

RIESENTOTER · PCA · JAN 73

DER GASSER



HOLBERT'S

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PHOTO COVER

Vern Lyle -

Notice! Even the girls can get involved.

UP-COMIN'

Saturday, January 20, 1973, TECH SESSION! Holbert's Porsche-Audi Dealership, approximately 8:30 to 3:30. Here's a good chance to do some minor repairs to your Porsche in the warm and friendly atmosphere of a Porsche Dealership garage, plus a chance to learn something about your car you may not already know.

The winter months take their toll of our German machinery and this is the perfect time to make those long needed repairs plus maybe some preventive maintenance with the help and guiding hands of our Technical Chairman and the knowledge of the Porsche-Audi trained mechanics.

Also, inspection is coming up, so you might want to check your brakes along with your park lites, turn signals, and tail lites in a warm garage instead of out in the cold, wintery wind.

Wednesday, January 31, 1972, we will hold our first monthly meeting of the 1973 season, at the Springfield Hotel, Flourtown, Pa. Also, Herb Oberson has gotten together with Dan Liginbuhl, Roger Penske Racing Enterprise Communication Director to bring us three fine films on all phases of motor sport racing, for all you "Racing Enthusiasts."

The first film deals with the Penske's efforts in the 1972 Cam Am series, which Porsche won this year, taking away Cam Am domination by the McLaren's. The second film is an ABC Special Film on Penske Racing Enterprises and the well rounded program of the United States Auto Club cars driven by Mark Donahue and Gary Bettenhouse in the Indy 500 and other races, and last but not least, the Nascar Matador. The final and third film is an Sun Oil Film entitled "Four Years to Victory." This film portrays the never ending battle to bring a USAC car from the bottom to Victory Lane in the Indy 500. All in all, it sounds like a very enjoyable evening of racing. See you there!

I know it might seem pretty far off, but on Saturday and Sunday, June 2 & 3, the Riesentoter Region will be back at Pocono for our third year. The reason for the change from October to June is the conflict of dates with other Multi-Region events and, more important, to get away from the rainy and cold weather of October. So - write it down on your calendar, and DON'T FORGET, June 2 & 3 - POCONO III!!

PRESIDENT'S MESSAGE

A new year brings new officers, new ideas, and new events, but unfortunately, many times. some old complaints - some valid; others questionable. One which I have oftentimes questioned is that the Riesentoter Region is "run by a clique." Webster defines a clique as "a small set or coterie, especially one that is snobbishly exclusive." Closer inspection of the club and the definition, and weighing all the facts is necessary before such a statement should be made.

"Exclusiveness" is what the past presidents and myself have been trying to avoid for sometime. We have tried to organize events which would interest as many people as possible. We have asked for volunteers on many occasions and our questionnaire requested criticisms, suggestions, desires; yet few were received.

Yes, we're probably guilty of forming small groups at meetings, events, banquets, etc; however, the reason may be twofold: Firstly, some of us are close friends outside the Porsche club. Secondly, we tend to gravitate toward those with whom we are familiar with from past events. I think the latter may be the key to the problem. If we could achieve an increase in member participation, it would bring with it the reward of congenitally within our Region. Remember, we must all give a little of ourself to share the friendship of others.

We have an enthusiastic, hard working group of officers waiting to serve all the Riesentoters and once and for all, bring an end to this particular criticism. A large number of events of wide variety have been scheduled and we are appealing to all members for help and suggestions. Changes have been made to make new members feel welcome, meetings are to be streamlined to give us all a chance to socialize, and we have revived the custom of everyone wearing name badges.

So why not come to our events. Give us a chance to prove our sincerity. I'm sure you'll find that you'll not be excluded but rather you'll be welcomed and made to feel a part of what's going on. If anyone had, in the past, made you feel left out, I have every belief that it was unintentional and it probably won't happen again.

I hope that during the next twelve months, we can all become better acquainted and I look forward to seeing as many of you as possible at our meetings and events.

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EDITOR'S COMMENTS

Well - When I said I would take on the job as the new Editor of our Der Gasser, I never thought it was going to be like this !! I thought for sure everyone would be sending in all kinds of information, new ideas, thoughts on how they would like to improve the club, etc. but to my complete amasement, not one item has been sent in.

If you have a mind to, stop and thin just what the job of Editor entails. You could say, all he has to do is edit "all" the material sent in by the members of our Region, arrange it in an orderly and readable manner and get it to the printer on time. Well, I say to myself, that's not very hard because I learned to read and write in grade school and as far as getting it to the printer, all I have to do is write it on the calendar (which I don't look at anyway). Needless to say, it does not turn out that way as our previous editors learned.

Anyway, I went to edit all the material that was sent to me and all of a sudden I realized the January issue of Der Gasser (and our first effort at publishing anything) was only six pages long!! That's just great I thought to myself. I can just see myself walking into the printers with six pages in my hand - and all this a week before the printer's deadline.

MEMBERS - We need help desperately! Won't you please send in your notes, ideas, bitches, whatever you feel like sharing with the other members. I am sure other people will want to hear what you have to say. And please, let me emphasis one point. DO NOT be afraid that what you have to say, no one will want to read. Also, you do not have to sign your article, just send it in. You might take this in hand, I mentioned it before, Rocky and I have never written anything in our life before (except for the usual school reports, etc.) for publication and here we are - publishing, or at least trying to, - the Der Gasser. So pity us - but please send those articles in. I know after everyone reads this little editorial, we will be swamped with your articles, thoughts on how to improve our club and events, complaints, what is being done wrong or right.

Equal space will be supplied for opposing opinions or replys.

Thank you,

Rocky & Sue

"NEW MEMBERS WELCOMED HERE" by Bob Ahrens

This will be the keynote of our new member activities this year. We want every new member and transferee to know that their talent and their participation and efforts are not only welcomed, but are needed and necessary in order to perpetuate a strong Riesentoter Club in the future years.

New members are the life blood of any organization, but only if their new ideas and natural enthusiasm is immediately channeled in the direction of club activities. After all, the only pleasure and enjoyment one receives from any membership is the participation in, and the contribution to the clubs various activities. The most difficult thing to understand is why people spend \$18.00 year after year and do absolutely nothing.

All too often, the first six or nine months of inactivity leads to disinterest and the natural feeling of being "on the outside looking in." It is imperative, therefore, that new members be strongly encouraged right from the start, to be actively involved in everything that is going on. We, on the Membership Committee, will do everything possible to effect this goal. We solicit your help and cooperation in this regard, and ask that each of you obligate yourselves and extend yourselves so that all of our new members and transferees can become a homogenous part of Riesentoter life as promptly as possible.

We will also be continuing to emphasize membership and participation by our very lovely Riesentoter girls. To this end, the Membership Committee will include two girls, and their primary responsibility will be to promote and encourage female participation.

Our office is pleased to continue handling the mailing and distribution of Der Gasser and this operation in conjunction with the membership activities, should result in a measurable increase in efficiency in both areas.

We are pleased to report that, as of January 1st, we have 294 members with 8 additional applications requested.

Let our common goal be increased activity for all our members, new and old, and may 1973 be the greatest year yet in the long and memorable history of Riesentoter.

PER POUND
Porsche Eros, Riverside Region

Next time you complain about the high cost of groceries, just consider what your Porsche cost you per pound:

1953	356	\$2.35	1965	911	\$2.75
1955	1500S Speedster	1.95	1966	912	2.36
1955	Carrera Coupe 356A	2.89	1967	911 S	3.05
1955	550 Spyder	4.50	1969	911 E	3.06
1959	1600 Convertible D	1.94	1970	2.2 911S	3.70
1962	Carrera 2	3.42	1970	914	1.94
1964	356C	2.32	1970	914/6	3.06
1964	904	5.50			

These figures are based on figures from the Road and Track series of Porsche Road Tests.

Get with it.



Y B H

PORSCHE | AUDI

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

There is a widespread misconception in America that automobiles cause most of the nation's air pollution. This thought originated in Los Angeles where vehicles do contribute about 75% of the pollutants. One of the reasons for this situation is LA is that the emissions of the factories and refineries have been controlled over the past 20 years.

The latest published federal data on the amounts of pollutants on a national level shows that transportation contributes only 28% of the total. Factories at 17% and furnaces at 34% remain relatively uncontrolled.

Data published by the US Environmental Protection Agency shows that if all cars met the 1975 standards, emissions in millions of tons would drop from 39 to 26. Emissions from stationery sources account for 19 of those 26 and no standards have been set for these sources. (Motorists United)

Nobody likes pollution and cutting back this much is certainly desirable. However, it has been estimated that this will cost the consumer \$40 billion in higher new car prices, higher fuel consumption, and increased maintenance costs. What are the factories paying? Heh, heh - THEY make the cars, and the fuel and the replacement parts! Guess whose side Uncle Sam is on?

Not really changing the subject - Ruckelshaus, the head of the aforementioned USEPA, has a study underway to evaluate the catalytic converter. The thing is expensive to build and to maintain and Ruckelshaus will probably decide whether it will be part of your future car. So you would expect hundreds of installations under carefully controlled conditions, right? Not quite. Get this - six (6) NY City police cars are under study and one has the converter removed because it didn't work! If this jerk makes a decision based on a study like that - HE should have a catalytic converter installed. (Above info also from MU, opinions are mine).

And how about the quick changeover to unleaded fuel? Based on solid data, right? A blurb in Road and Track points out studies in Chicago (in an area where the air has ten times the amount of lead as in other parts of the city) showing that out of 500 kids there wasn't a single case of lead poisoning. But in other areas of the city which had less

industrial lead but substandard housing with peeling paint, many cases of elevated lead levels in blood were found.

Similarly, The World Health Organization reported that the lead levels in the blood of New Guinea aborigines (far from industry and motor vehicles) were higher in range than the levels in urban and rural California! Seems like your educated legislators go off kinda half cocked, don't it?

The Bulletin recently reported that the USEPA scientists based their plan to get rid of all leaded gasoline by 1974 on their findings that gasoline man (?) contribute to lead poisoning. They said that flaws were found in the original studies and a new study was being prepared to reinforce their views. Nothing like stacking the cards!

It is my opinion that the Feds and big business are taking advantage of the car buying public. They know that cars are practically a necessity and people will keep buying, no matter what. To satisfy the noisy environmentalists, the feds pick on the group least likely to complain. They take credit for cleaning up our environment and business makes a bundle. By 1984, a government designed, pollution-free, 60 mph-crashproof vehicle may be the only thing available. It will be 28 feet long weight 7400 pounds, accelerate (and look) like a sick snail and cost \$10,000.

If you are at all concerned, the time to put your foot down is now. Writing to the very legislators who make this farce a reality seems quixotic, but short of revolution, it's the only thing we've got.

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BRINGING IT ALL BACK HOME
Der Vorganger - Potomac Region
By Susan Mellups

The Potomac Region is taking a chartered flight to Germany in September 1973, for two weeks, at a cost of \$185.00 (Air Fare) per person. If anyone is interested, write to:

OCTOBER FEST 73
1401 North Nicholas Street
Arlington, Virginia 22205

Or Call:

Susan Mellups 1-703-536-5362

The following is an article on that trip, written by Susan Mellups of the Potomac Region:

Almost every Porsche Pusher has at some time in her (his) life, dreamed of seeing Europe by Porsche. Several Potomac friends have--via the European Delivery Plan. But most of us have treated the idea with a "Everything you Wanted to Know but Were Afraid to Ask" respect. Now that you have asked, here is what you wanted to know. Jon Krogsund, of Heisman's Porsche-Audi, spent a good part of a morning imparting this information and juggling some figures for me.

Currently, you need to order your car two months before your intended pickup date. I assume you will take delivery at Zuffenhausen, a Stuttgart suburb. By adding an extra dealer and delivery charge, you can, for example, get your car in other German cities (\$78), Austria \$150, Paris (\$156), London (\$203), or Rome (\$250). The contract for extra-factory pickup says, however, that the car will be delivered there by rail, truck or driver (horror!) at the manufacturer's discretion. (Wouldn't that be a nifty job at Porsche? "Here, Siegfried. deliver this Targa to Tangiers." Sigh!)

At Zuffenhausen, you'll pay \$47 pickup charge, which gives you a clean car, a tank of gas, international plates and registration.

Factory pickup of 914's is at Osnabrueck, about 50 miles due west of Hanover. The 914/6 is not made to U.S. specs and, therefore, is not readily imported.

Add 11% German use tax onto the total cost of the car (including dealer prep). If you exit Deutschland within six months, the appropriate documents are stamped by German Customs, and you send them to Porsche for an 11% refund check. It's still a possible thou out-of-your pocket for the duration. Explain that to your banker. Note, that by the pickup outside of Germany, you avoid the refundable use tax altogether. It's a matter of weighing the choices.

Your current automobile insurance policy may meet the requirements for the international Green Card. A letter stating your company's coverage submitted at the time of the car order, will be checked and verified before you leave the U.S. If your insurance does not meet international standards, you can purchase short term insurance via Volkswagen. For one month, you pay \$118 on a T, \$151 on an E or S, and \$100 for a 914. Insurance includes fire, theft and collision.

So, what does the car cost? Base prices are

911 S Coupe - 5 speed	\$8,910
911 E Targa - sportomatic	\$8,361
911 T - 5 speed	\$7,165
914	\$3,724

Options in Europe:

911 T mags	\$ 392
911 E mags	\$ 308
Konis (T or E)	\$ 83
Stabilizer bars	\$ 70
Recaro seats	\$ 70
Blaupunkt AM-FM	\$ 194
911 Appearance group	\$ 155
All leather interior	\$ 359

Mag wheels differ in price because the "T" owner is exchanging 5½" steel for 6" mag rims while the "E" goes from 6" steel to 6" mag. In addition to the above, you can send a sample of your favorite, say lipstick color and have the car painted to match for an extra \$338.

Even your Porsche's return trip can be arranged through Porsche-Audi by TASP (Tourist Automobile Shipping Plan), your car being shipped from Brement to Baltimore with other new P/A products. There is a six week delay before your gem arrives. The cost for the transport and

marine insurance is \$197 for a 914 and \$229 for a 911. Besides that, you'll pay from \$26 to \$40 stateside for port handling. U.S. Customs also gives their stamp of approval, at 3% of appraised value of the car, based on use. You'll be lucky to get appraisal at 75% of purchase price.

The chart shows selected options and price comparisons. Prices are as of July 10, 1972, quoted by Heishman's:

	<u>THERE</u>	<u>HERE</u>
911 T, 5-speed	\$7,165	\$7,517
Mags	392	493
Konis	83	105
Radio	194	244
TOTAL	<u>\$7,834</u>	<u>\$8,359</u>
Prep/pickup	47	130
Shipping	229	<u>\$8,489</u>
U.S. Port Fee	30	
Customs (on \$6500)	195	
	<u>\$8,335</u>	

Add European insurance (\$118) if needed.

The difference is \$154. This will almost pay one air fare if you fly with your favorite CAB regulation-abiding charter flight club. With an appearance group, the 914, having a radio, heated rear window, silver paint, alloy wheels, delivery charge, etc., the saving is \$22.

Clearly, one does not fly to Europe just to purchase a Porsche. It's not worth the price of your passport. But, if it's vacation time or you must perfect your parallel on the slopes of Megeve and it's time for a new car anyway, then you're on! Incidentally, transportation within Europe costs \$160 for a one-month Eurailpass which provides unlimited travel on the continent. German pickup on a rental car costs \$160 plus mileage and the eleven percent German use tax. So, you can theoretically add at least \$160 to your savings if you travel alone. Taking your husband along doubles the savings.

Perhaps now you won't be afraid to ask. Ask anyone who has wound out a Porsche on the back roads around Munich. It is indeed a dream vacation.

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DO YOU JUST BELONG??

Are you an active member, the kind that would be missed.
Or are you just contented, that your name is on the list?
Do you attend the meetings and mingle with the crowd
Or do you simply stay at home and crab both long and loud?
There's quite a program scheduled, that means success if done.
And it can be accomplished with the help of everyone.
Attend the meetings regularly and help with hand and heart.
DON'T be just a member, but take an active part.
Do YOU take an active part, to help the club along?
Or are YOU satisfied to be one who will just belong?
Do you ever go to visit a member who is sick
Or leave the work to just a few, and talk about the clique?
Think this over members: Which is RIGHT or WRONG,
ARE YOU AN ACTIVE MEMBER OR DO YOU JUST BELONG??

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WHAT'D SHE SAY? by Sue Williams

Well girls - we finally made it - our corner of the world or rather our page. This column is going to be an "accumulation" of gossip (not malicious), an occasional recipe (I have one this month that you will to start preparing now, for next Thanksgiving), a woman's view of the club and events, some new ideas to encourage more female participation and whatever happens to pop into our minds. It will be very informal and I would like to have some new ideas - So, come on girls, let's show the men we are just as interested in Riesentoter as they are.

I wonder how many of us know that Bob McCullen and Nancy Modesta were officially engaged as of November 11, 1972? and that they will spend their honeymoon in Germany - remember the joke circulating about the couple that's going to spend their honeymoon touring the Stuttgart Porsche factory? Well - that's Nancy and Bob. Best of luck to both of you.

Our new member from the California area, Ted Way is also going to tie the "knot." He and his future bride, which I am sorry to say I don't know her name, will be getting married the first of next month. Many years of happiness!

Now, I know everyone is just dying to get this recipe for Elephant Soup. So, run to your kitchen - Don't forget Der Gasser - and start preparing that Thanksgiving diner. Dare to be different, forget Turkey and concentrate on Elephant Soup.

RECIPE FOR ELEPHANT SOUP

One (1) Elephant (not too old)
Twelve (12) pounds of salt
Fifteen (15) gallons of brown gravy
Ten (10) pounds of pepper
Two (2) rabbits

Cut the elephant into small, bite-size pieces. This will take approximately four to six months. Add salt and pepper and cover with brown gravy. Place concoction in a very large oven and cook at 700° for one month, or until tender. This recipe will serve 3,800 to 4,500 people. If more quests are expected, add the two rabbits. Do this only if necessary, as most folks don't like to find hare in their soup.
(Recipe taken from Loma Prieta Region)

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1966 912/5 Coupe #457609, Grey/Black interior. Body and paint original & rust free. Minor parking lot dings. Interior perfect. Complete drive train rebuilt 9/72, 1969 engine balanced, compression raised - otherwise stock. New parts used throughout. Fastest 4 cyl at Pocono Autocross. Hood mounted cibile driving lights. Your choice of wheels & tires. Reasonable offers over \$3,000. Call or write for futher information. David A. Duerr, 265 Lincoln Rd., King of Prussia, Pa. 19406, (215) 265-1047.

900 Parts: 2 Chrome hub caps, \$7.50 each; 2 chrome wheels, 4½ x 15, \$15.00 each; 2 European style (orange directional) rear lights, \$15.00 each; 911/912 parts book (3 volumes), \$35.00; 911 Sebring extractor and stinger, used 2000 miles, \$25.00; 4 new Dunlop tubes, 185/70 x 15, \$4.00 each. Tom O'Rourke, 645 S. Warren Avenue, Malvern, Pa. (215) 647-4473.

1959 "A" transaxle, good condition, without brakes, \$60.00; 1 brand new 49-67 VW trailer hitch, \$15.00; Wayne Flegler, 1-609-848-0446.

1959 356A Coupe 1600 N, Runs, \$500.00, after 6:00 P.M. 1-609-848-0446, Wayne Flegler.

914 foglights with grilles, \$30.00; rear Amco bar, exc. \$15.00; will swap chrome 914 bumpers for painted bumpers. Paul Maronna, 215-542-7811 (days), 215-643-1976 (evenings).

LATE NEWS

Al Holbert finished second in the Northeast Division of the SCCA in C/Production. He also did quite well in the American Road Race of Champions by finishing fourth.

It is rummored that Al will be driving a 911 Carrera next year. Also along this line comes word from Autoweek that Roger Penske will field a 911 Carrera in the U.S. Championship of Makes races and also IMSA and Trans Am races. Possible drivers, Mark Donahue, and very possible George Follmer.



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