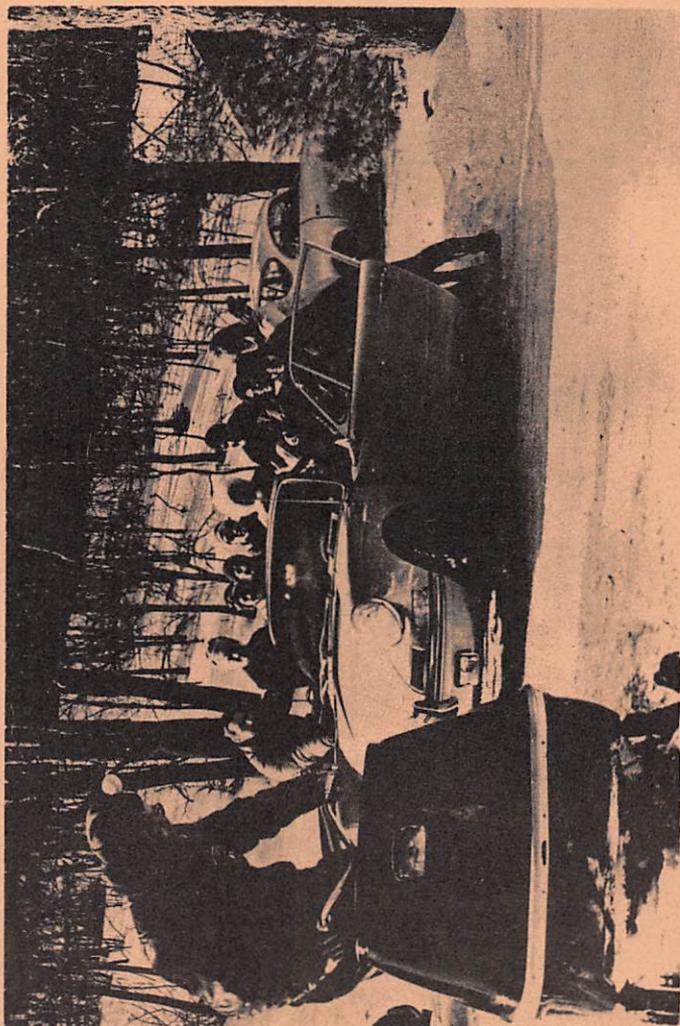


Porsche Club of America

REAR REGION



february 1971

Riesentoter Region

# HOLBERT'S

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to the members of  
the PCA*



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# COMING EVENTS

## ! meeting !

Wednesday, February 24: Open Hearth Restaurant. Starting at 8:30 p.m. Guest speaker will be Dick Hoffman from the E.I. DuPont Company. Dick will speak on fuel performance. He is a very interesting speaker. The Open Hearth is located in the Gateway Shopping Center at the Devon Exit on Route 202.

## wine tasting party !

### march 27 - 7:30 p.m.

Frank & Dolly Vitetta, who are new members of the Porsche club have graciously offered to host a wine tasting party at their home, which is on Summeytown Pike in Springhouse, Pennsylvania.

The price for the evening will be \$2.50 per person. Please send your checks to Chuck Walter (address on page 16 of the Der Gasser). Sorry, no checks will be accepted after March 13. More details at the February meeting.

# Deadline

**material for der gasser must be  
submitted by the 1st of each  
month!!**

# President's



# Message

A 21-gun salute to all who helped make our January meeting complete success.

As most of you know, the meeting was hosted by Bob Holbert at his new Porsche - Audi showroom, Bob arranged the entire affair and invited some of his customers who do not belong to PCA ... yet. In Addition to some interesting cars on display, including Ray Heppanstall's turbine car, we were provided with some good liquid refreshment and door prizes. The highlight of the evening was a brief talk and film on the development of the turbine which was narrated by Ray Heppanstall. A good time was had by all and on behalf of all of us I extend a giant "thank you" to Bob Holbert.

Some quick statistics on that meeting are as follows: Attendance -225 (approx.); New Members signed up (paid) - 15; New Members signed up (not paid) - 12.

Inasmuch as the February meeting will be our first "regular" one of the new year, there will be quite a few things to discuss. Please be on time (maybe even early) so we can begin at 8:30 sharp.

As of January 24<sup>th</sup> there had been over 120 Parade applications received. Between now and the meeting, please give the parade some serious thought and advance planning if you anticipate attending. We would like to know just how many are going as soon as possible to see just what our attendance as a region will be. We would also like to arrange some group accommodations and appoint a Parade Coordinator from our ranks. Let's have any thoughts or comments in this regard.

Also at the next meeting you will learn of two, entirely new activities in the planning stages. More information at the meeting.

President's Message Continued

Last but not least, I want to thank Bernie Sitron for his patience in putting up with certain members attending the recent "ski weekend" at Bernies pad. Seriously though, a good time was had by all even if we didn't ski that much (the snowmobile was fun). Thanks Bernie!

Please try and attend the next meeting. See you there.

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club members who will run this year in the PHA hills, please contact:

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The Porsche 911

The Porsche 914

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# Socially Speaking . . . .

by vicki chatley

Whenever Riesentoters get together, there is bound to be a good time. And the Ski Weekend was no exception. Those of us who took advantage of Bernie Sitron's generous offer to bunk out in his Pocono pad had a ball.

Now if you stayed away because you were expecting outdoor facilities, a hand operated pump in the kitchen, wood burning stove, etc. . . . Well, you really missed it. This place has a complete bath, paneled walls, and a modern kitchen with double oven range and a two-door refrigerator freezer. Even T.V.! And with Wayne Flegler serving as dishwasher ---- What more could you want in the way of conveniences?

Dinner was at a local inn. Very inexpensive and very good. Afterwards we returned to try out Bernie's snowmobile which is lots of fun. Especially nice was the ride up the mountain trail with the moonlight shining through the evergreen branches. It was sometime during these activities that THE BEAR, alias Jim Haas, arrived. He looked very much like the man on the Quaker Oats box. Take my word, he had to be seen to be believed! (See picture)

As a matter of fact, maybe a word on the fashion front is in order here. According to Joan, Jim just simply wore the oldest (a forty year old bear skin coat) things he could find; and he looked it! Then there was Bernie in knickers and a combat helmet, Bonnie Flegler's bed booties, Wayne Flegler in a mummy case. Well, really, some of it is best forgotten.

The evening passed quickly watching slides which Wayne and Bob McCullen had thoughtfully provided of the Parade and other past Porsche events. After that, it was snowmobile time again and off we went.

I don't think it was all that late when we started to bed, but let's face it. You don't get fourteen people in and out of one bathroom in five minutes. So by the time we were all tucked in, it was somewhere around 4 a.m. There was plenty of sleeping space, although several people shared each room. Bob and Carol Koerbel shared a bed with Bonnie and Wayne. (For those of you who remember Ted and Alice it should be noted they were all individually wrapped in sleeping bags.)

But I guess they all rolled over and Wayne fell out, as he spent the night on the floor.

The human alarm clock (old cheerful-in-the-morning Chatley) wakened us at 9:30 a.m.; and, therefore, was the only one up when the Ratz's arrived. Again, it took some time to get everyone in and out of the bath; so that when we said "good morning" to the waitress at the diner and ordered breakfast, she gave us a funny look. Like it was afternoon.

Fran Demyan convinced Guy Pupp (who is a medical school student) into going on the ski weekend. She told him that not only would he be able to study, but, it would also be a relaxing weekend. (just what a doctor would order). Come to think of it, I didn't see Guy with a book in his hand all weekend.

For some odd reason everyone who had gone skiing Saturday was stiff or sore, so we went sledding and had more fun with the snowmobile, mainly taking timed runs across the frozen pond. Sort of a winter sprint. Most enjoyable was walking up the trail and standing in the silence amid the huge evergreens. So beautiful.

Much too soon we had to bid adieu to the snow, the Poconos, the fun. But the memories will linger.

# porsche wins again at daytona

by Lew Haan

("Southern Correspondent" for the Riesentoter Region)

The 1971 version of the 24 Hours of Daytona was won, just as last year, by a light blue Gulf-Porsche 917 entered by J. W. Automotive Engineering. But this year it was not the decisive win with Porsches crossing the line two abreast in a photo-finish formation. No, this year's Daytona was the closest in the short history of the event, with the winning North American Racing Team Ferrari 512S, driven by Bucknum-Adamowicz. This year's win had been no push-over for Porsche, by any means. A gamble by John Wyer, coupled with some heroic pit work by the crew, secured the win. But the real story began during qualifications.

As is probably well known by now, Roger Penske has applied his formidable talents to the campaigning of a Ferrari 512S on the international circuit. Penske and crew had done their usual thorough preparation job on the car--in fact they practically rebuilt it, incorporating some body changes of their own in the process. It didn't even look like the N.A.R.T. machines in the adjacent pits. Well, with Mark Donahue at the wheel, the Sunoco Ferrari bested all competition for the pole at a new record qualifying speed. The Porsche 917 #2 driven by Rodriguez-Oliver sat next to Donahue for the rolling start, which was paced, incidentally, by a white 911E Targa and a pair of 914-6's.

The race started officially at 2:58 EST, with Donahue leaping out to an early lead of a couple of car lengths. From the pace that was set, it seemed as though this was a sprint instead of a 24-hour endurance contest. It was immediately obvious that the Ferrari was faster in the straights but the Porsches had the edge in the corners -- a fact later verified by the drivers during an interview. The question was, could the Penske car last the distance?



POCONO





## POTPOURRI



When dusk settled over the course, the Sunoco car pitted a couple of times with an electrical deficiency in the alternator department. During this time the 917 pulled into first and the #4 Martini & Rossi 917 driven by Elford-Lins moved into second. This put the Penske car in third place. The order remained this way until shortly before midnight, when Vic Elford, who was rounding the tri-oval portion of the course, went into a slide following a blow-out of the right rear tire. Penske slowed when he saw the caution light, but a 911S driven by Charles Perry rammed the Ferrari and then caromed into Elford's car. Perry and Elford were not hurt, but both their cars were out of the race for good.

Donahue limped back to the pits where the Penske crew spent over an hour making body and suspension repairs. Despite the long delay, the Sunoco car never fell below 5th place and was back in third by 7 a.m., with the Bucknum-Adamowicz Ferrari in second.

At 8:40 a.m. the second 917 of the two-car Martini & Rossi team blew a tire on the high bank and hit the wall hard enough to end the M & R effort for the day. Incidentally, the second car of the Gulf-Porsche team, driven by Siffert-Bell, suffered a blown engine early Saturday. So at this point there was only one 917 in the race and he was leading.

Then it happened: Jackie Oliver, driving the lead 917, attempted a downshift from 5th to 3rd, only to find he was still in fifth -- a situation that had to be rectified if the car was to stay in contention. This was at 11:32 in the morning and at this point the 917 had about 1½ hours lead over the second place Ferrari. Rules forbid changing entire transmissions, so the Wyer crew took the gamble that they could completely rebuild the gearbox in time to stay in the lead. One hour and thirty-one minutes later the Porsches roared back into the fray, two laps down on the N.A.R.T. Ferrari but still far ahead of the trouble-plagued Penske car. (It had made several

stops to replace broken fuel pump drive belts) The lead Ferrari had been having his troubles, too, with insufficient power--no doubt related to the 3-foot sheets of flame belching from the right exhaust upon deceleration. He was turning laps in the region of two minutes, while the 917 was getting around in about 1:46.0. Rodriguez slowly but surely unlapped himself once, then twice, and added an insurance lap over the Ferrari by the time the checker flag fell.

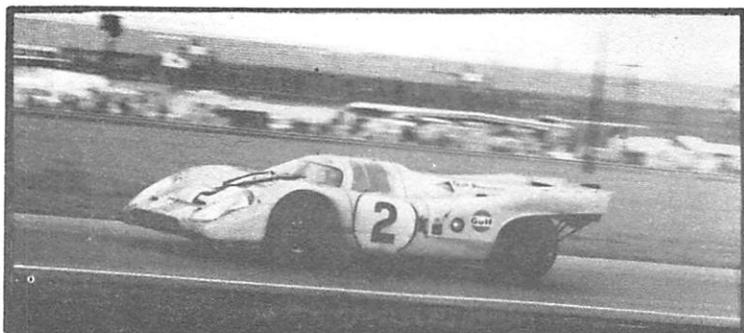
In spite of the fact that all but one of the 917s fell out, the name of Porsche was still well represented in the final standings, with 914-6s in 7th and 8th overall and a 911, with Bert Everett as one of the drivers, in 9th overall. A partial list of the final results follows this report.

The very active Peachstate region of PCA had reserved a large fenced-off area in the infield and a number of Porsche-driving spectators took advantage of the sanctuary for their cars and the companionship of fellow Porsche-Pushers. I'm sure this special section was appreciated, since the area was the usual conglomeration of campers, drunk students, rent-a-trucks, tents, plus more mini-bikes and motorcycles than I have ever seen in one spot. Just walking or standing was hazardous at best. However, at least the weather was pleasant with daytime temperatures in the 70s and down to about 45 at night--a nice change from the winter weather further north.

This was my first attendance at an endurance race and I'm sure it won't be my last; however, next time I'll have to make some different sleeping arrangements--the back seat (did I say "seat"?) of a Camaro just doesn't make it. At any rate, the whole thing was a ball and it was great to see Porsche pull it off in such a dramatic manner. But they had better keep a close eye on that blue and yellow Ferrari.....

## 24 Hours of Daytona Results

1. Porsche 917K, Pedro Rodriguez-Jackie Oliver, 688 laps.
2. Ferrari 512S, Ronnie Bucknum-Tony Adamowicz, 687 laps.
3. Ferrari 512S, Mark Donahue-David Hobbs, 674 laps.
4. Corvette, Tony DeLorenzo-Don Yenko-Jack Mahler, 613 laps.
5. Ferrari 312S, Luigi Chinetti Jr.-Garcia Veiga, 584 laps.
6. Corvette, Dave Hines-Orcostanzo, 581 Laps.
7. Porsche 914-6, Jacques Duval-George Nicholas-Bob Bailey, 579 laps.
8. Porsche 914-6, Stephen Behr-John Buffam-Erwin Kramer, 571 laps.
9. Porsche 911, James Locke-James Netterstrom-Bert Everett, 570 laps.
10. Corvette, John Greenwood-Allan Barber-Dick Lang, 554 laps.



Here is a picture of the winning Porsche taken during the race by Jan Robinson.

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# NEW MEMBERS

We would like to welcome the following new members to the Riesentoter Region. We hope that their memberships prove to be long and active.

Jay Barber - a 21-year old student from West Chester who drives a 1959 blue speedster convertible and is interested in the technical aspects of the club.

Joe D'Agostino and his wife, Joan - Porsche owners of two years, driving a 1970 burgundy 911S Targa.

Bill and Mary Davis - Bill, a Philadelphia attorney with two children, prefers rallyes in his 1970 silver 911E Targa.

Frank DiMarzio Jr - a 21-year old Porsche owner of two years, drives a 1956 red 356A convertible.

David Dodson - a Doylestown engineer, interested in rallyes and driver's schools, drives a 1971 white 911T Targa.

David Duerr and his wife and four children of King of Prussia, are owners of a 1966 gray 912 coupe.

David and Louise Erskine, Philadelphia, are the owners of an extremely rare Porsche; a 1955 silver Continental coupe.

Stephen Glass, a teacher, and his wife, Barbara, of Jenkintown drive a 1964 black 356C model and are looking forward to the club's social events.

Peter Haidorfer, 24 years old, of Philadelphia, has the distinction of owning probably the oldest car in the club; a 1953 red 356 coupe! Parts problems???

Sandy and Faye Hunsinger of Princeton, N.J. have a long drive to attend meetings in their 356C, 1965 red coupe. Good thing they're rallye enthusiasts!

Diane Jaskan - a Philadelphian, has owned her 1969 red 912 coupe for two years. She is primarily interested in drivers schools and technical sessions.

Dennis and Patricia Koemel own the newest of the Porsche line; a 1971 orange 914. Dennis, a teacher from Huntingdon Valley, is interested in the technical aspects and gymkhanas.

Bill and Peggy Morgan, Ambler, own a 1970 blue 911T coupe. Bill, as many of you know, is a salesman at Holbert's Porsche-Audi.

Ridge Ryman of Langhorne has been a Porsche owner for 11 years. He is now driving a 1970 silver 911T.

Phil Staley - a 26-year old programmer from Warminster, who is looking forward to rallyes and autocrosses, drives a 1968 yellow 912.

Eric Vacca - a 25-year old Philadelphian, has recently purchased a 1966 gray 912 coupe. Drivers schools are his primary interest. (Could he be in luck this year ???)

\* \* \* \* \*

We would also like to welcome Bill Dillon of Boyertown, Pa., a recent transferee from the Palmetto Region, in South Carolina. We are looking forward to seeing him at our meetings and our events.

The Riesentoter Region is fortunate also to have added to its membership roll Walter and Mary Mathes, formerly of the Chicago Region and now residing in Bethlehem, Pa.

# The Peddler

1959 Porsche 356A Cabriolet (hard & soft tops)  
1600N engine (recently reworked), new clutch,  
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## COVER

Thanks to Bob Holland for submitting  
the cover photo of Bob McCullum's car  
being towed by Bernie - it really  
wouldn't start.

The following excerpt from an upcoming Road and Track editorial should be of interest to any automobile enthusiast, be he a Porsche owner or not.

We've had Federal Safety Regulations for new cars sold in the U.S. since 1968. Since these laws went into effect, we've stood by, mostly, raising only an occasional objection. Generally, we've tolerated what has been done in the belief that, sooner or later, the government was going to get around to the kind of legislation we think is honestly needed and fundamentally necessary.

But what has caused us to leap aboard our editorial horse at this particular time is a new regulation proposed by the National Highway Safety Bureau. It is thus:

"New cars built on or after October 1, 1972, will be limited to a top speed of 95 m.p.h. In addition, beginning at 81-85 m.p.h., the car's horn would sound continuously and the emergency system would activate the tail lights and turn signals."

First of all, would this proposal, if adopted, achieve a significant reduction in the number of traffic fatalities? We have a study on our desk that indicates that if all accidents involving dangerous injuries or death that took place at over 79 m.p.h., could be eliminated, the traffic death toll would be reduced by 4%.

Voice your objection to the speed control proposal. Write your Congressman, Representative, and Senator. Tell them you are against this proposal. Tell them why.

Write also (or send copies of your letter) to the National Highway Safety Bureau, Docket Section, Room 4223, 400 Seventh St., S.W., Washington, D.C. 20591. The Docket number of this proposed rule is 1-19, notice 3, and this should be mentioned in any letters.

For car enthusiasts in the U.S., time is running out.

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We challenge you to test drive a Porsche 911 and then try to put it out of your mind.

It has everything a great car should have. Including a powerful air-cooled engine, overhead cam, 4-wheel disc

brakes, independent suspension, rack and pinion steering, unitized body and synchromesh transmission.

But more important, everything works together with such incredible harmony that no one part overshadows another.

The car responds so instantly and so accurately that it almost seems a part of the driver.

But, of course, it's still not perfect. You might say it's only human.

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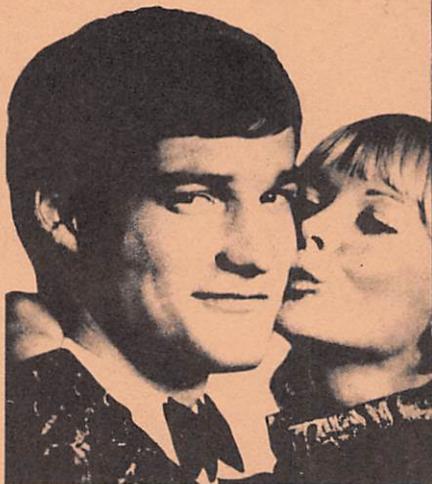


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