourtown - can't miss it.



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*We're a well
rounded dealer-
ship - Stop in
and see us
some time -
You'll be
glad you did,
and so will we -*

Them Porsche-Pushers Vern Lyle

(Apologies to Mason Williams, the greatest Them-Poet of em all)

How about them Porsche-pushers
Aint they unique
Pushin them Porsches
Makes you a freak.

Pushin them Speedsters
Pushin them coupes
Pushin em down the road
In little groups.

Look at them Porsche-pushers
Shifting them gears
Telling everybody
That it never oversteers.

Them hard-core Porsche-pushers
Sure hate rust
Soons they find a little
Raise a mighty huge fuss.

How to be a Porsche-pusher?
First, of course
Learn that you never ever
Call it Porsch.

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SPECIALIZING IN
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DICK MERRIMAN

Bob Ahrens

August 9th - 8pm - Bob Koerbel, Chairman.

count with your check.

along to Bob.

forms. Bob Holland, Social Chairman - Ed Lynch, Activities.

where big, new, exciting things are happening!

Up-comin'

July 23 PCA Sprint, Bushkill Pines
23 Watkins Glen Can Am
23 DVSA, General Electric, King of Prussia
26 Meeting, Springfield Hotel, Flourtown, note below
30 DVSA Championship, Cornog
Aug 5-6 PHA, Tuscarora
6 Northern NJ Sprint, Xmas Village
6 DVSA, Valley Forge Hospital
9 Can Am Porsche! Details page 4
12 Picnic/Sprint, details page 4
12-13 PHA, Topton
13 DVSA, Dravos Shipyard, Wilmington
18-19-20 Chesapeake Challenge, details page 13
19-20 PHA, Rose Valley
20 DVSA, Cornog
27 DVSA, Cornog
30 Meeting, Springfield Hotel
Sep 8-10 Porscherama
22 Dinner meeting
23 Pocono Tech Session at Holbert's
SEPT 30 AND OCTOBER 1 POCONO!
Oct 6-7-8 First Settlers Fall Frolic
Dec 2 Annual Banquet

Herb Oberson, our new Program Chairman, has a very interesting speaker lined up for the July meeting. Jim Soley of Molin Auto Body in Wayne will bring along an expert body man and together they will give us much info on how it should be done. Molin is the leading foreign car body shop in this area and our guests will tell us all about the body work they did on the Can Am car for Penske. A question and answer session should prove lively.

Incidentally, Bob Koerbel is still available for tech questions and also brings to each meeting a big box full of newsletters from other regions. There is some great stuff being published and you really should look at all of them - just return them when you're through so everyone gets a chance.

Bitchin' Post

Last month, as you know, we established this column to answer any and all questions, complaints, suggestions, etc, relative to the functioning of Riesentoter. Hereupon, a report of all communication so generated:

Duryea

Jess Holshouser

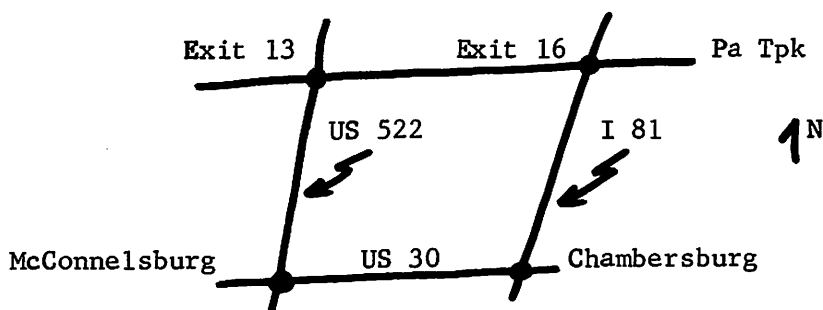
It was a bad day for Porsche. Dick Weiss blew his 911 engine and Charlie Hurst his 356. Weiss blew his in Touring, which wasn't a low speed tour since you could use both sides of the road. The return road is over public highways and it's quite a jolt to see a competition car in a line of behemoths at a stop light - with open exhausts and the whole bit.

Reading does enjoy the hillclimb and for that we are thankful. It's really a great town and a great hillclimb. Only six of our 12 hillclimbers were accepted to run since entries were limited. The hill is $2\frac{1}{2}$ miles long and consists of 8 hairpins, a couple of sweepers and 2 long flat out straights. The course is lined with trees and culverts to make it interesting.

Jim Haas in his RSK came within about $\frac{1}{2}$ second of the Mod II record held by Tom Beil. The other finishers were: Team A - Sandy Sadtler, Elva-Porsche, 2nd Mod II; Jess Holshouser, Speedster, 3rd EPI; Charlie Hurst, Cabriolet, 4th EPI; and Team B - Jim Haas, 1st Mod II; Jay Schneider, FV, 10th FV.

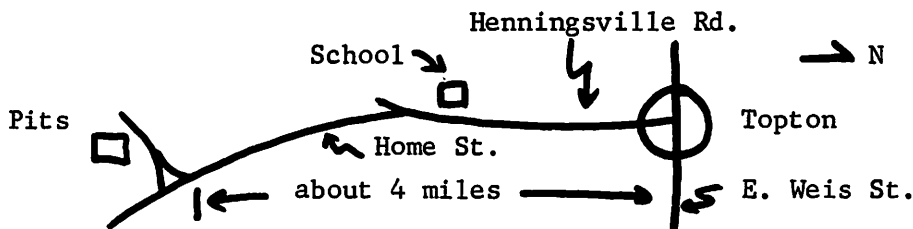
Maps to PHA Hillclimbs in August:

Tuscarora, McConnellsburg, Pa. August 5,6



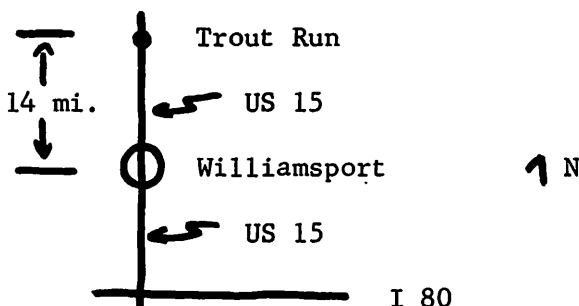
From Chambersburg, take US 30 Bypass at McConnellsburg, turn left on US 522, then left at center of town (on old US 30). Parking at Fulton County Fairgrounds on left about 2 miles from center of town. Take shuttlebus to starting line.

Topton, Topton, Pa. August 12,13



Note: Topton may be cancelled. Check with a hillclimber before you go.

Rose Valley, Trout Run, Pa. August 19,20



At Trout Run, at fire station, turn right, cross railroad tracks, turn left and follow road across a steel bridge. Hill personnel will direct you to parking lot.

Hillclimb Report

Three Riesentoters made the long trek to Manchester, Vermont, in the rain and floods for the annual running of Mt. Equinox. Weatherwise, it was disastrous, but the course was beautiful - 5.2 miles with an elevation change of almost 3200 feet! It's the longest paved hillclimb course in the country. (Pikes Peak is still dirt in parts.)

The Riesentoters did well - Dick Weiss taking 1st in CP and 3rd FTD; Fred Baker was 1st in C/SR and Jess Holshouser took 2nd in E Production.

Y B H

PORSCHE | AUDI

West Chester Pike
Edgemont, Pa. 19028
E1-6-9000 Ni-4-6222



We learned a lot
from our \$36,000
mid-engine Porsche 917:



The mid-engine Porsche 914.

The mid-engine Porsche 917 and the mid-engine Porsche 914 can be seen in the movie "LeMans."



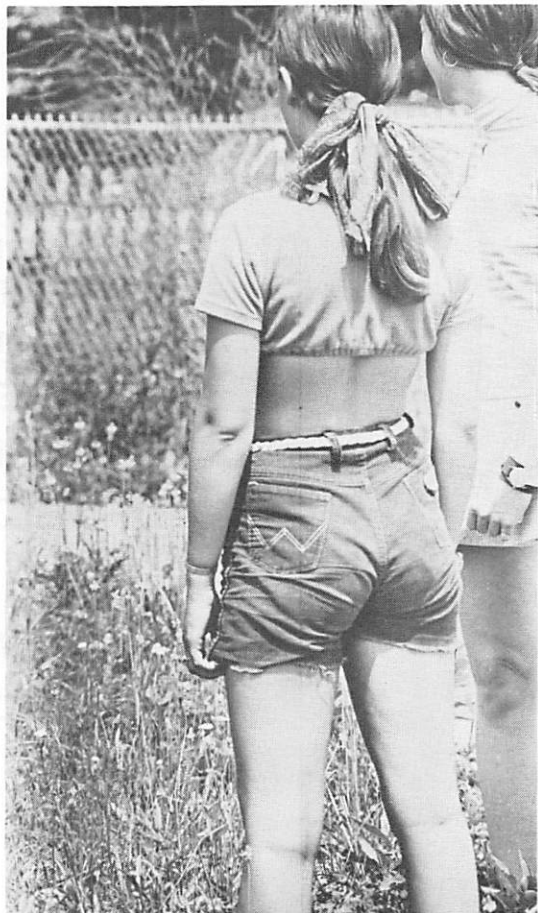
The Girls of RIESENTOTER

While this is a fine sampling of the fairer side of our club, there are, of course, many others who deserve recognition for their contributions to Riesentoter. We often let them go unthanked, but girls, we really do appreciate what you are doing.

How many times have you thanked your wife or girlfriend for helping with timing, serving on a committee, or just coming out to an event with you - and how about letting you spend all that money on the Porsche?

Girls, we do love you, everyone. Riesentoter just wouldn't be the same without you!





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Mini-Parade

The Chesapeake Region of PCA is planning its Fifth Annual Chesapeake Challenge - a weekend of social and competitive events designed to allow fellow PCA members from neighboring regions in the Mid-Atlantic area to meet and compete with one another. The Fifth Challenge will be on August 18, 19 and 20, headquartered once again at the Park Towson Quality Courts Motel in Baltimore County. Registration is open to all PCA members and their guests, with official invitations going to over fifteen regions within a several hundred mile radius of Baltimore.

The event schedule looks like this: registration and poolside cocktail party Friday evening; concours Saturday AM, rallye PM; a grand banquet, with door prizes and a Q. and A. session with VW of A representatives and a surprise event - all on tap for Saturday evening; Sunday morning is the autocross with a victory luncheon in the afternoon, including overall trophies.

Registration accompanied by the total entry fee is to be mailed to the registrar no later than August 11, 1972.

Joanne Shap, Registrar
3948 Nemo Road
Baltimore, Maryland, 21207
Ph. 301-922-8716

Arrangements have been made to allow the use of BankAmericard for payment of Challenge fees. (Ed. note) Registration forms and more information available from Der GASSER editors.

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The Case of the Too-Tired Porsche

Ed Lynch

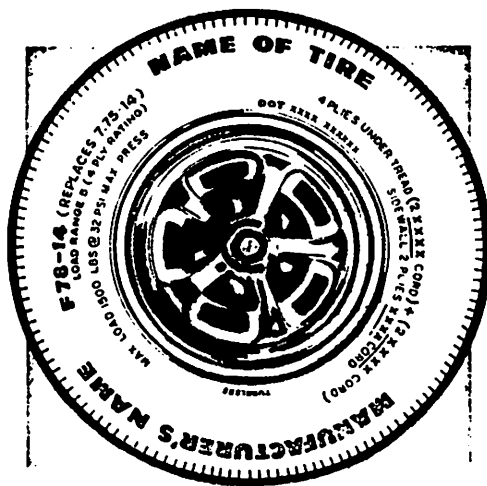
When it comes time to replace those balding, anemic 155-15's on your cracked and rusty 4½" rims, what are you going to put back on? A set of 165-15's, A78-15's, or what about some BR70's? How about those 600-15's on sale, or a set of C78's with a D load range? 185's are all the rage now, and they're bigger than C78's anyway, aren't they?

The new Department of Transportation standard tire designations seem a bit confusing until you crack the code. New tires have complete specifications on their sidewall, some of it in code, but all plainly readable to help identify the tires you want. A look at the charts will tell you the comparative sizes and which new series correspond to the old designations. Many older tires (e.g., Michelin X) are actually 83 series, high and narrow. As the series number decreases, the width increases relative to the height of the tire, and the 60 series look like racing tires.

TIRE SIZE OR DESIGNATION

Bias		Bias and Belted Bias		Radial			Bias		Bias and Belted Bias		Radial		
1965-On	Pre-1965	'78 Series	'70 Series	'60 Series	Metric	'78 Series	'70 Series	'60 Series	1965-On	Pre-1965	'78 Series	'70 Series	'60 Series
6.00-13		A78-13	A70-13		165 R 13	AR 78-13	AR 70-13				A78-15		
6.50-13		B78-13	B70-13		175 R 13	BR 78-13	BR 70-13		6.00-15				
		C78-13	C70-13			CP 78-13	CR 70-13		6.85-15	C78-15	C70-15		
7.00-13					185 R 13				6.90-15	D78-15	D70-15		
		D78-13	D70-13			DR 78-13	DR 70-13		7.35-15	E78-15	E70-15	E60-15	
		E70-13			195 R 13	ER 78-13	ER 70-13		7.75-15	F78-15	F70-15	F60-15	
		A78-14	A70-14		155 R 14		AR 70-14		7.10-15	G78-15	G70-15	G60-15	
6.45-14	6.00-14				165 R 14	BR 78-14	BR 70-14		8.25-15	H78-15	H70-15	H60-15	
6.95-14		B78-14	B70-14		175 R 14	CR 78-14	CR 70-14		8.85-15	J78-15	J70-15	J60-15	
6.50-14		C78-14	C70-14			DR 78-14	DR 70-14		9.00-15				
		D78-14	D70-14		185 R 14	ER 78-14	ER 70-14		9.15-15	L78-15	L70-15	L60-15	
7.35-14	7.00-14	E78-14	E70-14	E60-14					8.90-15	M78-15			
7.75-14	7.50-14	F78-14	F70-14	F60-14	195 R 14	FR 78-14	FR 70-14		9.00-16	N78-15			
8.25-14	8.00-14	G78-14	G70-14	G60-14	205 R 14	GR 78-14	GR 70-14		9.50-16				
8.55-14	8.50-14	H78-14	H70-14	H60-14	215 R 14	HR 78-14	HR 70-14		7.00-15				
8.85-14	9.00-14	J78-14	J70-14	J60-14	225 R 14	JR 78-14	JR 70-14		7.00-16				
		K78-14	K70-14			KR 78-14	KR 70-14						
	9.50-14	L78-14	L70-14	L60-14		LR 78-14	LR 70-14						

The sidewall story. Take a look at the next page - the whole story is on display on the sidewall. B load range is what used to be "4-ply rating", and D means 8-ply, etc. The DOT sequence identifies the manufacturer, size, type, date of manufacture, and specifies that the tire meets federal specs. Make certain that this has not been removed from tires you



buy, unless you are buying "seconds" for your Caddy or Mercedes or other knock-around-town car. The type of construction, belts, the material, and actual number of plies are also shown in fine print.

Adding rubber. When it's "time to retire", most of us are tempted to put on larger tires. In most cases, this is the way to go, since Porsches have generally been "under-tired" in the past. Certainly, replacing 155's with 165's on 4½ and 5" rims is in order, and 185's will replace 165's on 5½ inchers. Going larger than 185's can lead to clearance problems, requiring spacers and/or fender mods; but more importantly can result in over-gearing your Porsche, causing a performance loss. The thing to watch out for is the tire diameter - the larger it is the slower the engine will turn at any given road speed and gear, so less power is available. The loss of top gear performance can be a lot, if you have a C ratio 4th in a 356 or a 29:22 or 29:23 in a 900 car. Unless you have non-standard gearing, your car was set up to run maximum top speed at the power peak of the engine, so if you slow down the engine by putting on larger diameter tires, you won't get more speed, but less - and less acceleration as well! I have experienced this effect when running snow tires which had a much larger diameter than my standard tires; and an article in "Upfixin' der Porsche" recounts similar sad tales.

Some comparative tire sizes, as measured on our own cars at a recent sprint:

<u>Tire</u>	<u>Size</u>	<u>Tread width</u>	<u>Tire diameter</u>
Dunlop	185/70-15	6.0	24.7
"	165-15	5.2	24.5
"	ER70/15	6.5	26.5
"	FR70/15	6.5	27.0
Michelin	155-15	4.5	24.0
"	165-15	5.3	24.7
"	185/70-15	6.0	24.5
Snow tires	FR70/15	6.5	27.0
Goodyear			
Blue Streak			
Racing tires	500-830-15	7.0	24.2
	550-920-15	7.4	25.0
	500-920-15	7.5	24.2

(Ed. note) Hey, who was running snow tires at the sprint?

You can see that 24 to 25" is the diameter of most tires on our Porsches, and six inches of tread is available. Be wary of anything running over 26 inches. The extra $\frac{1}{2}$ " of tread won't be worth the loss of rpm, and your tire performance in wet weather will be less with too much tread width. Goodrich makes a 60 series "Radial T/A" which gives you nearly 8 inches tread at 25" diameter, and I've spoken to several Corvette owners who liked them in dry weather, but said they were terrible in the wet. They would be even worse on a Porsche at nearly 1000 pounds less weight. You can overdo it either way.

The past few years have shown us real improvements in tire design and performance, and the next several will no doubt bring all the American tire makers into the 70 and 60 series radial market, so we'll have more choice at a better price. In the meantime, keep your tape measure handy when looking over those L78-15's for your 1500N, and avoid a too-tired Porsche.

(The charts and tables, as well as various tidbits of info used in this article, are from the "Consumer Tire Guide", published by the Tire Industry Safety Council, and available free at most tire dealers.)

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A Quiet Porsche ?

(A recent der Auspuff article looks to the future)

In three and a half years, we will apparently witness the end of a series of Porsche designed opposed-cylinder air cooled engines that probably will reach its zenith with the 1000 hp turbo-charged 917 engine in the Can Am car.

In the 1976 Porsche we will probably see a water cooled Wankel engine with either two or three rotors. (Ed. note - AUTOWEEK hears rumors of a 914/Wankel soon.) The Wankel, as an internal combustion engine, is a very good powerplant, but although cleaner burning than a reciprocating piston type engine, it still has many of the inherent problems.

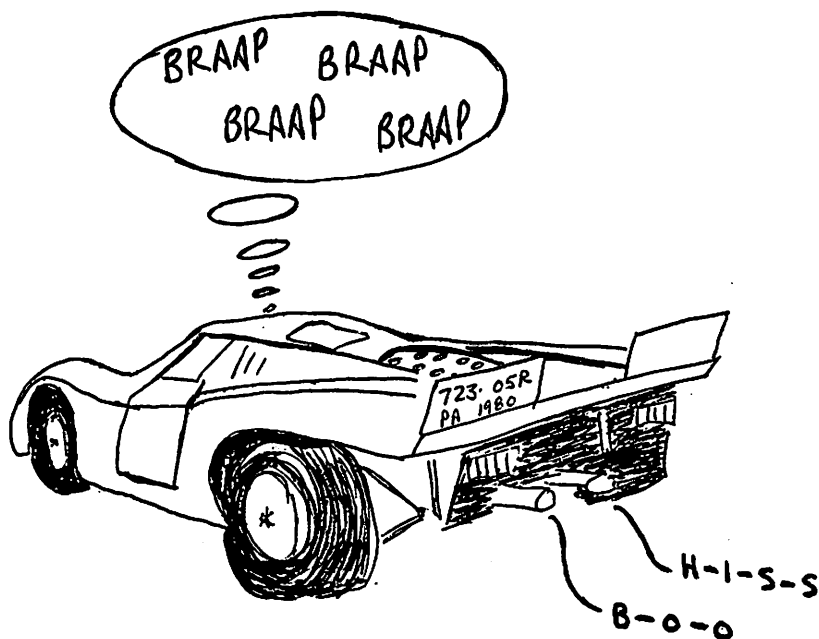
What alternatives then, have the auto industry in general, and Porsche, in particular?

We feel that one very strong contender as an improvement over the internal combustion engine is Bill Lear's vapor turbine. This engine uses steam from Learium (Lear's own fluid that replaces water as the steam generator in the closed-cycle system) to drive the turbine. The current vapor drive engine is now obtaining an efficiency of 15% at the rear wheels, as compared to the IC engine's current 8 to 12%, and because the steam turbine is an external-combustion engine it is highly efficient in burning all its fuel.

In an interview, Lear pointed out that the steam engine has a chance of being cleaner than the IC engine, which he says can't possibly meet the requirements of the Clean Air Act of 1976. The auto companies feel that with the passage of time they'll be able to go to Washington and ask for a release from the stringency of the present requirements, but the reins will not be slackened because in Lear's opinion, by 1976 we will realize that we're worse off than we thought. As pointed out above, the Wankel is not the answer, so we're left with Lear's vapor turbine. (CASCADE REGION)

(Editor's note: The only moving part in Lear's Steam Jenny is a little wheel that quietly revs to 50,000 rpm. There will probably be a 'hands off the engine' law by then, so as Porsche lovers we are left with only one alternative. On a cassette recorder, tape the sounds of Porsches doing all kinds of groovy things - hitting the redline in four gears, downshifting and accelerating through a long sweeper, idling at 2000 rpm, 4th to 3rd to 2nd shifts at the end of a straight - every Porsche sound that turns you on. Now when you're 'driving' your 1980 Porsche Steamster, just plug in the earphones and push the appropriate buttons for the sounds the engine should be making. Shazam!

OK, it's a plastic Nirvana, but any kind is better than none.



Porsche Store

1965 Green 356C - Exc cond, 19,000 miles on rebuilt engine. Good Michelin tires on chrome wheels, AM/FM, leather interior, selling price \$2300. Lloyd Major, 28 West 40th St., Wilmington, Del. 19802. Ph 302-764-5267 after 5.

1964 356C Cabriolet, red/black top (top is two years old), Blaupunkt AM/FM/SW. Car is very clean, no rust, and there are many extras including Pirelli snowtires, factory manual, etc., and many service records are available - \$2500/reasonable offer. Walter Bowers II, 47 Davis Ave, Apt 2F, White Plains, N.Y. Ph 914-946-7589

1967 911S Coupe, late model, Ser #308-411S, engine #962-114. Sand beige/black int, factory logo on bottom of doors, all S equipment, mags, fog lights, instrumentation, leather wheel, Hella QI headlights, fanfare plus airhorns, Coolaire A/C, rear window defogger, Ziebart rustproofing when new, MK 10 CD, five Dunlop CB57 tires, 39,565 original miles - perfect condition inside, outside and mechanically. No flat spots in entire rpm range. Maintained per factory shop manual. Not driven in the winter, not raced, rallied or autocrossed - mostly distance driven. Must be seen to be appreciated, \$4,999. William G. Cooper, R.D.#4, Dallas, Pa. 18612. Ph 717-675-2715

1960 Super and 1960 Normal engines; Super has heads off, but is complete. Normal is together and ready to go. Any offers from \$350 up - must be sold. Lee Herskowitz, 1925 Wynnefield Terrace, Phila, Pa. 19131. Ph 215-879-9597

B&B Antisway bar, rear 911, bolt on type fits '69 and other years. Cost \$40, take best offer. Mayor Shanken MO-7-4936

Wrecked C Coupe - good from windshield back, no rust, glass good, red interior, also trans. Dick Sweigart, 215-249-9138

Wanted - 2 exhaust valves for 1954 Speedster (1500cc Continental engine). Also interested in other parts - bumpers, trim, insignia, etc. Paul Allen, 202 Willow St., Athens, Pa. 18810



Heinrich's Inc.

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