

RIESENTOTER · PCA ·

# DER GASSER



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## PORSCHE | AUDI

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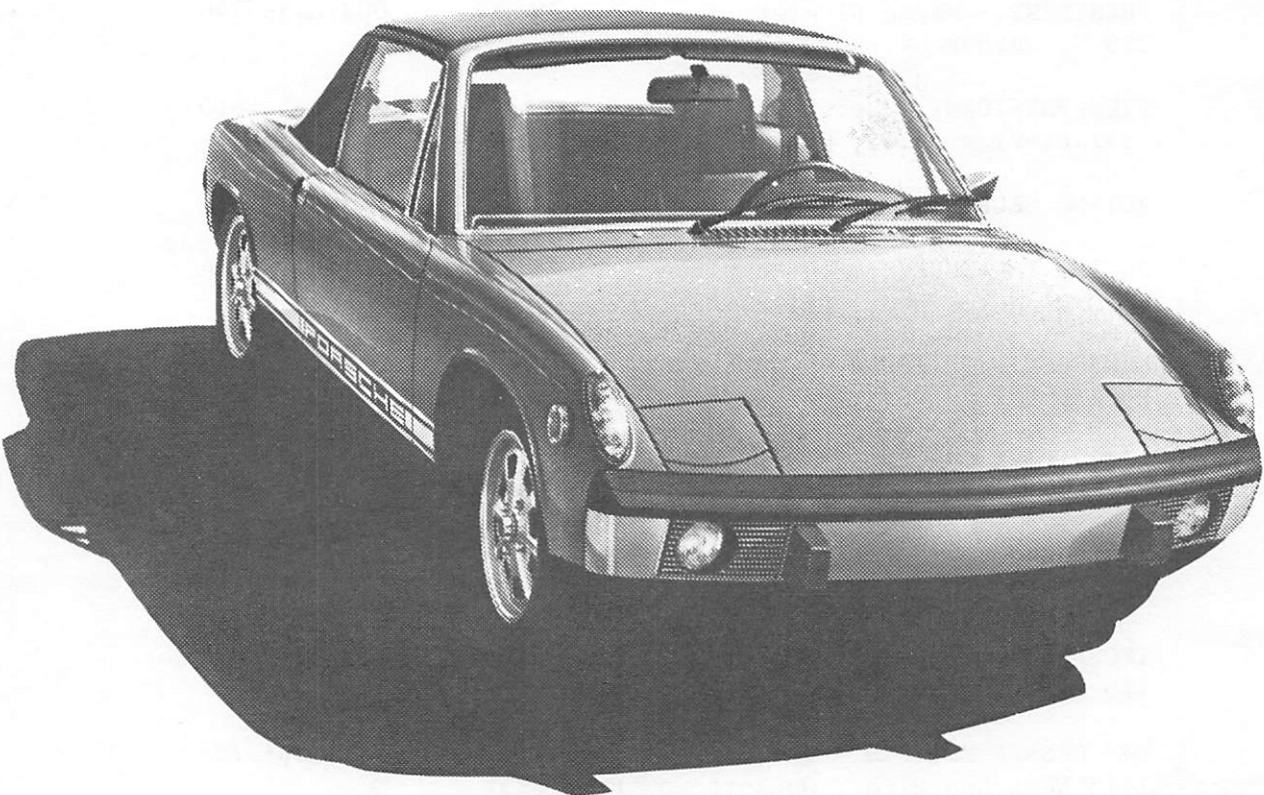
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COVER - Louise Lyle  
Photo, p.6 - Tim Kuser

## *Up-comin'*

Announcing the first event of 1973! Tech/work session at Bob Holbert's Porsche-Audi in Warminster. A chance to get in out of the cold and change oil and such. Or just come and watch someone tuneup his car - you might learn something. Something like 8:30 to 3:30, Saturday January 20, 1973.

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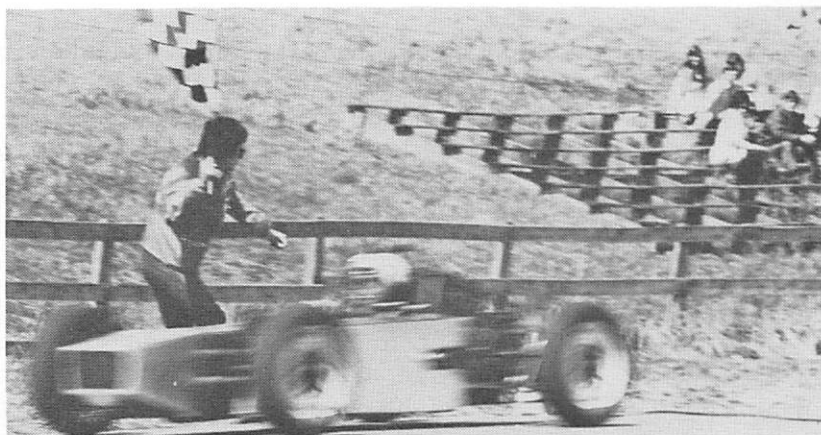
## *President's Message*

For some time, I have been formulating the contents of this final article, but here it is two days after Vern's deadline and I can't come up with any new and refreshing material.

I have enjoyed this past year immensely and look forward to next year and just being an active member. Thanks to my wife, Bonnie, and to all the wives and girlfriends of our members who put up with this insatiable madness called Porsche.

We wish everyone a safe and enjoyable holiday and we will see you in January.

P.S. Please pay your dues early! (My last official act as President - or did I make that perfectly clear?)



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## *Awards, Afterthoughts, and such*      Bob Ahrens

In planning our Dinner Dance, every effort was made to cover any eventuality and to guarantee that there would be no surprises, no unknowns. I think we accomplished that, with one exception. The writer was awarded the Riesentoter Bowl for 'Greatest Individual Service in 1972!'. Well, I don't know.

Sure, I'm proud and happy and honored to join people like Charlie Beidler, Dick Sweigart, Jim Haas and the others who have won this award since 1959; but surely there have been many who have done more than I. Think of Bob and Jean and their tremendous efforts for the club. Or John and Vicki, who have been super active for years. Or Howard and Ruby, or Don and Doris, or George and Dot or Bernie Sitron and many more who extended themselves above and beyond for such a long time.

And there has got to be something wrong with an award when it doesn't go to Wayne and Bonnie, because no matter what the category - they are the winners, hands down. And if we continue to award the Riesentoter Bowl to the one most active in all club events generally, what about the sprinters, and what about all the other phases of club activity?

Maybe there should be 2 bowls or 3 bowls or 5 bowls. Maybe there should be six categories giving all the active members a greater opportunity to reach out and be recognized for their particular segment of interests and activities. And furthermore, I think these awards should be promoted. Certainly, the 'Broken Crankshaft Award' given for the first time this year was a beautiful remembrance and a highlight of the evening. I believe they should be made part and parcel of our monthly meetings, to be displayed, promoted, desired and, of course, to be coveted and enjoyed. Your thoughts or ideas on this will be most appreciated.

Needless to say, I am deeply honored to have been selected for this award. I treasure it with my fondest possessions, and I recognize the obligation it creates to continue to serve the club. Our most sincere appreciation.

Babe and Bob

## *Thank You!*

Bob Ahrens

We are delighted to list below the individuals and firms who donated the fine array of door prizes which were distributed at our 15th Annual Dinner Dance held December 1st at the Wm. Penn Inn.

The people have taken time from their busy lives to remember the Porsche Club. May we suggest that all members do the same and remember these generous people whenever and wherever possible. Thank you.

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Howard Shoemaker  
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Holbert's  
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Stein  
Algar  
Plus some very thoughtful members.

## *Page Six: The Last Lap*

(from the Editors)

As you should know by now, Der Gasser will have new Editors next year. Rocky and Sue Williams have eagerly volunteered to take over the job. We regretfully no longer have the time required to do the kind of work we want to do. Only a few people in this club know what is involved in organizing a monthly publication and we won't go into it here. Let's just say that in addition to enthusiasm (with which Rocky and Sue seem loaded) the job of Editor requires support from the membership in the form of articles, photos, questions, etc. That's what Der Gasser is supposed to be all about - a vehicle of communication that goes two ways. It's your newsletter - contribute something! Best of luck to our successors.

Huge amounts of appreciation are in order for our contributors who supported Der Gasser 72. For whatever reason, these folks give a damn, and we're glad they do! While appreciation is being distributed, the largest applause probably should go to our advertisers. Without their support, Der Gasser 72 could not have been published as it was. Everyone of us should show our appreciation by supporting the businessmen who made this publication possible. Tell 'em Riesentoter sent you.

Now, on to next year. What a lineup! We hear rumors of a sprint school for newcomers, a concours, more tech sessions, more wine tasting, rallies, and Pocono, too - something for everybody. If you can't find a club event to support next year - you must be in the wrong club! Really, there is an awful lot of enjoyment available in a club this size, so even if you never tried an event before, make up your mind to take advantage of it. Like Dylan said - He not busy being born, is busy dying.



Send all future Der Gasser correspondence to Rocky and Sue Williams, 1011 New Hope St., Apt 8-A, Norristown, Pa. 19401  
Ph 215-279-1667



## PHA Notes

Jess Holshouser

In the '72 season's final standings, our Riesentoter team A, consisting of Tom Beil, Dick Weiss, Dick Sweigart, Sandy Sadtler, Charles Hurst and Jess Holshouser finished 6th in a field of twenty teams. This is a good finish considering we ran with only 4 competitors for most of the year. Charles Hurst went out early following a crack-up a Rose Valley and Sandy Sadtler couldn't compete for personal reasons. Team B, consisting of Jim Haas, Connie Sheldrake, Bill Rolland, Jay Schneider and Charlie Keller finished 16th. Here we were able to field only three consistent drivers. In the competition for individual trophies, the season finish for all our Riesentoters were as follows (50 points maximum):

Jay Schneider, 3rd Formula Vee, 31 points  
Walt Urban, 1st EP1, 49  
Jay Gallinger, 2nd EP1, 44  
Dick Sweigart, 3rd EP1, 43  
Jess Holshouser, 4th EP1, 42  
Connie Sheldrake, 6th EP1, 26  
Charles Hurst, 7th EP1, 16  
Dick Weiss, 1st CP, 47  
Dave Baker, 1st Modified I, 48  
Tom Beil, 1st Mod II, 50  
Bill Rolland, 9th Mod II, 15

Team and individual trophies will be awarded at the Annual PHA Dinner Dance February 3. The PHA Contest Board will set the schedule for 1973 at its annual meeting, also on February 3. It would help our team efforts if we could field more drivers in different classes. See ad in Porsche Store.

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## *Potpourri*

Editor

(A conglomeration of random thoughts on Dec. 6)

Did you know that Al Holbert finished 4th at the ARRC behind three factory backed 240Zs? A fine performance - no doubt the crew chief helped - congratulations Al and Bob!

There is a good article on hillclimbing and PHA in particular in the Dec. 2 issue of Autoweek.

Also an ad that states - This is the first time a TurboPorsche has ever won the CanAM series. This is the first time a TurboPorsche has ever entered the CanAm series. Tough enough.

The Dec issue of Road and Track has an ad for a '54 1500 Super with 12,000 original miles, going for the best offer. Oh, yeah - it's in Australia.

An annoying thing that happened this year - finishing 3rd (wife) and 5th (me) in the Parade autocross, then discovering that neither accelerator pump was working and the throttles were opening about half way!

Annoying too, to lose Joanie and Jim Haas to Rhode Island. What a great pair of people!

The biggest disappointment was not having enough material to publish in Der Gasser. When we took over, I was worried about what I could tell people when we couldn't use their articles, photos, etc. I had that problem exactly once - when I got some Pocono pictures - a week after the Pocono issue went to press. That's not to say we didn't enjoy doing the newsletter. On the contrary, it was immensely rewarding. We celebrated each issue with an evening out when it was finally published; we were deep into the functioning of the club, planning and arguing about future events at exec meetings; seeing most of the plans work out and enjoying working with other Porsche freaks to keep the club heading in the right direction.

The poem on the facing page (written by Mason Williams) has nothing at all to do with Porsches, but then neither does Christmas. Have a happy one anyway, and buy your Porsche something nice.

in  
the  
unroamed  
loamed alone  
of cathedral forests  
where resounds the  
echoing silence of the  
great organ timber pipes that  
tower into the crystal distance  
among the cool green and  
deep honey dark secret caches  
of shadowed silence there grow  
the christmas trees  
child trees still suckling  
woodmilk from beneath the moss  
to lift their sapling fingers and touch  
full stride their miracle  
but these child trees as christmas  
ornaments are severed from sanctuary  
by seasoned hunters with steel saws and  
shiny axes and brought to towns  
priced and tagged trimmed and dragged off to  
christmastrection camps where amid  
the pallor of neon and the roaring ugliness of the  
christmas crash they wait for christmas  
people to inspect them and select them to fit a  
certain space in a certain place so much  
less than a wilderness with tinsel and glass paper  
and plastic trash foam and fuzz flashing lights  
and icons they stand dressed to hide their slow dry dying

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CHRISTMAS

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## *Where It's At!*

Bernie Sitron

Germany, Austria, Italy, Switzerland, France. Porsche-pushers will find driving in Europe quite an exciting event.

Marilyn and I started our 12 day combination rally-gymkhana-speed event out of the Frankfurt Flughafen in a VW Beetle (not very Super) onto the Autobahn heading south to Heidelberg. We were speeding along at 110 (kph, that is); checked the mirrors for traffic to pass a slow truck. Nothing in sight. Turn signals on; into left lane; halfway past the truck when I was suddenly blinded by a grill full of Iodide headlights on a Citroen SM just 50 feet behind and closing fast. Nothing to do but keep the knee straight and not mention a word to 'the worrbersome one'. Almost past the truck and another glance reassured me that we were about to be the hood ornament for that French speedster. The grill was no longer visible in the mirror but the windshield was. Mr. Citroen could not have been more than three feet from Mr. Sitron's rear. I finally moved into the right lane and was almost sucked into his tailpipe. And that's the way it goes. Everyone with their foot to the floor. Porsches, Mercedes, Peugeots, Fiats, etc pass and immediately pull back into the right lane to allow the quicker ones by; and there always seems to be a quicker one. No horns blowing. Signals, headlights, then signals to quietly notify front and rear of your intentions. Getting back into lanes is a simple movement as long as there are 2 feet front and back. Dicing is the name of the game.

Motoring through Bavaria into Austria is a relaxing and mind-blowing experience. The small roads gently twist and turn, to reveal more and more of the grandeur of the approaching Alps. Then Salzburg, where you don't even lock your car even with a suitcase on the back seat. Through the Austrian Alps it is strictly 2nd and 3rd gear and for a few yards fourth. These particular roads took us through the valleys so there was very little mountain climbing to be done.

Going through the Brenner Pass from Innsbruck we came upon the highways a L'Italia. The Autostrada at this point was still under construction so we ventured onto a road that followed a stream from the Alps south to anywhere. I understood why most of the big inter-country trucks had right hand drive. Better to see the edge of the road, my dear.

Our first taste of urban Italian "driving" came next in Verona. Total chaos. The VW seemed like a Buick among all the 650 Fiats and motorscooters vying for first place at the next traffic light 75 yards away. After about 8 minutes of this, I lost my co-pilot behind her hands and a good thing too, as she may have lost her voice if she continued to scream. However, after 20 minutes or so of "dodge-em" you get to learn how to play the game (it was only a rented car with insurance) and you get to really enjoy it. A convention in town left us with no sleeping accommodations so we gladly became "Two Americans from Verona" on our way to Venezia.

On the outskirts of Venice are quite a few multilevel parking garages and for a few gas coupons instead of money, we were able to leave the Bug for the day and take a 200 passenger water bus through that enchanting city. A pedestrian's paradise. We didn't see one jaywalker all day.

Florence, Pisa, then north on the Autostrada to Portofino. Countless tunnels from  $\frac{1}{2}$  to  $1\frac{1}{2}$  miles in length a  $\frac{1}{4}$  mile apart, all well lit at the beginning and the lights tapering off at the exits. Of course, you pass in the tunnels even if they have S curves in the middle. Yes, there are speed limits in them but who notices?

Almost all over Europe the kilometers fly by pretty quickly, however, crossing Switzerland's 80-90 mile width required close to 6 hours. We did, however, drive the car onto a flatcar at the Gothard Pass. I turned off the motor and started to read the instructions for the trip when we lurched into motion. Hand brake on; first gear; close windows and no lights. They don't bother to chock the wheels or chain the car down. Two vehicles per flatcar and go. The first ten minutes of the 30 minute speed event, I realized my right leg was cramped due to the excessive pressure on the brake pedal. Natural terror, I guess. The total blackness does nothing to alleviate the apprehension you might normally have. We made it. I felt much better driving in 1st and 2nd gear over the mountains. Every turn in the road was more breathtakingly beautiful than the last.

We had to get back to Frankfurt to catch our flight, so we left so very much more to be seen. Next time.

Europe's road signs and markers are truly superb. I am, as club records will attest, one of the all-time great rallyists, and except for a few hours in France where directions are almost nil, had no problems whatsoever in finding my way. There are no long paragraphs to read or directions on the route markers. Just symbols, markers and directional arrows with the cities' names are all that is really needed. The superhighway directions are in green and white, and all other directional signs are black and white. Getting into or out of the cities does not require all your attention reading or looking for streets. You can give all your attention to dicing with the natives. I hope that sometime in the future our "modern" traffic network catches up to the "ancient" continental system - then we can do it more and enjoy it more.

# Get with it.



## Y B H

**PORSCHE | AUDI**

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The New Car Showing and Open House at Holbert's Porsche-Audi in November gave many of us the opportunity to see and test drive the '73 Porsches. Probably the car that attracted the most attention was the 914S - a new and exciting addition to the Porsche line. Unlike 'S' or Super Porsches in the past, which merely were equipped with more highly tuned versions of the 'Normal' engine, the 914S boasts a powerplant that is nearly 18% larger in displacement. In addition, the 'S' comes equipped with newly designed mag wheels, sway bars front and rear, and more complete instrumentation.

Despite being one of the most controversial Porsches ever built, most people agree that the mid-engine design of the 914 is the way to build a good handling sports car. But the use of the VW 411 engine and the square shape left many people feeling that it wasn't a 'true' Porsche. Some even overlooked the merits of the car and emphasized its faults.

I've driven early 914s and must admit that I felt that the car lacked the power and acceleration I've always associated with Porsches. The 914S, however, is a Porsche of another color.

At first glance, the 'S' looks like any other 914 with the appearance group, except for the rather attractive mag wheels. Closer inspection reveals the black anodized 2.0 insignia on the rear and the sway bars. (Any good Porsche owner looks underneath a car when giving it a going over!) As one settles into the buckets, the starkness of the 914 is still there. The only thing that draws attention is the center console with the added gauges. This soon pales, however, when one notices that the gauges have no numbering, just red and green zones. How unfortunate that a car in this price category cannot be equipped with dial face gauges that look like they belong in a sports car. I personally feel that Porsche can learn something from the English - how to make an esthetically pleasing sports car interior. One never sees a British sports car without easily readable white-on-black numbered gauges.

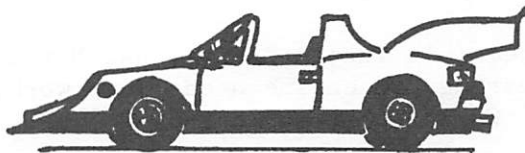
Now for the big moment - driving the car! A turn of the key and the 2 liter engine comes to life. Instantly one notices



a different sound. This 914 sounds healthy! The second surprise comes as the gearshift is moved to first - it feels like a 911/912 shifter! Gone is the struggle with the shift lever that has plagued 914 in the past. As we moved off the increased torque was obvious. The engine pulls strongly to about 5000 rpm where it seems to run out of steam. Although it will pull to six grand, the last 1000 rpm seems strained. I'm only guessing, but I assume the 'S' has the same cam as the 1.7 liter engine which has the same 'shortness of breath' problem. Without any actual times, my seat-of-the-pants accelerometer leads me to believe that this car will give a good running SC a run for the money! On a curvy road, the 914S comes into its own. The sway bars, wider tires and different rate coil springs make this one of the flatest, best handling Porsches produced in many years. I personally would not want to put a stock 912 up against it in an autocross. As a matter of fact, I don't think I want to match my lowered, wider-tired, sway barred 912 against one!

Possibly now, some of us should reconsider our original judgement of the 914. True, the body style hasn't changed, but the right color, the right accessories and a meticulous wash and wax job and the 914 becomes a car with a character all its own. And besides, there are not too many people who can honestly say that the 356A Speedster was a truly beautiful automobile.

It is unfortunate but true, that many of the dearly loved old Speedsters are getting tired. Logically, the car to fill the void left when the last 'bathtub' is finally retired, is the 914S. Economically, it is within the reach of many and it is definitely one of the best handling sports cars built today. Who knows, in 1986 there may be some 14 year old 914S's showing the competition the way home as some Speedsters are doing today.



(Drawing borrowed from Cascade Region - Der Auspuff)

## *Porsche Store*

1966 911, black with black int; body completely stripped to bare metal and repainted last March; 42,500 miles on strong engine; never raced or abused; wood dash and wheel; aux heater; AM/FM; new tinted windshield, \$3,750 - will consider older Porsche and cash. Bud Eiden, 609-845-7948 weekdays after 6

For those of you who have hangups for Triumphs (besides Porsches, that is) here is a competitive hillclimb car that took 1st in EPl (Triumph class) in the 72 PHA season:

TR-3 - PHA/SCCA legal. Engine - fresh with 87 mm pistons, G-3 cam, aluminum flywheel, Mueller clutch, 4 into 1 header. Rear - 4.5 with LSD, gearbox - overdrive. Wheels - American Racing mags. Body - cherry with fresh paint. Price - only \$1,300. Trailer available. Vince Hock, 215-434-6171 (ext 320) or 215-395-2684 (home)

Spyder front brake assembly, drums almost new, one hurt, will also fit 356AB, \$100. 1600S engine, 10,000 mi on rebuild, S-90 carbs, Isky 107, \$550. 912 muffler, good, \$35. 356B case, needs boring, \$15. 356A brake set with drilled backing plates, only need cleaning, \$50. 741 BBBB, no differential, \$35. Zenith carb parts, links, big jets, etc \$10. 912 pressure plate, good \$15. Air cleaner housings for Zenith \$8/pr. One wire mesh air cleaner for S-90 Solex \$10. Factory velocity stacks for Solex (SC) \$15/pr. Four 356B hubcaps w/crests, decent \$3 ea. Four Gabriel shocks for 356 to 1955 \$8. 1969 parts manual, complete, good \$45. 356C parts manual, damaged, complete \$12. '60-61 356B parts manual, used \$12. 356A workshop supplements, mint \$13. Camber compensator for 356 up to 1955, VW to '60 \$5. Box of misc 356 parts, switches, relays, latches, etc. \$10. Tim Kuser, P.O. Box 648, Bordentown, N.J. 08505 ph 609-298-0050 around 7 pm

1965 SC coupe, green/blk int; presently has Normal engine and needs throwout bearing; SC engine needs some work, \$2,200 takes the whole thing. Wayne Ratz, 609-848-6010

1958 1600S, rebuilt engine, new clutch, four new Michelin X's, \$900 firm. Jim Buckmaster, 215-368-0361 (eves), 723-9833 (days)

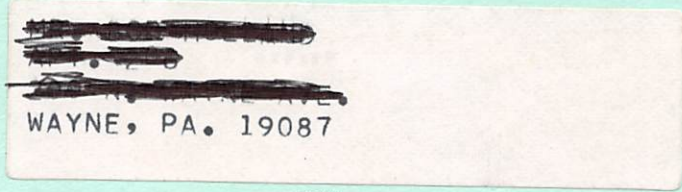


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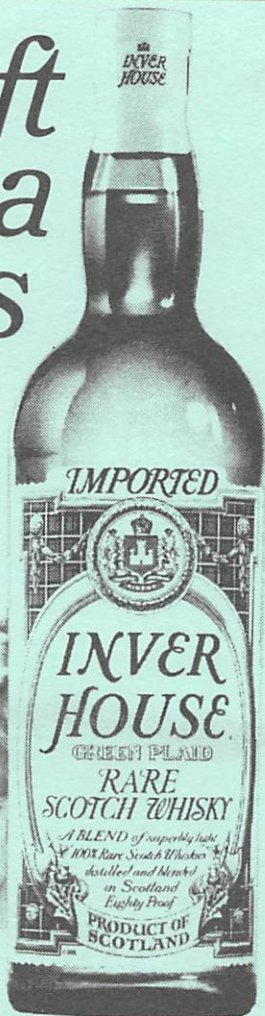
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